



City of Huntington Beach Planning and Building Department

**STAFF REPORT**

**TO:** Planning Commission  
**FROM:** Scott Hess, AICP, Director of Planning and Building  
**BY:** Jane James, Senior Planner *off*  
**DATE:** August 24, 2010

**SUBJECT:** **GENERAL PLAN AMENDMENT NO. 10-001, ZONING TEXT AMENDMENT NO. 10-001, AND SITE PLAN REVIEW NO. 10-001 (THE VILLAGE AT BELLA TERRA – COSTCO)**

**APPLICANT:** Becky Sullivan, BTDJM Phase II Associates, LLC, 922 Laguna Street, Santa Barbara, CA 93101

**PROPERTY**

**OWNER:** Becky Sullivan, BTDJM Phase II Associates, LLC, 922 Laguna Street, Santa Barbara, CA 93101

Southern California Edison, Dino J. LaBanca, 2131 Walnut Grove Avenue, G03, 2<sup>nd</sup> Floor, Rosemead, CA 91770

**LOCATION:** 7601 Edinger Avenue (between Edinger Avenue and Center Avenue, west of existing Bella Terra development and east of Union Pacific Railroad)

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**STATEMENT OF ISSUE:**

General Plan Amendment No. 10-001 represents a request for the following:

- Amend the size of Subarea 5A from 46.90 acres to 52.35 acres
- Amend the size of Subarea 5B from 15.85 acres to 10.40 acres
- Amend the mixed-use commercial floor area ratio (FAR) from 0.2 to 0.07 (FAR)

Zoning Text Amendment No. 10-001 represents a request for the following:

- Amend Specific Plan No. 13-Bella Terra Huntington Beach to modify the sizes of Area A and Area B
- Establish warehouse and sales outlets with ancillary tire sales/installations and gas station as a permitted use
- Include associated design and development standards for the new permitted uses
- Standardize the appeal process
- Modify the way common residential open space is measured

- Provide clean-up language where necessary

Site Plan Review No. 10-001 represents a request for the following:

- Develop a 154,113 sq ft Costco with tire sales/installation center, outside food service, and 16-pump gas station
  - Develop 467 multi-family residential units
  - Develop an additional 30,000 sq ft of mixed use retail and restaurants
  - Allow the number of parking spaces required for the entire mixed use project (warehouse and sales outlet, retail, office, restaurant, outdoor dining) to be based on a shared parking analysis
  - Allow a 3'-9" retaining wall along the western boundary of SP 13 in-lieu of the maximum 2'-0" retaining wall permitted
- ◆ Approve General Plan Amendment No. 10-001, Zoning Text Amendment No. 10-001, and Site Plan Review No. 10-001 with modifications based upon the following:
    - Facilitates the existing General Plan Land Use Element Mixed Use overlay by providing for regional commercial and mixed uses on the site.
    - Facilitates the proposed amendments to Specific Plan No. 13 to modify locations of Area A and Area B, to establish uses and development standards for warehouse and sales outlets with tire sales/installations and gas stations, resulting in a future mixed use development that is consistent and transitional between surrounding densities and land uses.
    - Facilitates regional commercial and mixed use development that produces an environment which is both attractive and sustainable by increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources.
    - Consistent with good zoning practice and implements the goals of developing a regional commercial and mixed-use lifestyle center.
    - Compatible with adjacent commercial, educational, and transportation uses, and the site is already designated for a higher-density, mixed use development with a mix of residential and regional commercial land uses.
    - Serves affordable housing needs of the community by providing on-site affordable housing units.
    - Requires the Costco building to be certified LEED Silver.
    - Provides the Event Pavilion building in the village green as certified LEED Silver.
    - Incorporates sustainable building practices from Build It Green checklist into the multi-family residential project.
    - Requires the irrevocable offer of a reciprocal pedestrian and bicycle access easement with the adjacent property to the west.
  - ◆ Staff's Suggested Modifications:
    - Improve Costco colors, materials, and elevations as recommended by DRB
    - Improve pedestrian and bicycle circulation on site and through an irrevocable offer for reciprocal access to the property to the west
    - Maintain the two way circulation in the drive aisle north of the existing parking structure
    - Add a pedestrian connection from the northwest corner of Costco to Center Avenue, if approved by SCE
    - Monitor the parking supply and demand on a long-term basis with a Parking Management Plan

- Provide all minimum parking stall sizes
- Close the gap along the east side of the gas station
- Require LEED Silver certification for Costco
- Improve elevations of gas station canopy and reduce red stripe on building
- Meet all minimum residential requirements for unit size, private open space, parking structure design, parking stall dimensions, bicycle parking, and provision of secured gated entry

**RECOMMENDATION:**

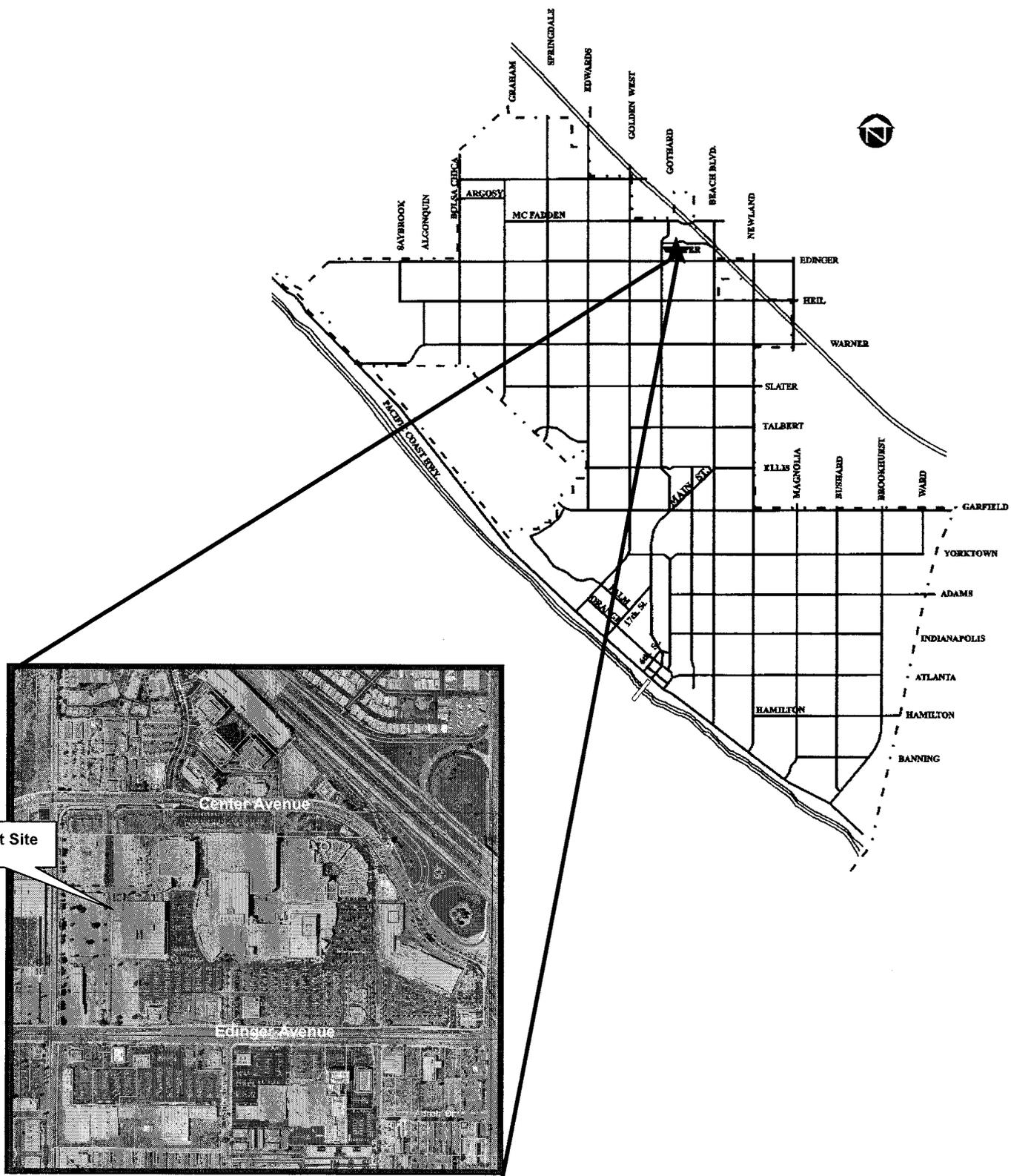
Motion to:

- A. “Approve General Plan Amendment No. 10-001 by approving the Draft City Council Resolution No. \_\_\_\_ (Attachment No. 1) and forward to the City Council for adoption.”
- B. “Approve Zoning Text Amendment No. 10-001 with findings for approval (Attachment No. 2) by approving the Draft City Council Resolution No. \_\_\_\_ (Attachment No. 3) and forward to the City Council for adoption.”
- C. “Approve Site Plan Review No. 10-001 with findings and suggested conditions of approval (Attachment No. 2 and 2.A).

**ALTERNATIVE ACTION(S):**

The Planning Commission may take alternative actions such as:

1. “Approve General Plan Amendment No. 10-001 and Zoning Text Amendment No. 10-001 and forward to the City Council for adoption and Approve Site Plan Review No. 10-001 with findings and suggested modified conditions of approval” (*Applicant’s Request*).”
2. “Continue General Plan Amendment No. 10-001, Zoning Text Amendment No. 10-001, and Site Plan Review No. 10-001 and direct staff accordingly.”
3. “Deny General Plan Amendment No. 10-001, Zoning Text Amendment No. 10-001, and Site Plan Review No. 10-001 with findings for denial.”



**VICINITY MAP**

**GENERAL PLAN AMENDMENT NO. 10-001, ZONING TEXT AMENDMENT NO. 10-001, AND SITE PLAN REVIEW NO. 10-001**

**PROJECT PROPOSAL:**

General Plan Amendment No. 10-001 represents a request for the following:

- A. Amend the size of Subarea 5A from 46.90 acres to 52.35 acres. The current General Plan Land Use designation of CR-F2-sp-mu-(F9) (Regional Commercial-0.5-FAR-Specific Plan Overlay-Mixed Use Overlay-1.5 FAR [MU-0.5{C}/25 du/acre]) remains the same.
- B. Amend the size of Subarea 5B from 15.85 acres to 10.40 acres. The current General Plan Land Use designation of CR-F2-sp-mu (F14) (Regional Commercial-Specific Plan Overlay-Mixed Use Overlay-maximum 1.75 total FAR [0.2 Commercial FAR/45 du/acre]) would also change from 0.2 mixed-use commercial FAR to 0.07 mixed-use commercial FAR.

Zoning Text Amendment No. 10-001 represents a request for the following:

- A. Amend the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) by amending Specific Plan No. 13-Bella Terra Huntington Beach (SP 13) to increase the size of Area A from 46.90 acres to 52.35 acres and decrease the size of Area B from 15.85 acres to 10.40 acres
- B. Establish warehouse and sales outlets with ancillary tire sales/installations and gas station as a permitted use
- C. Include associated design and development standards for the new permitted uses

Site Plan Review No. 10-001 represents a request for the following:

- A. Demolish the existing Montgomery Wards store, the associated auto repair, the Mervyn's store, and the adjacent in-line retail stores to the south of Mervyn's.
- B. Develop a 154,113 sq ft Costco with tire sales/installation center, outside food service, and 16-pump gas station
- C. Develop 467 multi-family residential units within a four-story building
- D. Develop approximately 13,500 square feet of residential amenities, such as, a clubhouse, fitness center, leasing office, and lobby
- E. Develop an additional 17,500 square feet of mixed use retail and restaurants on the ground floor of the residential
- F. Develop an additional 12,000 square feet of free-standing retail uses along the Edinger Avenue frontage
- G. Allow the number of parking spaces required for the entire mixed use project (warehouse and sales outlet, retail, office, restaurant, outdoor dining) to be based on a shared parking analysis
- H. Allow a 3'-9" retaining wall along the western boundary of SP 13 in-lieu of the maximum 2'-0" retaining wall permitted

The current proposed project is a departure from the previous mixed-use conceptual plan contemplated in 2008. The following chart describes the difference between the amount of commercial square footage and the number of residential units that could potentially be developed under the various General Plan Floor Area Ratios.

<b>Comparison Between Previous and Revised General Plan FAR Yields</b>						
	<b>Current Size</b>	<b>Proposed Size</b>	<b>Current Commercial SF per General Plan FAR</b>	<b>Proposed Commercial SF per General Plan FAR</b>	<b>Current Residential per General Plan FAR</b>	<b>Proposed Residential per General Plan FAR</b>
Area A	46.90 acres	52.35 acres	1,021,482 sf	1,140,183 sf	0 du	0 du
Area B	15.85 acres	10.4 acres	138,085 sf	31,711 sf	713 du	468 du
Total Area A and B	<b>62.75 acres</b>	<b>62.75 acres</b>	1,159,567 sf	1,171,894 sf	713 du	468 du
<b>Net Change</b>	<b>0</b>		<b>+12,327 sf</b>		<b>-245 du</b>	

As can be seen in the above table, amending the sizes of Area A and Area B increases the overall commercial development potential by approximately 12,327 square feet when compared to the 2008 approved General Plan land use designations. Conversely, the potential residential density decreases by 245 overall units.

<b>Comparison Between Previous and Revised Actual Square Footage</b>						
	<b>Current Size</b>	<b>Proposed Size</b>	<b>Current Commercial SF Constructed</b>	<b>Proposed Commercial after Construction</b>	<b>Current Residential Approved per 2008 Amendment</b>	<b>Proposed Residential per 2010 Amendment</b>
Area A	46.90 acres	52.35 acres	774,962 sf	774,962 sf -91,153 sf +154,113 sf =837,922 sf	0 du	0 du
Area B	15.85 acres	10.4 acres	138,085 sf	30,000 sf	713 du	467 du
Total Area A and B	<b>62.75 acres</b>	<b>62.75 acres</b>	913,047 sf	867,922 sf	713 du	467 du
<b>Net Change</b>	<b>0</b>		<b>-45,125 sf</b>		<b>-246 du</b>	

The above table demonstrates that the actual proposed commercial square footage is approximately 45,125 square feet less in the revised project than what is currently constructed within all of Bella Terra. This analysis takes into account the demolition of the 91,153 sf of Mervyn's and the adjacent retail, which was not contemplated in the 2008 conceptual plan. Additionally, 246 less residential units are now proposed.

The Montgomery Ward store, auto repair building, Mervyn's building, and the existing in-line retail buildings to the south will be demolished and replaced with the new proposed project in a phased development. The proposed Costco is located on the northern portion of the site along with parking lot improvements, a 16-pump gas station, outside food service with fixed tables and chairs, and a tire center attached to the main building. The existing driveway at the intersection of Center Avenue and Huntington Village Lane will be relocated approximately 180 feet east in order to off-set the main driveway entrance with the store entrance. The main entry to the store will be on an angle at the northeast corner. Approximately 557 parking spaces will be provided in the surface lot to the north and east of the new building with an additional 220 parking spaces within the existing parking structure. The surface parking is primarily provided within a leased easement on the Southern California Edison (SCE) right-of-way on the north side of SP 13. The applicant proposes to amend the existing two way circulation, located north of the existing parking structure, to a one way east bound drive aisle. A pedestrian connection from the subject property to the property to the west is noted on the applicant's conceptual master plan approximately 230 feet north of Edinger Avenue but no details on what the connection entails are provided.

The proposed gas station will include four islands with a total of 16 pumps located just east and south of the main entry. The gas station is designed for one way circulation traveling from the south to the north. Vehicles will enter the gas station area from the south and line up behind any one of four islands with four pumps each. A total of 16 cars can pump gas simultaneously while queuing space for eight rows of cars with five cars in each row (for a total of 40 waiting cars) is provided. Once the vehicle has finished fueling it will exit the gas station on the north side and travel east into the main drive aisle.

The Costco building pad site will be elevated two feet above existing grade to accommodate construction in the flood plain. Costco proposes numerous sustainable building construction methods that would be the equivalent of LEED Silver Certified but they do not intend to seek certification. The single story Costco warehouse will be 38'-6" tall at the highest point of the roof over the main store entry.

The applicant's proposed hours of operation for Costco are as follows:

<b>Days</b>	<b>Warehouse</b>	<b>Gas Station</b>	<b>Special Warehouse Business Members Hours</b>
Monday – Friday	10:00 AM to 8:30 PM	6:00 AM to 9:30 PM	Open at 9:00 AM
Saturday	9:30 AM to 6:00 PM	6:00 AM to 7:00 PM	
Sunday	10:00 AM to 6:00 PM	6:00 AM to 6:00 PM	

The mixed-use development includes 467 residential apartment units within a four-story building; approximately 13,500 square feet of residential amenities such as a clubhouse room, fitness center, leasing office, and lobby areas; and an approximately 700-space five-level residential parking garage in the central portion of the site. The 700 - space parking garage is for the exclusive use of the residents and their guests and is proposed between the apartment units and Costco. Primary access to the residential parking garage will be from the north and west sides. Residents will be able to access the site from either Edinger or Center Avenues. As with the Costco site improvements, the mixed-use development will be elevated approximately two feet above existing grade to comply with flood plain regulations.

The applicant’s multi-family residential project includes ten floor plans summarized below.

Plan No.	Plan Type	Floor Area (square feet)	No. of Units	Private Open Space (sf)	Total Private Open Space All Units (sf)
Plan 1	Studio	503	20	62	1,240
Plan 2	Studio	586	70	60	4,200
Plan 3	1 Bed/1 Bath	724	70	60	4,200
Plan 4	1 Bed/1 Bath	732	70	113	7,910
Plan 5	1 Bed + Den/1 Bath	926	56	106	5,936
Plan 6	2 Bed/2 Bath	1,069	106	60	6,360
Plan 7	2 Bed/2 Bath	1,230	24	72	1,728
Plan 8	3 Bed/2 Bath	1,364	30	130	3,900
Plan 9	1 Bed + Loft/1 Bath	871	10	116	1,160
Plan 10	2 Bed + Loft/2 Bath	1,210	11	60	660
<b>Total</b>			<b>467</b>		<b>37,294</b>

The mixed use retail and restaurant on the ground floor will be designed at a two story building height to achieve high volume ceilings popular with retail tenants today. The ground floor commercial will be topped by two additional stories of residential units. Approximately 17,500 square feet of retail and restaurant uses are proposed on the ground floor of the residential building. An additional 12,000 square feet of general retail and restaurant uses are proposed on the southern portion of the site along Edinger Avenue as well as a 1,920 square foot pavilion building within a landscaped greenbelt area.

No hours of operation have been established for the mixed use retail portion of the proposed project as no tenants have been identified. Immediately adjacent to the mixed-use retail will be an outdoor living room, expanding the interior floor area to the exterior. Beyond the outdoor living room, the applicant proposes a village green with an event lawn and the public use pavilion. The applicant envisions the pavilion use for special events such as a tenant’s fashion show or private events such as birthday parties. The applicant has completed the Build It Green Checklist (Attachment No. 14) to demonstrate the sustainable building practices they are committing to including in the construction of the mixed-use project.

The applicant intends to construct the proposed development in phases. All demolition of Montgomery Wards and the auto repair, Mervyn’s, and the adjacent retail will occur in the first phase. Site

development, including on and off-site utilities, grading, and parking lot improvements and drive aisle construction for everything but the mixed-use building pad will occur next. The Costco warehouse and gas station construction will follow with store opening anticipated by the holiday season of 2011. Construction of the multi-family residential and mixed use component could occur as soon as one month after Costco opening or it could trail by several years. The applicant has indicated that if the residential is not built immediately, then an interim parking lot may be constructed.

The applicant has indicated that the request is necessary (Attachment No. 7) to construct a regional commercial warehouse and sales outlet use with ancillary tire center and gas station along with a mixed-use residential and retail project in Huntington Beach.

**Background:**

The previous Village at Bella Terra, proposed on an approximately 15.85 acre site, just west of the existing Bella Terra mall, was approved by the City Council in November 2008 for the development of 713 multi-family residential units and 138,085 square feet of commercial uses. In March 2010, DJM Capital Partners, the developer and property owner, submitted a request to modify their project to amend the planning area boundaries in Specific Plan No. 13 and develop a 154,113 square foot Costco with tire sales/installation and a 16-pump gas station along with 467 multi-family residential units, associated clubhouse and fitness center amenities, and 30,000 square feet of additional commercial uses.

**Study Session:**

The overall project was introduced to the Planning Commission at a study session held on July 27, 2010. A second study session, to introduce the Addendum to EIR No. 07-03 and the legislative draft version of amendments to SP 13, was held on August 10, 2010. Courtesy notices to all property owners and tenants within a 1,000 foot radius of the site as well as interested parties were mailed for the August 10, 2010 study session.

**ISSUES:**

**Subject Property and Surrounding Land Use, Zoning and General Plan Designations:**

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property – Area A	CR-F2-sp-mu-(F9) (Regional Commercial-0.5-FAR-Specific Plan Overlay-Mixed Use Overlay-1.5 FAR [MU-0.5{C}/25 du/acre])	Specific Plan No. 13-Bella Terra Huntington Beach	Vacant Commercial-Former Mervyn’s, in-line retail, Montgomery Ward store, auto repair, and parking lot
Subject Property – Area B	CR-F2-sp-mu-(F14) (Regional Commercial-0.5-FAR-Specific Plan Overlay-Mixed Use Overlay-1.75 FAR [MU-0.2{C}/45 du/acre])		

LOCATION	GENERAL PLAN	ZONING	LAND USE
North of Subject Property (across Center Avenue)	M-sp (Mixed Use-Specific Plan Overlay)	Specific Plan No. 1-North Huntington Center	Old World Village
West of the Subject Property	M-sp-d M-sp-d (Mixed Use – Specific Plan Overlay – Design Overlay)	Specific Plan No. 14 - Beach Edinger Corridor	Vacant Retail Building (former Levitz Furniture Store) and College Country Center (site of the proposed Amstar/Red Oak project)
East of Subject Property	CR-F2-sp-mu (F9) (Commercial Regional—0.50 Floor Area Ratio—Specific Plan Overlay—Mixed Use Overlay-1.5 FAR [MU-0.5{C}/25 du/acre])	Specific Plan No. 13-Bella Terra Huntington Beach	Bella Terra Mall
South of Subject Property (across Edinger Avenue)	M-sp-d (Mixed Use – Specific Plan Overlay – Design Overlay)	Specific Plan No. 14 - Beach Edinger Corridor	Retail Buildings

**General Plan Conformance:**

The current General Plan Land Use Map designation for Bella Terra Area A is CR-F2-sp-mu (F9) (Regional Commercial). The F2 designation permits a floor-to-area ratio (FAR) of 0.5 for commercial uses while the F9 designation permits a maximum overall FAR of 1.5, with a commercial FAR of 0.5 and 25 residential units per net acre for vertically integrated mixed use projects consisting of commercial and residential components. It should be noted that the zoning, SP 13, does not permit residential uses in Area A.

The current General Plan Land Use Map Designation for Area B is CR-F2-sp-mu (F14) (Regional Commercial). The F2 designation permits a FAR of 0.5 for commercial uses while the F14 designation permits a maximum overall FAR of 1.75, with a commercial FAR of 0.2 and 45 residential units per net acre for a mixed use project consisting of commercial and residential components.

The proposed General Plan amendment changes the boundaries of Areas A and B so that Area A increases in size and Area B decreases. The current proposal would also amend the 0.2 mixed-use commercial FAR to 0.07 mixed-use commercial FAR in Area B. Upon project implementation, the uses would be consistent with the characteristics for Regional Commercial with a mixed use overlay described in the General Plan and Specific Plan No. 13. Because the General Plan and Zoning designation would be amended, the density and intensities identified in Table LU-2b Land Use Density and Intensity Schedule for category F14 would be changed to reflect this.

The proposed General Plan Amendment, Zoning Text Amendment and Site Plan Review are consistent with the goals and objectives of the City's General Plan as follows:

A. Circulation Element

Objective CE 3.2: Encourage new development that promotes and expands the use of transit services.

Policy CE 6.1.6: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.

B. Growth Management Element

Policy GM 3.1.8: Promote traffic reduction strategies including alternate travel modes, alternate work hours, and a decrease of vehicle trips throughout the city.

C. Housing Element

Policy H 2.2: Facilitate the development of mixed use projects in appropriate commercial areas, including stand-alone residential development (horizontal mixed use) and housing above ground floor commercial uses (vertical mixed use). Establish mixed use zoning regulations.

Policy H 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

Goal H 5: Provide equal housing opportunity.

D. Land Use Element

Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.

Goal LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.

Goal LU 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.

Goal LU 8: Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for the City's neighborhoods, corridors, and centers.

Policy LU 8.1.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map, in accordance with the principles discussed below:

- a. Not applicable

- b. Vary uses and densities along the City’s extended commercial corridors, such as Beach Boulevard.
- c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
- e. Intermix uses and densities in large-scale development projects.
- f. Site development to capitalize upon potential long-term transit improvements.
- g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions, in form, scale, and density of development, and other elements.

Goal LU 9: Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Policy LU 9.1.4: Require that recreational and open space amenities be incorporated in new multi-family developments and that they be accessible to and of sufficient size to be usable by all residents.

Policy LU 10.1.15: Require that regional commercial developments be designed to convey the visual sense of an integrated center by consideration of the following principles:

- a. Use of multiple building volumes and masses and highly articulated facades to reduce the visual sense of large scale “boxes”;
- b. Use of roofline or height variations to visually differentiate the building massing and incorporation of recesses and setbacks on any elevation above the second floor above grade;
- c. Siting of a portion of the buildings in proximity to their primary street frontage to convey a visual relationship to the street and sidewalks;
- d. Design of the exterior periphery of the structures to contain shops, restaurants, display windows, and other elements that provide visual interest to parking areas and the street elevation;
- e. Inclusion of a “public square” as a gathering place of public activity in multi-tenant regional centers;
- f. Clear identification of building entrances;
- g. Use of landscape that provides a three-dimensional character;
- h. Encourage the provision of public art;
- i. Inclusion of consistent and well-designed signage integrated with the building’s architectural character, including pedestrian-oriented signage; and
- j. Design of parking structures to be visually integrated with the commercial buildings.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

Policy LU 11.1.2: Limit commercial uses in mixed use development projects to those uses that are compatible with the residences.

Policy LU 11.1.4: Require the incorporation of adequate onsite open space and recreational facilities to serve the needs of the residents in mixed use development projects.

Policy LU 11.1.5: Require that mixed use developments be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access.

Policy LU 11.1.6: Require that the ground floor of structures that horizontally integrate housing with commercial uses locate commercial uses along the street frontage (housing may be located to the rear and/or on upper floors).

Policy LU 11.1.7: Require that mixed use development projects be designed to achieve a consistent and high quality character, including the consideration of the:

- a. Visual and physical integration among the commercial and residential uses (Plates LU-3 and LU-4);
- b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units.

E. Noise Element

Policy N 1.3.10: Require that mechanical equipment, such as air conditioning units or pool equipment, comply with the City's Noise Ordinance and Zoning and Subdivision Ordinance.

Policy N 1.5.1: Require that commercial and residential mixed use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. The design measures may include: (1) the use of materials which mitigate sound transmission; or (2) the configuration of interior spaces to minimize sound amplification and transmission.

F. Urban Design Element

Goal UD 1.1: Enhance the visual image of the City of Huntington Beach

G. Utilities Element

Objective U 5.1: Ensure that adequate natural gas, telecommunication, and electrical systems are provided.

The proposed amendments to the General Plan land use designation and Specific Plan 13 are a mechanism to achieve the goals of economic growth and sustainable development. The amendments would allow for a regional commercial business along with a mixed use, high density development thereby increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources. The area has a variety of complementary uses that are critical to any vibrant community such as large scale commercial and entertainment uses, employment centers, a transit hub, and a college. Because of its location and unique features, the site would be appropriate in accommodating an infill development that includes a regional commercial

draw and a mixed-use project that is higher in density and compatible with the surrounding area. In doing so, multiple sustainable development principles are achieved, resulting in the social and economic well-being of the area. The benefits of mixed use developments include creating better places to live, work, and play, reducing dependence on the automobile, and lessening pollution and environmental degradation.

The proposed project would be a regional commercial warehouse and sales outlet along with a mixed-use high-density development that offers a wide range of retail and housing opportunities and options, accommodating different age groups, income levels, and household types. The project is required to meet the City and California State Redevelopment Law for affordable housing obligations providing the equivalent of 15 percent of the units as affordable.

In addition, the mixed-use component provides a concentration of living, shopping, entertainment, and employment opportunities within walking distance of the existing Bella Terra lifestyle development. Because the project is located in close proximity to different activities and uses, it provides opportunities and convenience for many households to use alternate travel modes such as walking and biking to complete their daily routines and errands.

The proposed project, with the recommended conditions of approval, incorporates architectural and design principles to help ensure maximum compatibility of design with the existing Bella Terra, promote pedestrian-friendly entries and uses, and promote the use of high quality exterior materials. Structures on the project site would vary in heights in order to provide variety to the roofline and to reduce overall building massing. Development standards and design guidelines in Specific Plan No. 13 ensure that form, height, and treatment of future development convey an overall high level of quality. Maximum setbacks are established so that buildings are sited close to streets, the project will contain gathering places for public activity, and public amenities are required. Therefore, development at the project site would not conflict with the above General Plan goals and policies.

### **Zoning Compliance:**

This project is located in the Specific Plan No. 13 Bella Terra Huntington Beach (zone) and complies with the requirements of that zone. In addition, a list of City Code Requirements, Policies, and Standard Plans of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Code has been provided to the applicant (Attachment No. 16) for informational purposes only.

### **Urban Design Guidelines Conformance:**

The proposed project is in substantial conformance with the Urban Design Guidelines, Chapter 6 (Special Consideration Commercial Guidelines for Big Box Retail and Mixed Use Projects). The applicant has completed the Urban Design checklist for the Costco and gas station and a separate checklist for the mixed-use and multi-family residential portion (Attachment No. 18).

The Urban Design Guidelines recommend specific design criteria for mixed use projects. In particular, several recommendations are discussed for site planning and building design. The Urban Design Guidelines for mixed use project site planning recommend incorporation of the following:

- separate site access drive and parking facilities for residential and commercial uses
- security gates for access to residential uses and residential parking areas
- private open space areas for use by residents only

The Urban Design Guidelines for mixed use project building design recommend incorporation of the following:

- consistent architectural style and use of materials throughout the entire mixed use project
- storefront design consistent with commercial development guidelines and residential design consistent with multi-family development guidelines
- separate entrances for residential and commercial uses when both uses are in the same structure

The proposed project conforms to these design recommendations through the provision of separate access drives and parking facilities for residential and commercial uses, although the main access points onto the site are shared. In addition, the project will provide private open space accessible only from the individual units as well as overall common open space for the project. In accordance with the architectural guidelines, the applicant utilizes a variety of building materials, design elements, and colors to differentiate and complement the residential and commercial components of the project. However, along with recommendations provided by Design Review Board, staff believes the proposed Costco elevations, colors, and materials can be improved for greater consistency with the existing architectural quality found at Bella Terra. Please refer to the recommendations under Design Review for more discussion.

**Environmental Status:**

As part of its decision-making process, the City is required to review and consider potential environmental effects that could result from the revised project. Environmental Impact Report No. 07-03 (EIR), certified by the Planning Commission in 2008 for the project, found significant unavoidable impacts in four issue areas – Air Quality, Noise, Population and Housing, and Transportation/Traffic. All other potential impacts were either less than significant or could be mitigated.

Notwithstanding that the previous environmental review had been completed, and after demolition of additional buildings the revised project is smaller than the original, City staff has had an evaluation of the revised project prepared by the firm of PBS&J, an environmental consultant, within the context of the California Environmental Quality Act (CEQA). Under CEQA, if project changes occur after certification of an EIR, an evaluation should be made to determine if there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent or supplemental EIR. In the event that this is not the case, an Addendum may be prepared. The analysis documents that an Addendum is the appropriate level of CEQA review for the revised project (Attachment No. 9). Table 1-1 (pp. 1-6 through 1-9) provides a comparison of impacts between the approved 2008 Project and revised Project currently proposed. Specifically, none of the conditions set forth in Section 15162 of the 2010 CEQA Guidelines that would require preparation of a supplemental EIR has been met and the Addendum analysis demonstrates that:

- The revised project would not result in new significant impacts, nor is there a substantial increase in the severity of impacts from that identified in the previous EIR.

- There is no information in the record or otherwise available that indicates there are substantial changes in circumstances that would require major revisions to the previous EIR.
- There is no substantial new information that would result in a new significant impact requiring major revisions of the previous EIR.
- There are no alternatives to the previous project or additional mitigation measures that would substantially reduce one of more significant impacts identified in and considered in the previous EIR.

Following a review of the previous EIR and the revised project information, it was determined that only limited additional analysis was needed for the following resource areas:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Following a review of the previous EIR and the revised project information, it was determined that additional analysis was needed for the following resource areas:

- Aesthetics
- Air Quality
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation and Traffic

The Addendum EIR determined that similar to the original project, implementation of the revised project would result in significant, unavoidable impacts in the following issue areas:

**Air Quality**

- Project Specific – Daily operations would generate air emissions that exceed SCAQMD thresholds.

**Noise**

- Project Specific – Pile driving activities would result in substantial temporary increase in ambient noise levels.

**Traffic**

- Project Specific – Under Year 2014 conditions, the project would contribute to projected deficiencies on the I-405 freeway.
- Project Specific – Under Year 2030 conditions, the project would contribute to projected regional freeway deficiencies on the I-405 freeway.

In some instances, the revised project reduces the severity of significant impacts previously identified. These include Air Quality impacts during construction and cumulative impacts of Population and Housing due to exceedance of SCAG population projections for 2015.

After distribution of the Addendum to EIR No. 07-03 to the Planning Commission with the August 10, 2010 Study Session Staff Report, staff discovered some errors and clarifications that need to be revised in the document. In general, there was a discrepancy in the amount of square footage listed for the Mervyn's demolition, clarifying language regarding some project description items was necessary, some inconsistencies in the numbering system for impacts and mitigation were included, clarification in the mitigation measures for greenhouse gas emissions were needed, and an error in the ICU values for the Beach Boulevard/Edinger Avenue intersection was corrected. The Traffic Impact Study in Appendix F required the same correction to ICU values. The revised pages are provided in legislative draft form for incorporation into the Addendum EIR No. 07-03 (Attachment No. 10). None of the revisions result in changes to the overall conclusions reached in the document.

Notwithstanding the adoption and implementation of the recommended mitigation measures (Attachment No. 8), approval of the project in 2008 required that a Statement of Overriding Considerations be adopted by the Planning Commission, finding that the economic and social benefits of the proposed project outweigh its potentially adverse impact.

Staff has analyzed the Addendum EIR with regards to the level of adequacy of the environmental issues analyzed in the Addendum EIR. Staff has also analyzed the project with respect to compliance with identified mitigation measures. All of the mitigation measures are feasible and attainable prior to, during, and after construction. The Planning Commission will not need to act on the Addendum, but needs to consider it in its actions on the revised project.

**Coastal Status:** Not applicable.

**Redevelopment Status:**

The project is located in the Huntington Beach Redevelopment Project, Subarea 1. The Economic Development Department has reviewed the proposed entitlements and recommends approval of the project because its implementation may achieve the following Redevelopment Plan Goals:

- Eliminate and prevent the spread of conditions of blight and create a more favorable environment for commercial and residential development;
- Expand the commercial base of the Project Area;
- Improve public facilities and public infrastructure;
- Promote local job opportunities;
- Develop underutilized parcels to accommodate higher and better economic uses while enhancing the City's financial resources; and
- Increase, improve, and preserve the community's supply of housing affordable to very low, low and moderate income households.

In addition, the Economic Development Department indicates the project will be subject to the following code requirement:

- Pursuant to California Redevelopment Law Section 33413 - Replacement and Inclusionary Housing Requirements - (2) (A) (i) at least 15 percent of all new dwelling units developed shall be available at affordable housing cost to, and occupied by, persons and families of low or moderate income. Not less than 40 percent of the dwelling units required to be available at affordable housing cost to, and occupied by, persons and families of low or moderate income shall be available at affordable housing cost to, and occupied by, very low income households.

The applicant intends to meet the affordable housing requirement by providing the affordable units on-site and mixed throughout the project (Attachment No. 17).

**Design Review Board:**

Architectural and design guidelines of SP 13 were reviewed and approved by the Design Review Board (DRB) prior to adoption of the architectural theme for Bella Terra. Projects that are determined to comply with the architectural and design guidelines do not require further review by DRB. In this case, staff determined that the elevations, colors, and materials proposed for Costco and the gas station did not comply with SP 13 and referred the project to DRB for a recommendation. On July 29, 2010 DRB reviewed DR 10-026 and made the following recommendations to the Planning Commission:

- Embellish the main entry by raising roof height, increasing architectural projections, and/or providing richer accent materials instead of split face and smooth face concrete masonry units
- Incorporate building projections on the north elevation
- Incorporate a smooth stucco finish instead of a rough stucco finish on the texture clad metal panels
- Revise split face and smooth face CMU on north and east elevations to include or be accented with some other exterior building material as found in Bella Terra
- Driveway entrances and pedestrian connections (paving materials, lighting, signage, landscaping) should match existing improvements at Bella Terra
- Improve the design of metal pipe cart corrals for architectural consistency with materials and colors at Bella Terra

In response, the applicant partially revised and resubmitted the Costco plans on August 9, 2010. However, staff has determined that the revisions do not include all of the recommendations or the plans have not been revised enough to meet the intent of the DRB's direction. Therefore, the DRB recommendations have been incorporated into the suggested conditions of approval.

Staff has determined that the proposed elevations, colors, and materials of the mixed-use residential and retail portion of the project comply with SP 13 as proposed and no further recommendations are necessary.

**Subdivision Committee:** Not applicable.

**Other Departments Concerns and Requirements:**

The Departments of Public Works, Fire, Community Services, and Planning and Building have recommended conditions that are incorporated into the conditions of approval. The Police Department has concerns regarding the security of the Costco property along the west property line and recommends an eight foot high or higher block wall along this edge of the site. Specifically, the Police Department states that provision of the block wall would prevent potential offenders from entering the Costco property from the railroad right-of-way, and, in turn, prevent potential offenders from escaping the Costco property into the railroad tracks and/or adjacent property, unnoticed. This recommendation is in direct conflict with staff’s recommendation for reciprocal pedestrian and bicycle access between the subject site and the property to the west. This issue is more fully discussed in the Analysis section below.

**Public Notification:**

Legal notice was published in the Huntington Beach/Fountain Valley Independent on August 12, 2010, and notices were sent to property owners of record and tenants within a 1,000 radius of the subject property, individuals/organizations requesting notification (Planning Department’s Notification Matrix), tenants at the commercial center, applicant, and interested parties. As of August 17, 2010, staff has received three communications (Attachment No. 19) regarding the request.

**Application Processing Dates:**

<u>DATE OF COMPLETE APPLICATION:</u>	<u>MANDATORY PROCESSING DATE(S):</u>
General Plan Amendment:	Not Applicable
Zoning Text Amendment:	Not Applicable
Site Plan Review: June 17, 2010	See Below

The site plan review processing is contingent on the legislative amendments being reviewed and approved by the City Council. The site plan review cannot be approved until the City Council takes action on the legislative items and permits cannot be issued until the legislative items become effective.

**ANALYSIS:**

**General Plan Amendment:**

The primary factor to consider when analyzing the proposed changes to the General Plan is the amount of area devoted to different development patterns for the site and the proposed change to FAR for Area B. The following is a detailed discussion of this issue.

*Amount of Development*

The proposed General Plan amendment decreases the area available for mixed-use residential and retail uses on the site while simultaneously increases the amount of area available for regional commercial uses, such as Costco. In 2008, the opposite land use pattern was considered and approved, namely, the amount

of land area available for regional commercial only was decreased while the mixed use land area was increased with the creation of Area A and Area B, respectively. The original 2008 concept plan of 713 residential units and 138,035 square feet of mixed-use commercial on Area B was never realized due to economic changes and market conditions. Now, the opportunity for a new user not contemplated for the site before, Costco, has arisen and the proposed plan is a reaction to that opportunity. In order to accommodate both the Costco proposal and the original intent of adding multi-family units to the lifestyle center, the proposed change in planning area boundaries is necessary. Area A has substantial room to accommodate additional commercial square footage under the existing General Plan floor area ratios while Area B can be reduced in size and still yield a sizable multi-family and mixed use product. The proposed 30,000 square feet of retail/restaurant floor area contemplated within Area B calculates to a 0.07 floor area ratio. Correspondingly, the General Plan Land Use Density Schedule for F14 will be amended from an allowable mixed-use commercial FAR of 0.2 to the proposed 0.07 mixed-use commercial FAR. This change results in consistency between the proposed project and the General Plan FAR.

The General Plan amendments would allow for a regional commercial business along with a mixed use, high density development thereby increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources. The area has a variety of complementary uses that are critical to any vibrant community such as large scale commercial and entertainment uses, employment centers, a transit hub, and a college. Because of its location and unique features, the site would be appropriate in accommodating an infill development that includes a regional commercial draw and a mixed-use project that is higher in density and compatible with the surrounding area. Staff supports the proposed General Plan amendments to change the sizes of Area A and Area B and the mixed-use commercial FAR in Area B.

### **Zoning Text Amendment**

A legislative draft of the changes to Specific Plan No. 13 was introduced to the Planning Commission at an August 10, 2010 Study Session. Development standards and architectural guidelines are proposed for Area A to allow warehouse and sales outlets with ancillary tire sales/installation and gas station uses while other design and development standards remain the same for the existing regional commercial lifestyle center. The primary factors to consider when analyzing the proposed changes to Specific Plan No. 13 (Attachment No. 6) are land use compatibility, the Design Guidelines, and Development Regulations. The following is a detailed discussion of these issues.

#### *Land Use Compatibility*

In the vicinity of the project site, there is a mix of land uses such as commercial and entertainment uses (Bella Terra Mall and those along Edinger Avenue), employment centers (Towers at Bella Terra and Golden West College), an educational use (Golden West College), a transit hub (Golden West Transportation Center), mixed uses (Old World Village) and the recently approved but not yet constructed Red Oak/Amstar project. Because of the project site's location, it allows an opportunity for an infill development that is more compact in design and higher in density while protecting the residential areas of the City. The 2008 approval demonstrated that the project site is an appropriate location to combine housing and economic activity to provide both living and employment options for a wide range of people.

The mix of land uses contemplated by the proposed project as well as those already existing in the vicinity would create a dynamic environment where people can live, work, and play within walking distance. The warehouse and sales outlet with ancillary tire sales/installation and fuel station would enhance the economic viability of the area by supplying a regional commercial draw for the on-site customer base and the greater Huntington Beach community.

The zoning text amendment ensures compatibility with surrounding land uses by allowing a regional commercial warehouse and sales outlet, Costco, to be developed in accordance with existing design and development standards already established at Bella Terra. The zoning text amendment allows Costco as a permitted use but maintains all the existing setback, landscaping, building height, and other development standards to maintain compatibility with other uses on site and on adjacent properties. Additionally, the zoning text amendment ensures cohesiveness with surrounding land uses by allowing the ancillary uses of tire sales/installation and fuel station only in combination with a major warehouse and sales outlet anchor store. This restriction prevents the shopping center mall from becoming cluttered with independent tire sales or gas stations, which on their own are not regional commercial draws. Such independent or stand alone uses would not contribute to the overall General Plan and zoning goals of developing a regional commercial shopping experience. The development standards further restrict the gas station uses by permitting only fueling services; no ancillary convenience markets, car washes, or truck rentals, which are sometimes combined with gas stations, would be permitted on site. Those types of ancillary uses would not be appropriate in a regional commercial setting.

Other changes to the development standards, discussed in more detail below, also contribute to the project's compatibility by refining language for common open space and parking for a combination residential and commercial development in an urban setting. Staff recommends approval of the proposed amendments to the Specific Plan.

### *Development Standards*

The proposed warehouse and sales outlet with ancillary tire sales/installation use does not require any change to development standards in SP 13. The proposed building will be required to comply with existing development standards for commercial uses in Area A with regards to setbacks, building height, landscaping, parking, and floor area ratio. The proposed gas station, however, does require provision of development standards to address site design and location consistent with fuel facility standards applicable in other zoning categories. Rather than repeat the applicable gas station development standards from the HBZSO, staff recommends that SP 13 just contain a reference to gas station standards already established in HBZSO Section 230.32, such as pump island and canopy setbacks from streets and landscaping along interior property lines. To reiterate the point made above, the development standards also include criteria for gas stations only as an ancillary use to a larger user and that no other additional uses such as convenience markets, car washes, or truck rentals be permitted on site.

The applicant proposes a change in the way common residential open space is measured for The Village at Bella Terra. When the mixed use development standards were adopted in 2008, common residential open space was required to be a minimum of 10 feet away from any ground floor residential door or window and a minimum of five feet away from any ground floor wall. However, that method of measurement was more appropriate for the long linear blocks of residential units previously proposed as part of the

conceptual development plans. The applicant proposes to eliminate the criteria for separation of common open space from the doors, windows, and walls of ground floor units. In the current proposed project, common open space is provided in courtyards between the building clusters with no separation adjacent to residential units. The proposed courtyards create unique landscaped areas, some with barbecues, outdoor furniture, shade structures, or formal gardens. The main common recreational area is provided in a resort style pool with fountain, formal lawn space, spa court, and resort cabanas. Additionally, the project proposes an indoor clubhouse as well as a fitness center for exclusive use by residents. With the proposed change to eliminate the requirement for separation of open space from ground floor units, the overall amount of total common residential recreational area is proposed as follows:

Open Space	Standards	Required	Provided
<b>Total</b>	150 sf / unit; 60 sf of which must be private	467 x 150 = <b>70,050 sf</b> total open space	<b>81,310 sf</b> Overall Total
- <b>Common</b>	Min. 90 sf / unit; enclosed clubhouse/ fitness may be max 15% of overall	467 x 90 = <b>42,030 sf</b> (42,030 sf x 15% = 6,304.5 sf indoor max may be counted)	37,712 sf outdoor + <u>6,304 sf clubhouse =</u> <b>44,016 sf</b> Common Total
- <b>Private</b>	Min. 60 sf / unit	467 x 60 = <b>28,020 sf</b>	60 sf / unit min. provided; <b>37,294 sf</b> Private Total

As can be seen from the above chart, even with the change in methodology for the measurement of open space, the proposed project exceeds the open space requirement by approximately 11,260 square feet. The project also includes a 2,234 square feet indoor fitness center that has not been included in the above calculation because it would exceed the amount of enclosed space that can be counted toward the minimum requirements. Staff supports the proposed amendment to measurement of common open space because the overall quality and amount of open space provides for a high quality, well designed multi-family residential project.

#### *Clean Up Language*

Other changes proposed in the zoning text amendment are minor clean-up language necessary to bring the specific plan up to date. For example, all references to the Director of Planning have been amended to the Director of Planning and Building to reflect the recent consolidation of the two departments. Additionally, the appeal language has been amended for consistency with all specific plan documents. In particular, all decisions by the Director of Planning and Building can now be appealed by both the property owner and applicant across the entire specific plan instead of just within Area B as currently written.

Staff has also included a new parking striping detail to match the requirements of the HBZSO instead of the existing exhibit, which contains inaccurate dimensions. Refinements to certain sections are also included to provide more consistency between the specific plan and the HBZSO. For instance, language is now included in the specific plan to permit 25 feet of back-up space within the residential only parking garage for consistency with zoning code requirements.

Overall, staff recommends approval of the text changes to Specific Plan No. 13 to facilitate development of a high quality regional commercial and mixed use project with enough open space, air, light, ventilation, pedestrian connections, interesting architecture, well designed circulation, and landscaping for an enjoyable environment in which to shop, live, work, and play. Specifically, implementation of a regional commercial and mixed use project in compliance with the amended Specific Plan No. 13 will promote transformation of the Bella Terra lifestyle center into a vital Town Center Core.

## **Site Plan Review**

### *Site Design and Modifications*

Staff recommends several amendments to the proposed plans to improve the overall design and the project's compatibility with adjacent land use. As discussed above under Design Review Board, staff recommends approval of the overall Costco elevations with an enhanced entryway, additional projections on the building walls, and improvements in the building materials. The Costco cart corrals in the parking lot and in the parking structure should be improved architecturally for consistency with colors and materials found elsewhere at Bella Terra. This has been a consistent recommendation by staff for other big box users throughout the community, such as Home Depot, WalMart, and Lowe's. Costco proposes to station employees within the parking structure to collect shopping carts and drive them via motorized vehicles down the ramps and back to Costco. Staff recommends that more defined cart return areas be designed into the parking structure to protect carts from rolling prior to pick-up by employees. These recommendations are included in the suggested conditions of approval.

As noted above, the applicant proposes a 3'-9" retaining wall along the west property line. This retaining wall is primarily due to the required grade elevation to raise the site and comply with floodplain construction standards. The proposed retaining wall will not be detrimental to any adjacent properties and staff supports the request.

In order to provide further protections to the proposed residential units, staff recommends that Costco delivery trucks be directed to enter the site from Center Avenue and remain on the north side of the Costco building for delivery activities. An exception to this is the fueling trucks that will travel within the fire lane between the Costco building and the residential parking garage and then exit the site onto Center Avenue. Staff also recommends a condition of approval to prohibit trucks, except refuse collection vehicles, from traveling along the westerly driveway adjacent to the residential uses.

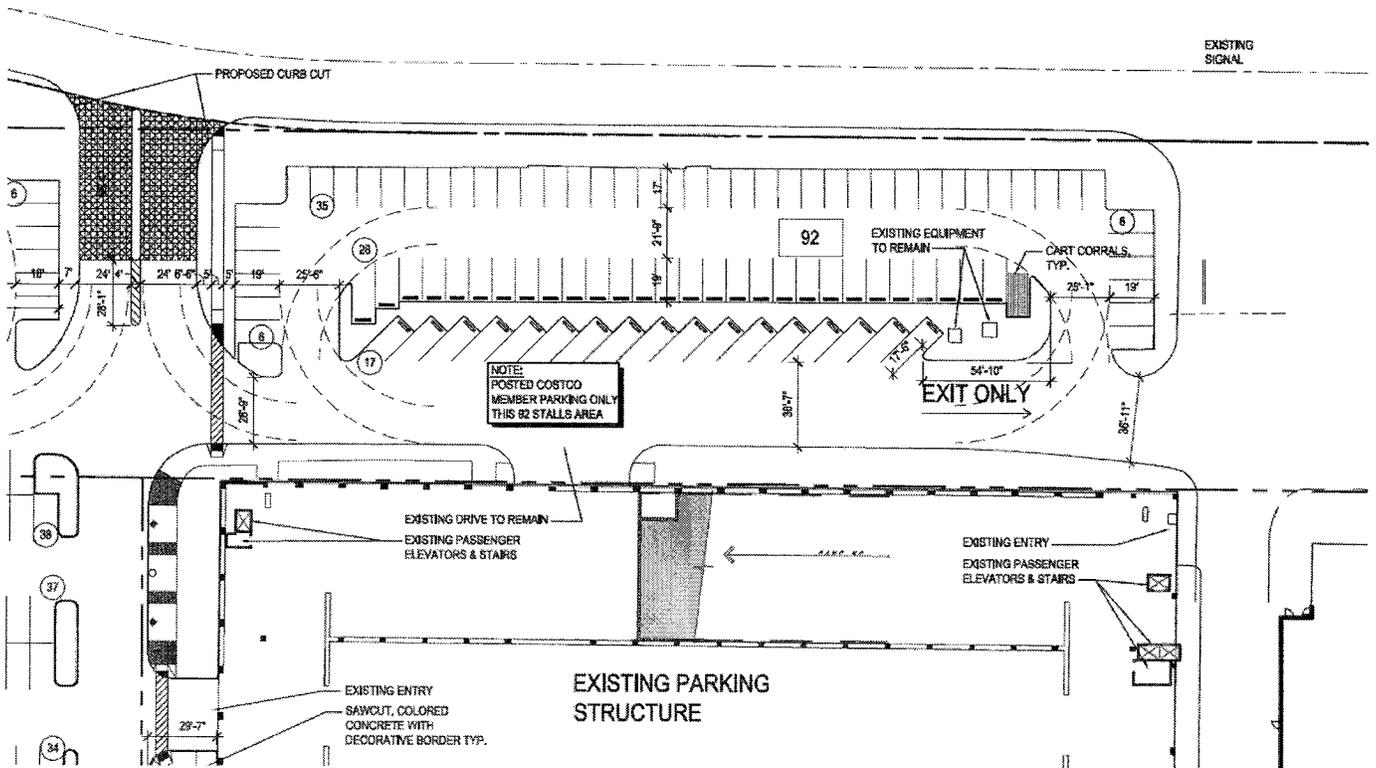
The proposed mixed-use residential structures are well designed in terms of site layout and access to parking, trash enclosures, common open space, private open space, and site amenities such as the clubhouse, fitness center, pool, and spa. Residents will access assigned parking spaces within the parking structure on the north side of the project and walk along covered access ways to the entrance of their individual units. Trash chutes are provided on each level of the parking structure with a centralized refuse collection on the ground floor for pick-up by the City's contracted refuse service. Additionally, residents will access the retail and restaurant businesses on the ground floor of the apartment structure via a secured breezeway at the southeast corner of the building. Staff supports the overall site design and layout of the proposed mixed-use building.

Over the past several months, staff and the applicant have been collaborating on the project proposal to demonstrate compliance with all code requirements. Through cut sheets and small detail drawings, the applicant has shown that the overall project can meet minimum requirements for interior floor space, private open space, parking structure design, parking, and bicycle parking; however, the large size conceptual plans provided for review do not include all of the necessary project details. Therefore, staff recommends several conditions of approval for comprehensive amendments to the proposed plans to demonstrate compliance with all code requirements.

*Circulation*

The applicant proposes to reconstruct the driveway at the intersection of Huntington Village Lane and Center Avenue by relocating it approximately 180 feet to the east. The purpose of the driveway relocation is to off-set the driveway entrance from the main store entrance in order to reduce conflicts between vehicles entering the site and pedestrian traffic in front of the store. Staff supports the relocation of the driveway, subject to approval of a localized traffic signal analysis by the Public Works Department.

Along with the proposed change to driveway access described above, the applicant is proposing to amend the two way circulation in the east-west drive aisle immediately north of the existing parking structure to one-way traveling eastbound. The applicant proposes to amend the traffic pattern and post an “Exit Only,” sign while also reorienting the angled parking stalls so that they are entered by eastbound traffic.



The above is a detail of the proposed site plan changes. Please note that Center Avenue is located at the top of the graphic.

Staff does not support this request for several reasons. First, the intersection in question is one of the main entrances from Center Avenue into the Bella Terra complex. Once on site, patrons have the choice of either traveling left or right to access different parts of the center or traveling straight for direct access into the parking structure. This particular four way stop is heavily traveled with pedestrians exiting the parking structure and crossing the drive aisle to the restaurants and movie theater and vehicles just arriving on site looking for parking. Limiting the proposed drive aisle to exit only and eliminating a patron's choice to make a right turn after arriving on site would compound this already busy four way stop. Currently, vehicles entering the site from Center Avenue in this location can turn right on site and then left into the parking structure, avoiding conflicts with pedestrians exiting the parking structure and walking into Bella Terra. The proposed exit only would require vehicles arriving on site to travel straight through the four way stop in order to enter the parking structure, thereby increasing conflicts between pedestrians and vehicles. Furthermore, the HBZSO promotes internal circulation on all commercial sites and states that all parking spaces shall be available on site without traveling onto the public street system. The proposed change would circumvent the ability to circulate all the way around the shopping center without entering the public street system, contrary to good zoning practices. The applicant proposes to keep the right turn lane in place and maintain the width of the two way drive aisle. Because the drive aisle would still be wide enough to accommodate two way traffic motorists are likely to become confused and turn right anyway. Vehicles traveling against the flow of traffic will lead to conflicts with other patrons pulling into and out of the angled parking spaces across traffic. Therefore, staff is opposed to the proposed change in circulation and recommends a condition of approval to maintain the existing two way circulation north of the existing parking structure.

### *Pedestrian Connection*

Along with the typical development standards for the overall building design, Specific Plan No. 13 also includes general goals and policies designed to implement the General Plan vision for Subarea 5A, particularly a highly articulated architecture, pedestrian oriented, shopping experience with open space plazas, and synergy between the residential and commercial uses. To that end, the City Council adopted updated policies regarding pedestrian connections in 2008. In particular, Section 3.1.5 states:

*3.1.5 As a supplement to an on-site pedestrian walkway system, potential future pedestrian and bicycle access such as an at-grade crossing or an above-ground crossing shall be pursued across the existing rail line on the western boundary of the site. Funding mechanisms, including a fair share analysis for the Edinger Corridor, shall be pursued by the City of Huntington Beach in conjunction with affected property owners.*

Staff acknowledged that the appropriateness of a future pedestrian connection was not known at the time conceptual development plans were contemplated in 2008. Staff informed the applicant and the decision makers that the appropriateness of such a connection could not be determined until the applicant submitted an application for development. Staff recommends that the site plan be revised to include an at-grade pedestrian connection with ADA access, along the west property line to connect to a future at grade bridge across the railroad tracks and flood control channel to the property to the west. The access point shall be a minimum of 10 feet wide and be located along the west property line approximately 655 feet

north of Edinger Avenue. The on-site pedestrian connection shall be blocked from access until such time as an on-grade bridge is constructed and completed.

In order to link the pedestrian connection from the west to the shopping, open space, and retail amenities of The Village at Bella Terra and the existing Bella Terra mall, staff further recommends that the 41 foot, six inch wide area between the south side of Costco and the residential parking garage be designed to accommodate a minimum 26 foot wide fire lane as well as an architecturally pleasing pedestrian and bicycle connection to the properties to the west. The pedestrian connection shall include enhanced landscaping, decorative hardscape, lighting, benches and other appropriate amenities to encourage pedestrian and bicycle activity. The required fire lane should be constructed of driveable turf block, subject to the approval of the Fire Department.

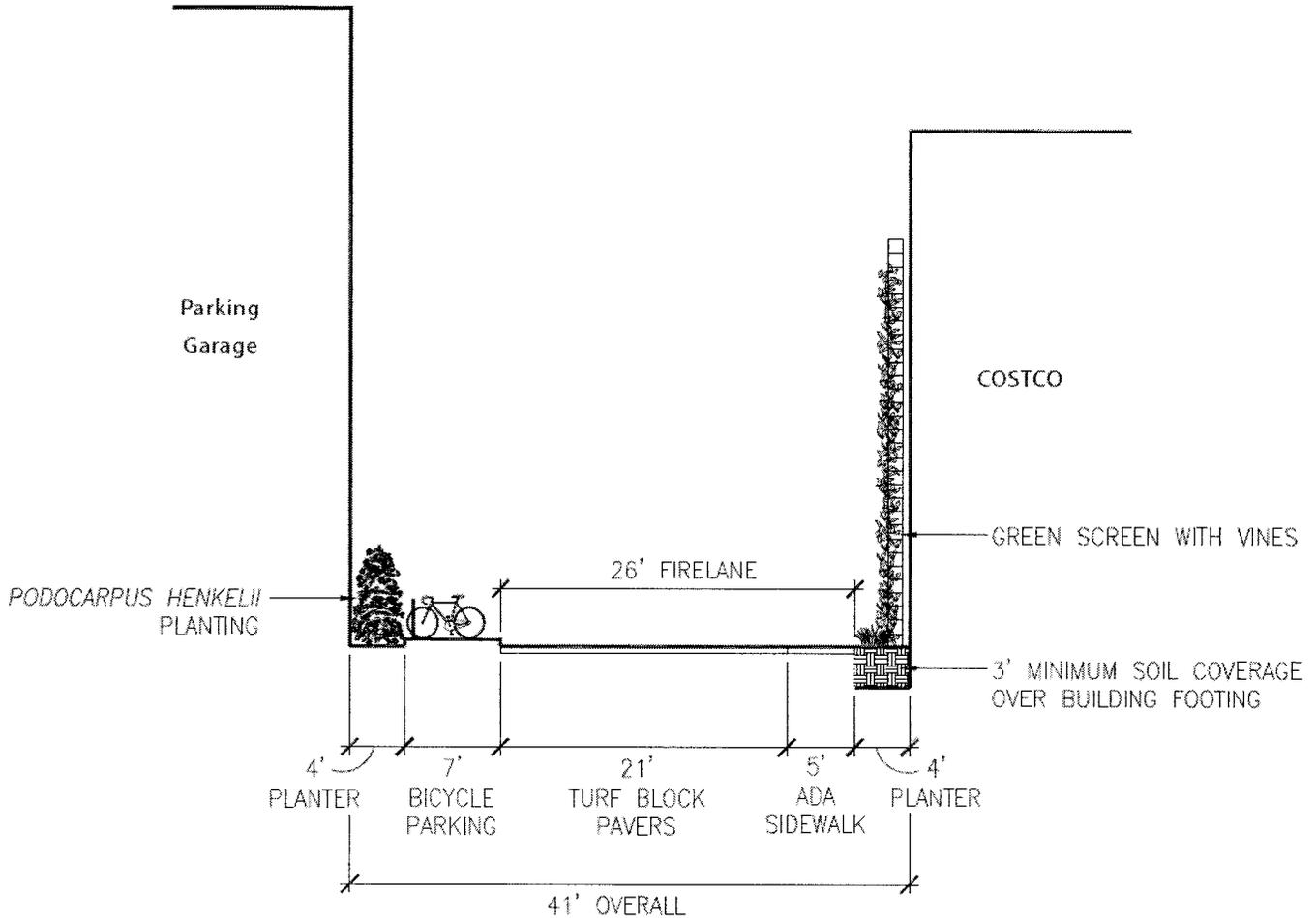
In order to implement code requirements regarding this connection, the subject property owner shall provide an irrevocable offer for reciprocal pedestrian and bicycle access to the west. In conjunction with the offer for irrevocable reciprocal access staff recommends a condition of approval for the applicant to construct the on-site pedestrian connection and post a bond for one and one half times the amount of half the estimated cost to complete an at-grade connection across the rail line and flood control channel. The adjacent property owner to the west (former Levitz site) would then be required to accept the reciprocal offer of dedication and jointly the property owners would pursue permits and complete the connection.

The applicant is opposed to this recommendation and proposes the reciprocal access location further to the south, approximately 230 feet from Edinger Avenue. The applicant has stated that they are not willing to construct the reciprocal access at this time and are not willing to provide a cash bond to cover any of the costs associated with the actual connection. The applicant further objects because the timing of development on the adjacent property is uncertain and the bond may never be called in. Staff cannot support the pedestrian connection as indicated on the applicant's conceptual master plan because it is too close to Edinger Avenue and would not provide the benefit of pedestrian connections at the midway point between projects further west. Staff can support a sunset clause for the bond, specifically, that should the adjacent property to the west fail to redevelop and accept the offer of reciprocal access within ten years of this entitlement, then the bond would be returned to the property owner. In accordance with code requirements, however, the offer for reciprocal access should remain in perpetuity or until such time as it is accepted by the adjacent property owner.

As indicated above in Other Department's Concerns, the Police Department recommends that no reciprocal access be provided amongst properties and that the applicant construct an eight foot high or higher block wall along the westerly property line. Staff understands the Police Department's concerns with potential escape routes for people engaged in criminal activity. However, by designing the reciprocal access with landscaping and lighting amenities, pedestrians and bicyclists would be invited into the area, revitalizing it and lessening opportunities for crime.

Although the applicant opposes the enhancement and improvement of the accessway between the Costco building and the residential parking garage, their own site plan and landscaping plan depicts bicycle parking, sidewalk area, turf block, and enhanced landscaping as can be seen in the exhibit below:

### Potential Pedestrian Connection Detail



Therefore, there are three options for the Planning Commission to consider regarding the pedestrian connection to the west:

1. Police Department recommendations for an eight foot high wall along entire west property line.
2. Applicant's request to depict a connection at the southern edge of residential on the conceptual master plan but without responsibility to pursue permits or any cost of construction of an actual connection.
3. Staff's recommendation to enhance the existing area between Costco and the residential parking garage with landscaping, lighting, and pedestrian amenities; construct an on-site connection to the west; provide an irrevocable offer to dedicate a pedestrian and bicycle access to the property owner to the west; estimate the cost of construction of an at-grade crossing; submit a cash bond for one and one half times the amount of half the estimated cost of construction with a sunset clause to return bond if not implemented within 10 years.

Staff believes that the walkability and pedestrian connections envisioned in the Beach Edinger Corridor Specific Plan and the Bella Terra Specific Plan are vitally important to implementing a town center core and successful mix of residential and retail uses.

### *Shared Parking*

The entire Bella Terra at Buildout will consist of approximately 875,585 square feet with a code required parking requirement of 5,734 parking spaces. These figures do not include the proposed residential units, which are parked within a separate parking structure. With a proposed parking supply of 3,700 spaces, the proposed project's parking supply is deficient by 2,034 spaces according to the HBZSO. However, the development standards of SP 13 allow parking for the mixed-use lifestyle center to be provided based on a shared use analysis. The theory behind a shared parking analysis is that each individual use in a large shopping center does not need to be provided with code required parking because a customer who parks once will usually patronize more than one business in a visit. The key to a shared parking analysis is to determine the peak hours of all the uses, or when the entire shopping center is busiest, and then provide the parking based on the peak demand.

Typically, for unbuilt shopping centers, traffic engineers estimate the number of parking spaces forecasted to be needed based on data derived from observing existing shopping centers and the type of uses to be constructed. Traffic engineers share these data through published reports via the Institute of Traffic Engineers or the Urban Land Institute's reports on Shared Parking. Industry standards indicate that parking needs vary depending on the mix of retail, dining, and entertainment uses, such as movie theaters, within the shopping center.

In this case, three quarters of the shopping center is already built and operating, thus providing a convenient model to study parking trends, rather than relying on theoretical data used to predict parking needs for a yet to be constructed project. The applicant's traffic engineer, Linscott, Law, & Greenspan, Engineers, (LLG), based the *Updated Parking Demand Analysis for The Village at Bella Terra With Costco (Phase II)*, dated August 17, 2010, (Attachment No. 15) on several main components:

1. The majority of the existing Bella Terra businesses are utilizing parking in the existing surface parking lots located, for the most part, east of the Burlington Coat Factory building.
2. The existing parking structure on the north side of the property can readily be analyzed using the electronic parking space counter.
3. The survey of the existing parking structure shows that within the 1,537 space parking structure the peak use for current site conditions totals 760 parking spaces (49.4% utilization) and occurs at 9:00 PM on a Saturday.
4. Out of the 760 surplus parking spaces on a Saturday night, 220 parking spaces can be "given" to Costco to meet their parking demand and still have 540 available.
5. The new development of a Costco center and the proposed residential units should both stand on their own in terms of supplying parking for their needs.

As stated, LLG, assumed that the entire existing Bella Terra uses, with the exception of the tenants immediately adjacent to the proposed Village project (those tenants essentially west of Burlington Coat Factory), are completely parked by utilizing the existing surface parking lots. This assumption is important because it means that the proposed uses (Costco, the residential units, the mixed use

commercial, as well as the existing commercial tenants located west of Burlington Coat Factory) will not rely on any of the existing surface parking spaces to fulfill their needs in the shared parking scenario. LLG then surveyed the existing parking structure to determine how many stalls are utilized at the peak hours of operation and how many stalls are available. LLG's next step was to determine how many parking stalls would be needed for the proposed new Costco and new mixed-use residential, retail, and restaurant uses, as well as the existing adjacent retail space, closest to the new proposed development. It should be noted that the residential units are proposed to supply all the parking needed for the 467 residential units and their guests within a separate residential parking structure. Although SP 13 allows residential parking to be provided on a shared basis, the applicant provides parking for all the residential units, including guest parking, based on the standards recently established in the Beach Edinger Corridor Specific Plan. Therefore, the applicant is not proposing to share any residential parking with retail parking and staff supports this methodology.

Along with providing independent parking for the residential uses, LLG also recommends providing code required parking for Costco, without depending on shared parking ratios. This recommendation is based on the fact that Costco is more of a single destination type business rather than a shopping center type business that is one of multiple visits. Therefore, Costco's code required parking based on 1 space/ 200 square feet of floor area is 771 parking spaces (154,113 divided by 200 = 771). Accordingly, 557 parking spaces are provided in the surface lot immediately north and east of the proposed Costco as well as 220 additional parking spaces provided in the existing Bella Terra parking structure on the north side of the mall property for a total of 777 parking spaces. To this end, the applicant proposes to construct two oversized elevators on the exterior of the west side of the existing parking structure to accommodate Costco shopping carts. The development proposal also includes a pedestrian path linking the Costco front entrance with the new elevator access.

ULI data show that peak demand for retail uses occurs between 1:00 PM and 2:00 PM on weekdays and between 2:00 PM and 4:00 PM on weekends. For fine/casual dining uses, ULI predicts peak demands between 7:00 PM and 10:00 PM on weekdays and between 8:00 PM and 9:00 PM on weekends.

For the subject lifestyle center, LLG's combination of parking survey and theoretical shared parking demands reveals that the peak demand for the entire Bella Terra shopping center will be Saturday evening at 8:00 PM. Since LLG already considered the existing Bella Terra parked in the surface parking lots it is important to identify that no actual surplus or available spaces in the surface lots are accounted for in the shared analysis. LLG's data shows that of the 1,537 total spaces in the parking structure, 760 spaces are needed during the Saturday night peak. Therefore, 777 spaces are available spaces in the parking structure at the peak time on Saturday night. Accordingly, 220 spaces are available in the structure to be counted for Costco and a 557 space surplus would remain.

Setting aside the assumption that all the existing tenant spaces are efficiently parked in the existing surface parking lots, LLG's shared survey results for Bella Terra at buildout, including Costco, concludes that during a peak Saturday night in December a total of 2,341 spaces are needed and 2,489 spaces are available for a 148 space surplus. Using LLG's methods to describe the parking, the **2,489** available spaces consists of **395** surface spaces in the new Village development, **1,317** available in the parking structure (1,537 total parking structure minus 220 "given" to Costco=1,317 available), adding back in the

220 “given” to Costco in structure, and 557 spaces in the Costco portion of the surface parking lot (395+1,317+220+557=2,489).

Industry standards recommend that 4.5 to 4.6 parking spaces/1,000 square feet of square feet of shopping center be provided for lifestyle centers such as Bella Terra. The original Bella Terra development provides 3,845 total parking spaces, or 4.96/1,000 for the 774,962 total square feet. A summary chart of the existing and proposed parking is provided below.

Phase	Square Feet	Ratio in Spaces/Total Square Feet	Total Spaces
Bella Terra I (Existing)	774,962 (includes theater)	4.96 /1,000	3,845
Bella Terra I plus Village at Bella Terra (Proposed) *	868,375	4.25/1,000	3,700
Industry Standard	868,375	4.50/1,000	3,907

\*Excludes Residential Units and Guests – parking provided in separate 700 space residential parking garage and excludes 9,153 square feet of Mervyn’s and adjacent retail

As can be seen in the above chart, the applicant is proposing to provide shared parking at a ratio of 4.25 spaces per 1,000 square feet of total building area for the entire Bella Terra development, excluding the residential units. The total of 3,700 parking spaces is 207 spaces below the industry standard cited in ULI’s Shared Parking study. Therefore, staff has concerns that over time, the shopping center may become under parked. This concern is based on several factors: 1) the parking survey occurred during the current downturn in the economy; 2) some major tenant anchors may be underperforming; 3) major tenant anchors may change uses to better performers with no discretionary approval under the current SP 13; 4) the parking along the north side of the shopping center is under the control of the property owner on a long term lease from Southern California Edison (SCE); and 5) the parking demand is based on very specific, unique businesses currently operating or proposed to operate at the center. To ensure that parking demand does not outpace parking supply staff recommends a condition of approval requiring a Parking Management Plan. The Parking Management Plan (PMP) is necessary to manage parking at the center in the near term as well as require long term monitoring and provision of additional parking should the need arise in the future. In summary, the PMP requires all Bella Terra employees (management, tenants, and Costco) to park in the upper two levels of the existing parking structure. The PMP holds Costco’s unique hours of operation to those hours proposed and studied in the shared parking analysis and it requires the property owner to perform a future parking survey at certain milestones over the life of the project. Should the parking survey reveal that demand is increasing over supply, then the property owner will be required to add more supply via several options. Options for increasing supply include expanding the on-site valet program, providing employee parking off-site with a shuttle service, provision of new parking spaces through re-striping or alternative methods, leaving some tenant spaces unoccupied, or any other options identified by the property owner and acceptable to the City. Alternatively, the applicant may propose to supply parking at the industry standard ratio of 4.5/1,000 at this time to alleviate staff concerns for the future. Staff’s recommendations for the PMP are included in the suggested conditions of approval and thus, staff supports the provision of required parking on a shared parking basis.

### *LEED Silver Certification*

Specific Plan No. 13 Policy 4.4.10 states, “Sustainable or ‘Green’ Building practices shall be incorporated into the design of the proposed structures and associated site improvements. Sustainable building practices shall include (but are not limited to) those recommended by the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) Program certification or Build It Green’s Green Building Guidelines and Rating Systems. In addition, at least one building (minimum 1,000 square feet in size) shall be LEED certified.” LEED is an internationally recognized green building certification system, providing third party verification that a building was designed and built using strategies aimed at improving performance across all the issues that matter most: energy savings, water efficiency, carbon dioxide emissions reductions, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts. At the time the above policy was incorporated into SP No. 13 in 2008, the proposed conceptual plans consisted of an entire mixed-use retail and residential project and LEED did not have an applicable certification process. In 2008, LEED did include a certification process for commercial structures, but Costco or other warehouse and sales outlet type stores were not anticipated for future development. In response to the above cited specific plan policy, the applicant is proposing that the 1,920 square foot pavilion building at the edge of the village green be LEED certified. The applicant has also submitted a Multifamily GreenPoint Rated Checklist (Attachment No. 14) for the mixed-use project through Build It Green. The applicant has committed to incorporating the sustainable building practices as indicated in the checklist to earn the minimum requirements for a GreenPoint Rated home.

In response to the newly proposed project and the request to amend SP 13 for warehouse and sales outlet with tire sales/installation and fuel facility, staff recommends that the 154,113 square foot Costco building be LEED Silver certified in concert with incorporating sustainable building practices throughout the mixed-use development. There are two other Costco buildings in the United States that Costco has built to LEED standards and obtained the actual LEED certification. However, the Costco representative indicates that for Bella Terra, Costco prefers to construct their project equivalent to LEED certification but without completing the actual certification process due to cost and time constraints associated with the procedures. Staff is concerned, however, that without following the LEED certification procedures there will be no third party verification of incorporating sustainable building practices to a level equivalent to LEED Silver. To alleviate staff’s concerns, the applicant has submitted a letter (Attachment No. 13) describing the company’s sustainable building practices and offering to pay the cost of third party verification by a City inspection official or by their own architectural firm. Staff prefers, however, that an independent third party with the expertise and training involved in LEED certification be responsible for completing the actual certification process. Implementation of staff’s recommended condition of approval would result in the City’s first LEED certified building.

### **SUMMARY:**

Staff recommends approval of General Plan Amendment No. 10-001, Zoning Text Amendment No. 10-001, and Site Plan Review No. 10-001, as modified by staff because:

- Facilitates the existing General Plan Land Use Element Mixed Use overlay by providing for regional commercial and mixed uses on the site.

- Facilitates the proposed amendments to Specific Plan No. 13 to modify locations of Area A and Area B, to establish uses and development standards for warehouse and sales outlets with tire sales/installations and gas stations, resulting in a future mixed use development that is consistent and transitional between surrounding densities and land uses.
- Facilitates regional commercial and mixed use development that produces an environment which is both attractive and sustainable by increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources.
- Consistent with good zoning practice and implements the goals of developing a regional commercial and mixed-use lifestyle center.
- Compatible with adjacent commercial, educational, and transportation uses, and the site is already designated for a higher-density, mixed use development with a mix of residential and regional commercial land uses.
- Serves affordable housing needs of the community by providing on-site affordable housing units.
- Requires the Costco building to be certified LEED Silver.
- Provides the Event Pavilion building in the village green as certified LEED Silver.
- Incorporates sustainable building practices from Build It Green checklist into the multi-family residential project.
- Requires the irrevocable offer of a reciprocal pedestrian and bicycle access easement with the adjacent property to the west.

For these reasons, staff recommends the Planning Commission approve General Plan Amendment No. 10-001, and Site Plan Review No. 10-001, as modified by staff.

### **ATTACHMENTS:**

1. Draft City Council Resolution No. \_\_\_ for General Plan Amendment No. 07-001
2. Suggested Findings for Zoning Text Amendment No. 10-001 and Suggested Findings and Conditions of Approval for Site Plan Review No. 10-001 (see Attachment No. 2.A for Public Works Suggested Conditions of Approval for Site Plan Review No. 10-001)
2. A. Public Works Suggested Conditions of Approval
3. Draft City Council Resolution No. \_\_\_ for Zoning Text Amendment No. 10-001
4. General Plan Land Use Element – Existing Land Use Designation Exhibit and Excerpt of Existing Table LU-2b Land Use Density and Intensity Schedule and Table LU-4 Community District and Subarea Schedule
5. Zoning Map – Existing Zoning Designation Exhibit
6. Legislative Draft of Specific Plan No. 13 – Bella Terra – **Not Attached**—(Available at City Hall—**3<sup>rd</sup> Floor Planning Department**)
7. Project Narrative dated July 6, 2010
8. Mitigation Monitoring and Reporting Program – Addendum to EIR No. 07-003.
9. Addendum to Environmental Impact Report No. 07-003 – **Not Attached**—(Available at City Hall—**3<sup>rd</sup> Floor Planning Department or at [www.huntingtonbeachca.gov](http://www.huntingtonbeachca.gov)**)
10. Revised Pages to Addendum to EIR No. 07-03 dated August 17, 2010
11. Costco Site Plan, Floor Plans, and Elevations dated August 9, 2010

12. The Village at Bella Terra Mixed-Use Retail and Residential Site Plans, Floor Plans, and Elevations dated June 17, 2010
13. Letter from Costco Wholesale regarding LEED certification dated August 2, 2010
14. Email from DJM Capital Partners regarding Multifamily GreenPoint Rated Checklist dated August 11, 2010
15. Shared Parking Analysis by Linscott, Law, and Greenspan, Engineers, dated August 17, 2010
16. Code Requirements List for informational purposes only
17. Draft Affordable Housing Plan received from DJM Capital Partners dated May 20, 2010
18. Urban Design Checklist dated March 15, 2010
19. Letters in Support and/or Opposition

SH:MBB:jj:jr

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF HUNTINGTON BEACH, CALIFORNIA, APPROVING  
GENERAL PLAN AMENDMENT NO. 10-001**

**DRAFT**

**WHEREAS**, General Plan Amendment No. 10-001 proposes to amend the Land Use Element of the City's General Plan to redesignate an approximate 10.40 acre piece of real property located on the north side of Edinger Avenue just west of the existing Bella Terra development, as more particularly described as Exhibits "A" and "B" attached hereto, from CR-F2-sp-mu-(F14) (Regional Commercial-0.5 FAR-Specific Plan Overlay-Mixed Use Overlay-1.75 FAR [MU-0.2{C}/45 du/acre]) to CR-F2-sp-mu-(F14) (Regional Commercial-0.5 FAR-Specific Plan Overlay-Mixed Use Overlay-1.75 FAR [MU-0.07{C}/45 du/acre]). Specifically, the F14 Density Code changes the 0.2 mixed-use commercial FAR to 0.07 mixed-use commercial FAR in Area B of Specific Plan No. 13. The amendment also includes modifying Subarea 5B of the Community District and Subarea Schedule of the General Plan to describe the overall maximum mixed-use commercial FAR of 31,711 square feet and a maximum of density of 467 residential units.

Pursuant to California Government Code, the Planning Commission of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 10-001 and recommended approval of said entitlement to the City Council; and

Pursuant to California Government Code, the City Council of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 10-001; and

The City Council finds that said General Plan Amendment No. 10-001 is necessary for the changing needs and orderly development of the community, is necessary to accomplish refinement of the General Plan, and is consistent with other elements of the General Plan.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Huntington Beach as follows:

**SECTION 1:** That the real property that is the subject of this Resolution (hereinafter referred to as the "Subject Property") is generally located on 10.40 acres north of Edinger Avenue, west of the existing Bella Terra development and east of the Union Pacific Rail Road

line in the City of Huntington Beach, and is more particularly described in the legal description and sketch attached hereto as Exhibits "A" and "B", respectively, and incorporated by this reference as though fully set forth herein.

**SECTION 2:** That General Plan Amendment No. 10-001, which amends the General Plan Land Use Designation for the subject area from CR-F2-sp-mu (F14) (Regional Commercial-Specific Plan Overlay-Mixed Use Overlay-1.75 FAR [MU-0.2{C}/45 du/acre]) to CR-F2-sp-mu (F14) (Regional Commercial-Specific Plan Overlay-Mixed Use Overlay-1.75 FAR [MU-0.07{C}/45 du/acre]) and the modifications to Subarea 5B of the Community District and Subarea Schedule, is hereby approved. The Director of Planning and Building is hereby directed to prepare and file an amended Land Use Map and an amended Land Use Element. A copy of said map and the Land Use Element, as amended, shall be available for inspection in the Planning and Building Department.

**PASSED AND ADOPTED** by the City Council of the City of Huntington Beach at a regular meeting thereof held on the \_\_\_\_\_ day of \_\_\_\_\_, 2010.

\_\_\_\_\_  
Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

\_\_\_\_\_  
City Administrator

\_\_\_\_\_  
Planning and Building Director

ATTACHMENTS

- Exhibit A: Legal Description
- Exhibit B: Sketch
- Exhibit C: General Plan Changes

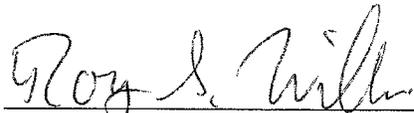
# EXHIBIT A

ATTACHMENT NO. 1.3

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

In the City of Huntington Beach, County of Orange, State of California, being those portions of Parcel 1 of Parcel Map No. 86-200, as shown on a map filed in Book 255, Pages 40 through 45, inclusive, of Parcel Maps and Parcel 9 of Parcel Map No. 2003-163, as shown on a map filed in Book 358, Pages 1 through 9, inclusive, of Parcel Maps, both in the office of the County Recorder of said county, described as follows:

Beginning at the intersection of the west line of said Parcel 1 and a line parallel with and 9.00 feet northerly from the south line of said Parcel 1; thence along said west line, North 00°16' 24" East 663.70 feet; thence South 89°32'20" East 757.12 feet to a non-tangent curve concave northeasterly having a radius of 472.00 feet, a radial line to the beginning of said curve bears North 87°57'14" West; thence southerly 321.30 feet along said curve through a central angle of 39°00'07" to a compound curve concave northeasterly having a radius of 46.00 feet; thence southeasterly 42.13 feet along said curve through a central angle of 52°28'34"; thence South 89°25'55" East 5.63 feet; thence South 0°27'54" West 125.83 feet; thence North 89°32'06" West 488.99 feet; thence South 0°27'54" West 220.01 feet to said parallel line; thence along said parallel line, North 89°32'06" West 404.95 feet to the Point of Beginning.

  
\_\_\_\_\_  
Rory S. Williams, L.S. No. 6654  
Date: 8/16/10



August 16, 2010  
WO No. 3337-1X  
Page 1 of 1  
H&A Legal No. 7602  
By: L. Gaston  
Checked By: R. Williams

# EXHIBIT B

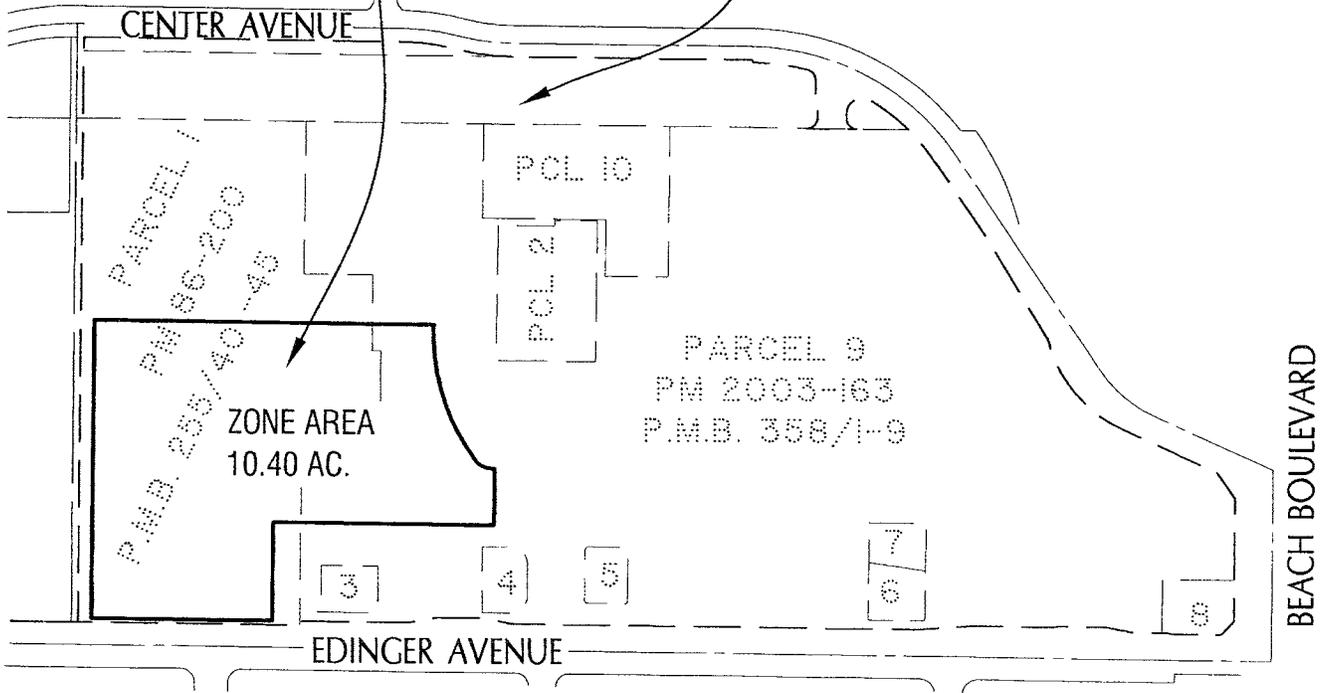
# EXHIBIT "B"

Sketch to Accompany Legal Description



POR. N 150'  
S. 1/2 SE 1/4  
SEC. 14, T. 5 S., R. 11 W  
M.M. 51/13

FOR AREA DETAIL  
SEE SHEET 2



 INDICATES 10.40 AC.  
ZONE AREA



**HUNSAKER & ASSOCIATES**  
IRVINE, INC.  
PLANNING ■ ENGINEERING ■ SURVEYING  
Three Hughes • Irvine, CA 92618 • PH: (949) 583-1010 • FX: (949) 583-0759

## ZONE BOUNDARY

CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA

DATE: 08-16-10	REV. DATE: -----	DWG. By: L. GASTON	CK'd By: R. WILLIAMS	SCALE: 1" = 400'	W.O. 3337-1X
FILE: I:\BELLA TERRA\LD\7602\SHT01.dwg			H&A LEGAL No. 7602	SHEET 1 OF 2	



# EXHIBIT C

ATTACHMENT NO. 1.8

# GENERAL PLAN LAND USE ELEMENT EXCERPT

**TABLE LU-2b (cont.)**

**Land Use Density and Intensity Schedule**

Density Category	Permitted Density/Intensity
<i>MIXED USE-VERTICAL INTEGRATION</i>	The intensities/densities of structures vertically-integrating housing and commercial uses shall be determined by a combination of FAR and units per net acre. Each Mixed Use site shall be limited by a total building area FAR, a commercial area FAR, and a residential density. The cumulative total of commercial area FAR and residential density cannot exceed the total building area FAR.
-F8	Maximum total building area floor area ratio of 1.5, commercial FAR of 0.35, and 25 units per net acre.
-F9	Maximum total building area floor area ratio of 1.5, commercial FAR of 0.5, and 25 units per net acre.
-F10	Maximum total building area floor area ratio of 1.5; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 25 units per net acre.
-F11	Maximum total building area floor area ratio of 2.0; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 25 units per net acre.
-F12	Maximum total building area floor area ratio of 3.0; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 30 units per net acre.
-F13	Maximum total building area floor area ratio of 1.5; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 15 units per net acre.
-F14	Bella Terra Area B: Maximum total building area floor area ratio of 1.75; maximum commercial building floor area ratio of <del>0.07</del> <u>0.2</u> ( <del>31,711</del> <u>38,085</u> commercial square feet) and maximum 45 dwelling units per acre ( <del>468</del> <u>713</u> residential units)
<i>MIXED USE-HORIZONTAL INTEGRATION</i>	The densities/intensities of commercial and residential uses are indicated by an FAR for the commercial portion of the site and units per acre for the residential portion of the site. Site areas allocated for each use are specified in the policies contained in this element.
-(FAR)/upa*	Maximum floor area ratio and units per net acre as indicated for each zone on the Land Use Plan.

## **ATTACHMENT NO. 2**

### **SUGGESTED FINDINGS AND CONDITIONS OF APPROVAL**

#### **ZONING TEXT AMENDMENT NO. 10-001**

#### **SITE PLAN REVIEW NO. 10-001**

### **SUGGESTED FINDINGS FOR APPROVAL – ZONING TEXT AMENDMENT NO. 10-001:**

1. Zoning Text Amendment No. 10-001 amends the HBZSO by amending Specific Plan No. 13 to establish warehouse and sales outlets with ancillary tire sales/installation and gas station uses and associated design and development standards for the Bella Terra site. The proposed change will be consistent with the objectives, policies, general land uses and programs specified in the City's General Plan and the adopted Land Use Element of the General Plan because it allows regional commercial uses and mixed-use development at a density and intensity appropriate for the site. The amended Specific Plan No. 13 is also compatible with surrounding development because development standards contribute to the project's compatibility by ensuring adequate design standards for warehouse and sales outlets with ancillary tire sales/installation and gas stations with setbacks, parking, and landscaping for a combination of residential and commercial development in an urban setting.
2. The amended Specific Plan No. 13 will enhance potential for superior urban design in comparison with development under the base district provisions that would apply if the Plan were not approved because along with the typical development standards for the overall building design, Specific Plan No. 13 also includes general goals and policies designed to implement the General Plan vision for Subarea 5A and 5B, particularly a highly articulated architecture, pedestrian oriented, shopping experience with open space plazas, and synergy between the residential and commercial uses.
3. Deviations from the base district provisions that otherwise would apply, are justified by compensating benefits of the Specific Plan. Overall the Specific Plan Design Guidelines and Development Standards facilitate development of a high quality mixed use project with enough open space, air, light, ventilation, pedestrian connections, interesting architecture, well designed circulation, and landscaping for an enjoyable environment in which to live, work, shop, and play. Specifically, implementation of a future warehouse and sales outlet with ancillary tire sales/installation and gas station along with a mixed use project in compliance with the amended Specific Plan No. 13 will promote transformation of the Bella Terra lifestyle center into a vital regional commercial lifestyle center.
4. The amended Specific Plan No. 13 includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems. Specific Plan No. 13 describes and depicts adequate provisions for the utilities and public services described above. Additionally, EIR No. 07-003 and Addendum to EIR No. 07-003 contains a complete analysis of the previous and revised project's expected demands for utilities and public services and demonstrates adequate provisions to meet the revised project's needs.

## **SUGGESTED FINDINGS FOR APPROVAL – SITE PLAN REVIEW NO. 10-001:**

1. Site Plan Review No. 10-001 for the establishment, maintenance and operation of the 154,113 sq ft Costco with tire sales/installation center, outside food service, and 16-pump gas station; 467 multi-family residential units; an additional 30,000 sq ft of mixed use retail and restaurants; a shared use of parking, and; a 3'-9" retaining wall along the western boundary, will not be detrimental to the general welfare of persons working or residing in the vicinity or detrimental to the value of the property and improvements in the neighborhood. The regional commercial use and the mixed-use residential and retail development, with the recommended conditions of approval, incorporates architectural and design principles to help ensure maximum compatibility of design with the existing Bella Terra, promote pedestrian-friendly entries and uses, and promote the use of high quality exterior materials. Structures on the project site would vary in heights in order to provide variety to the roofline and to reduce overall building massing. Development standards and design guidelines in Specific Plan No. 13 ensure that form, height, and development convey an overall high level of quality. Landscaping and paving patterns will be compatible with the adjacent Bella Terra development and the project will contain gathering places for public activity.
2. The site plan review will be compatible with surrounding uses because circulation patterns effectively move passenger vehicles and delivery trucks around the site, adequate parking for the proposed development will be included and a Parking Management Plan will ensure monitoring of future parking conditions, a high level of quality architecture is proposed with the mixed use portion of the building and will be incorporated, via conditions of approval, on the warehouse and sales outlet, the overall project will incorporate sustainable building practices to maximize energy efficiency and the Costco building will be LEED certified.
3. The proposed 154,113 sq ft Costco with tire sales/installation center, outside food service, and 16-pump gas station; 467 multi-family residential units; an additional 30,000 sq ft of mixed use retail and restaurants; a shared use of parking, and; a 3'-9" retaining wall along the western boundary will comply with the provisions of Specific Plan No. 13 and other applicable provisions in Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance. The proposed project meets code requirements in terms of building height, setbacks, landscaping, common and private open space, and with conditions imposed will include reciprocal access for pedestrian and bicycle connections from the westerly adjacent property to the Bella Terra development.
4. The granting of the conditional use permit will not adversely affect the General Plan. It is consistent with the Land Use Element designation of CR-F2-sp-mu (F9) (Regional Commercial) for Area A and CR-F2-sp-mu (F14) (Regional Commercial) for Area B on the subject property. In addition, it is consistent with the following goals and policies of the General Plan:

### *A. Circulation Element*

*Objective CE 3.2:* Encourage new development that promotes and expands the use of transit services.

Policy CE 6.1.6: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.

B. Growth Management Element

Policy GM 3.1.8: Promote traffic reduction strategies including alternate travel modes, alternate work hours, and a decrease of vehicle trips throughout the city.

C. Housing Element

Policy H 2.2: Facilitate the development of mixed use projects in appropriate commercial areas, including stand-alone residential development (horizontal mixed use) and housing above ground floor commercial uses (vertical mixed use). Establish mixed use zoning regulations.

Policy H 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

Goal H 5: Provide equal housing opportunity.

D. Land Use Element

Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.

Goal LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.

Goal LU 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.

Goal LU 8: Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for the City's neighborhoods, corridors, and centers.

Policy LU 8.1.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map, in accordance with the principles discussed below:

- a. Not applicable
- b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard.
- c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
- e. Intermix uses and densities in large-scale development projects.
- f. Site development to capitalize upon potential long-term transit improvements.

- g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions, in form, scale, and density of development, and other elements.

Goal LU 9: Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Policy LU 9.1.4: Require that recreational and open space amenities be incorporated in new multi-family developments and that they be accessible to and of sufficient size to be usable by all residents.

Policy LU 10.1.15: Require that regional commercial developments be designed to convey the visual sense of an integrated center by consideration of the following principles:

- a. Use of multiple building volumes and masses and highly articulated facades to reduce the visual sense of large scale “boxes”;
- b. Use of roofline or height variations to visually differentiate the building massing and incorporation of recesses and setbacks on any elevation above the second floor above grade;
- c. Siting of a portion of the buildings in proximity to their primary street frontage to convey a visual relationship to the street and sidewalks;
- d. Design of the exterior periphery of the structures to contain shops, restaurants, display windows, and other elements that provide visual interest to parking areas and the street elevation;
- e. Inclusion of a “public square” as a gathering place of public activity in multi-tenant regional centers;
- f. Clear identification of building entrances;
- g. Use of landscape that provides a three-dimensional character;
- h. Encourage the provision of public art;
- i. Inclusion of consistent and well-designed signage integrated with the building’s architectural character, including pedestrian-oriented signage; and
- j. Design of parking structures to be visually integrated with the commercial buildings.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

Policy LU 11.1.2: Limit commercial uses in mixed use development projects to those uses that are compatible with the residences.

Policy LU 11.1.4: Require the incorporation of adequate onsite open space and recreational facilities to serve the needs of the residents in mixed use development projects.

Policy LU 11.1.5: Require that mixed use developments be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access.

Policy LU 11.1.6: Require that the ground floor of structures that horizontally integrate housing with commercial uses locate commercial uses along the street frontage (housing may be located to the rear and/or on upper floors).

Policy LU 11.1.7: Require that mixed use development projects be designed to achieve a consistent and high quality character, including the consideration of the:

- a. Visual and physical integration among the commercial and residential uses (Plates LU-3 and LU-4);
- b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units.

E. Noise Element

Policy N 1.3.10: Require that mechanical equipment, such as air conditioning units or pool equipment, comply with the City's Noise Ordinance and Zoning and Subdivision Ordinance.

Policy N 1.5.1: Require that commercial and residential mixed use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. The design measures may include: (1) the use of materials which mitigate sound transmission; or (2) the configuration of interior spaces to minimize sound amplification and transmission.

F. Urban Design Element

Goal UD 1.1: Enhance the visual image of the City of Huntington Beach

G. Utilities Element

Objective U 5.1: Ensure that adequate natural gas, telecommunication, and electrical systems are provided.

The proposed amendments to the General Plan land use designation and Specific Plan 13 are a mechanism to achieve the goals of economic growth and sustainable development. The amendments would allow for a regional commercial business along with a mixed use, high density development thereby increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources. The area has a variety of complementary uses that are critical to any vibrant community such as large scale commercial and entertainment uses, employment centers, a transit hub, and a college. Because of its location and unique features, the site would be appropriate in accommodating an infill development that includes a regional commercial draw and a mixed-use project that is higher in density and compatible with the surrounding area. In doing so, multiple sustainable development principles are achieved, resulting in the social and economic well-being of the area. The benefits of mixed use developments include creating better places to live, work, and play, reducing dependence on the automobile, and lessening pollution and environmental degradation.

The proposed project would be a regional commercial warehouse and sales outlet along with a mixed-use high-density development that offers a wide range of retail and housing opportunities and options, accommodating different age groups, income levels, and household types. The project is required to meet the City and California State Redevelopment Law for affordable housing obligations providing the equivalent of 15 percent of the units as affordable.

In addition, the mixed-use component provides a concentration of living, shopping, entertainment, and employment opportunities within walking distance of the existing Bella Terra lifestyle development. Because the project is located in close proximity to different activities and uses, it provides opportunities and convenience for many households to use alternate travel modes such as walking and biking to complete their daily routines and errands.

The proposed project, with the recommended conditions of approval, incorporates architectural and design principles to help ensure maximum compatibility of design with the existing Bella Terra, promote pedestrian-friendly entries and uses, and promote the use of high quality exterior materials. Structures on the project site would vary in heights in order to provide variety to the roofline and to reduce overall building massing. Development standards and design guidelines in Specific Plan No. 13 ensure that form, height, and treatment of future development convey an overall high level of quality. Maximum setbacks are established so that buildings are sited close to streets, the project will contain gathering places for public activity, and public amenities are required. Therefore, development at the project site would not conflict with the above General Plan goals and policies.

#### **SUGGESTED CONDITIONS OF APPROVAL – SITE PLAN REVIEW NO. 10-001:**

1. The **Costco** site plan, floor plans, and elevations received and dated August 9, 2010 shall be the conceptually approved design with the following modifications:
  - a. An at-grade pedestrian connection with ADA access, shall be provided on-site along the west property line to connect to a future at grade bridge across the railroad tracks and flood control channel to the property to the west. The access point shall be a minimum of 10 feet wide and be located along the west property line approximately 655 feet north of Edinger Avenue. The on-site pedestrian connection shall be blocked from access until such time as an on-grade bridge is constructed and completed.
  - b. The 41 foot, six inch wide area between the south side of Costco and the residential parking garage shall be designed to accommodate a minimum 26 foot wide fire lane as well as an architecturally pleasing pedestrian and bicycle connection to the properties to the west. The pedestrian connection shall include enhanced landscaping, decorative hardscape, lighting, benches and other appropriate amenities to encourage pedestrian and bicycle activity. The required fire lane should be constructed of driveable turf block, subject to the approval of the Fire Chief.
  - c. Revise the proposed circulation and traffic pattern in the drive aisle immediately north of the existing parking structure so that it remains a two-way drive aisle. Accordingly, the proposed angled parking should be revised to angle toward westbound traffic or be revised to 90 degree stalls with proper back-up space.

- d. Revise the site plan to add a minimum five foot wide pedestrian connection near the northwest corner of the Costco building across the parking lot to Center Avenue. The applicant shall make every effort to obtain approval for this parking lot modification through Southern California Edison (SCE), however, the connection shall not be required if SCE does not grant approval.
- e. Amend parking stalls to meet minimum required overall dimensions to achieve no stall less than 17 feet in length with maximum two foot overhang into adjacent planter and 26 foot back-up space for all 90 degree stalls. In any place where the stall overhangs into a required planter, the planter width shall provide the minimum width required (three feet planter for parking areas less than 100 feet long or five feet planter for parking areas greater than 100 feet long), without relying on the vehicle overhang area.
- f. Provide a mechanism, such as removable bollards, to close the gap along the east side of the proposed gas station. The proposed design shall be decorative in nature and consistent with colors and materials established at Bella Terra mall.
- g. The main store entrance shall be embellished to improve it as the main focal point. Embellishments may consist of raising the roof height, increasing architectural projections, and providing richer accent materials instead of split face and smooth face concrete masonry units for wall materials. Other embellishments proposed by the applicant's architect may also be acceptable **(DRB Recommendation)**.
- h. Additional building projections shall be incorporated on the north elevation. The projections shall also include a return to the roof area for a three-dimensional appearance instead of a flat plane **(DRB Recommendation)**.
- i. The proposed texture clad metal panels shall include a smooth stucco finish instead of a rough stucco finish **(DRB Recommendation)**.
- j. The split face and smooth face concrete masonry units as the predominant exterior building material on the north and east elevations shall be revised to include or be accented with other exterior building materials, such as, brick, wood, sandstone, other native stone, smooth stucco, smooth plaster, tile, or other decorative material as listed in the Specific Plan **(DRB Recommendation)**.
- k. Enhanced paving materials, lighting, signage, and landscaping pattern and materials at driveway entrances and pedestrian connections should match existing color and materials found at Bella Terra Phase I. Enhanced paving materials at the store entrance shall be consistent with color, pattern, and design elements found at Bella Terra Phase I but may be stamped and scored concrete in lieu of pavers **(DRB Recommendation)**.
- l. The design of the metal pipe shopping cart corrals within the parking lot should be improved for architectural consistency with materials and colors found at Bella Terra Phase I **(DRB Recommendation)**.
- m. The design of the shopping cart corrals within the parking structure shall be designed so carts do not roll out and appropriate signage directing patrons to the cart return area is provided.
- n. Revise the building elevations to eliminate the red stripe on the south and west walls and minimize the red stripe on the north and east walls.

- o. Revise the gas station canopy to include a cornice element or some other roof embellishment to enhance the architectural quality.
  - p. The width of all parking spaces adjacent to a wall more than forty-two (42) inches in height shall be increased by three feet for a total clear parking stall width of twelve feet.
  - q. Revise the site plan to amend the note located south of the Costco building from “Proposed parking structure with apartments above,” to “Proposed parking structure.”
2. The **Village at Bella Terra Mixed Use Retail and Residential** site plan, floor plans, and elevations received and dated June 17, 2010 shall be the conceptually approved design with the following modifications:
- a. An at-grade pedestrian connection with ADA access, shall be provided on-site along the west property line to connect to a future at grade bridge across the railroad tracks and flood control channel to the property to the west. The access point shall be a minimum of 10 feet wide and be located along the west property line approximately 655 feet north of Edinger Avenue. The on-site pedestrian connection shall be blocked from access until such time as an on-grade bridge is constructed and completed.
  - b. The 41 foot, six inch wide area between the south side of Costco and the residential parking garage shall be designed to accommodate a minimum 26 foot wide fire lane as well as an architecturally pleasing pedestrian connection to the properties to the west. The pedestrian connection shall include enhanced landscaping, decorative hardscape, lighting, benches and other appropriate amenities to encourage pedestrian activity and bicycle activity. The required fire lane should be constructed of driveable turf block, subject to the approval of the Fire Chief.
  - c. Provide continuation of the reciprocal access sidewalk connection from the west property line along the north side of the northeast corner of the residential units, then south to the “outdoor living room” space of the mixed use retail buildings.
  - d. Post “No Trucks (Except Refuse Collection) Beyond This Point,” at southwest corner of residential.
  - e. Residential parking shall be assigned and provided within the proposed residential parking structure behind a secured gated entry. The ground floor of the residential parking garage shall provide a minimum of 84 out of the 94 required guest parking spaces. The remaining required guest parking spaces may be located on upper floors of the parking garage if accessible through call system on the residential gates or in the surface parking lot adjacent to the residential building.
  - f. All residential units shall meet the minimum 500 square feet of interior floor area requirement.
  - g. All residential floor plans shall demonstrate a minimum of 60 square feet of private open space with no dimension less than six feet.
  - h. Ramp slopes in the parking garage shall be redesigned to meet the maximum slope permitted by code. Transition ramps which are also used as back-up space for parking stalls shall have a maximum slope of 5 percent. The maximum slope for transition ramps with no adjacent parking spaces shall be 10 percent. A ramp used for ingress and egress to a public street shall have a transition section at least 16 feet long and a maximum slope of 5 percent.

- i. Any parallel parking stalls shall be designed to meet the minimum maneuverable area between every two stalls as required by HBZSO Chapter 231.
  - j. Provide bicycle parking as required by HBZSO Chapter 231.
  - k. The width of all parking spaces adjacent to a wall more than forty-two (42) inches in height shall be increased by three feet for a total clear parking stall width of twelve feet.
3. Any buildings required to be LEED Silver Certified (as described in Condition No. 7.a. below) shall follow the appropriate progression steps and submittal forms, as recommended by LEED and the City's Energy Project Manager, throughout the plan check, permit issuance, and construction phases of the project.
  4. Prior to issuance of grading permits, the following shall be completed:
    - a. At least 14 days prior to any grading activity, the applicant/developer shall provide notice in writing to property owners of record and tenants of properties within a 1,000-foot radius of the project site as noticed for the public hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning and Building Department.
    - b. A Parking Management Plan shall be submitted for review by the Planning and Building Department. The Parking Management Plan shall be approved prior to issuance of building permits on the site and shall include the following:
      - i. All Bella Terra management employees, all Bella Terra tenant (retail, restaurant, and office) employees, and all Costco employees shall park on the top two levels of the six-level parking structure located on the north side of Bella Terra Area A. If the top two levels of the parking structure are full, employees shall park on other levels of the parking structure in descending order and in the most remote areas of the surface parking lot only as a last resort. In no case shall any employees park in the surface lot, containing approximately 557 spaces, to the north and northeast of the Costco building.
      - ii. Costco's hours of operation shall be limited to:
        1. Warehouse and Tire Sales/Installations: Monday through Friday 10:00 AM to 8:30 PM; Saturday 9:30 AM to 6:00 PM; and Sunday 10:00 AM to 6:00 PM. The Warehouse may open at 9:00 AM for business members only.
        2. Fuel Facilities: Monday through Friday 6:00 AM to 9:30 PM; Saturday 6:00 AM to 7:00 PM; and Sunday 6:00 AM to 6:00 PM.

These hours are not intended to regulate nighttime stocking or delivery activities; however, all stocking activities outside of regular store hours shall take place on the interior of the store only. Deliveries by large Costco trucks, outside of normal store hours, shall take place only via trucks sealed at designated loading docks; deliveries

by smaller vendor trucks may occur at the receiving door on the west side of the building.

- iii. An on-site parking survey shall be conducted by a licensed traffic engineer to determine the parking demand in relation to the parking supply prior to any one of the following events:
  1. One year after the issuance of the Costco Certificate of Occupancy; or
  2. The parking ratio falls below 4.2 spaces/1,000 square feet due to a reduction of spaces or an increase in demand; or
  3. Any re-use or re-tenanting of any major anchor space. The term major anchor space shall be defined as any space greater than 70,000 square feet, including the movie theater.

The parking surveys shall consist of hourly counting Wednesday through Sunday for two consecutive weeks between the hours of 9:00 AM to 10:00 PM. If the survey demonstrates that the on-site parking is more than 95% occupied, at least three times per week, for a duration of at least two hours, then the property owner shall provide additional parking prior to approval of the new occupancy request or within 90 days of the completion of the survey. Options for providing additional parking may include, but are not limited to: expanding the on-site valet parking program; providing employee parking at an off-site location with a shuttle service; provision of new parking spaces through re-striping or alternative methods; leaving some tenant spaces unoccupied; or other options identified by the property owner and acceptable to the City. The parking management strategies, such as valet or shuttle service, shall only be implemented on the days of the week that the parking surveys revealed greater than 95% occupancy.

5. Prior to submittal for building permits, the following shall be completed:
  - a. Submit a copy of the revised site plans, floor plans, and elevations pursuant to Condition No. 1 and Condition No. 2 for review and approval and inclusion in the entitlement file to the Planning and Building Department and submit digital photographs of all colored renderings, elevations, materials sample board to the Planning and Building Department for inclusion in the entitlement file.
  - b. All venting and mechanical systems for any restaurants shall be designed and constructed to minimize potential odor impacts to the residential units above or surrounding the ground floor commercial uses. Any external venting or mechanical equipment not screened to the satisfaction of the City shall be subject to review and approval by the Design Review Board prior to submittal of building permits.
6. Prior to issuance of building permits, the following shall be completed:
  - a. The Parking Management Plan identified in Condition 4.b. above, shall be approved by the Planning and Building Department.

- b. The applicant shall submit a cash bond for one and one half times the amount of half the construction cost of the future off-site pedestrian and bicycle at-grade connection to the property to the west (former Levitz site) as described in Code Requirements. The total construction cost shall be estimated by the developer subject to review and approval by the City. The bond shall include a sunset clause; specifically, if the irrevocable reciprocal access agreement is not implemented within ten years of the date of this entitlement approval, then the bond shall be returned to the property owner.
7. Final building permits for the Costco commercial structure(s) cannot be issued, until the following has been completed:
  - a. Evidence of LEED Silver Certification for the 154,113 square foot Costco building has been applied for and/or completed.
8. Final building permits for Village at Bella Terra Mixed Use Retail and Residential 1 structure(s) cannot be issued, until the following has been completed:
  - a. Evidence of LEED Silver Certification for a minimum 1,000 square foot building has been applied for and/or completed.
  - b. In addition to the structures to be LEED Silver certified, incorporating sustainable or “green” building practices into the design of all other proposed structures and associated site improvements is highly encouraged. Sustainable building practices may include (but are not limited to) those recommended by the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) Program certification (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>) or Build It Green’s Green Building Guidelines and Rating Systems (<http://www.builditgreen.org/index.cfm?fuseaction=guidelines>).
9. All Mitigation Measures outlined in the Mitigation Monitoring Program (Attached) for EIR No. 07-03 and Addendum to EIR No. 07-03 shall be adhered to.
10. The use shall comply with the following:
  - a. The Costco hours shall be limited to the hours stated in Condition 4.b.ii. Any request to operate outside of these hours requires an Entitlement Plan Amendment application, an update to the traffic impact study conducted for Addendum to EIR No. 07-03, and an update to the approved Parking Management Plan.
  - b. Costco shall direct large delivery trucks and fuel station delivery trucks to access the site from Center Avenue and follow the truck turning radius plan submitted with the conceptually approved plans dated August 9, 2010. All trucks shall utilize designated truck routes when arriving at or departing from the site.
  - c. All Bella Terra management employees, all Bella Terra tenant (retail, restaurant, and office) employees, and all Costco employees shall park on the top two levels of the six-level parking structure located on the north side of Bella Terra Area A.
  - d. In the event The Village at Bella Terra Mixed-Use Residential and Retail project does not begin construction within one month of the completion of demolition of the Montgomery Ward store and

auto repair building, the site shall be hydroseeded for erosion control. Provision of temporary parking subject to approval by the Planning and Building Department and Public Works Department is also acceptable.

- e. Any re-use of the Costco site or request for future demising walls for the purpose of separating new tenant spaces within the Costco building shall require approval of a Site Plan Review by the Director of Planning and Building. Re-use of the site or building requires an Entitlement Plan Amendment application, an update to the traffic impact study conducted for Addendum to EIR No. 07-03, and an update to the approved Parking Management Plan.
  - f. There shall be no outside storage of storage containers or bins, vehicles, vehicle parts, equipment, or trailers. The occasional display of vehicles for sale through Costco's vehicle sales program is acceptable. There shall be no outside storage of pallets or trash compactors unless located behind screen walls.
  - g. All prospective residential tenants should be provided with a disclosure regarding the mixed use nature of the project and this information shall be available in the leasing office and advertising literature. All potential residents should be required to sign a waiver or disclosure form that it is understood that The Village of Bella Terra is a mixed use project and that uses such as, restaurant, live entertainment, and alcohol sales, etc. may be established on the ground floor of the building.
  - h. Each residential unit shall receive assign parking space(s), equal to the number of spaces required per the unit's bedroom count, within the residential parking garage. Parking space numbers shall not match unit numbers for safety purposes.
11. The development services departments (Building & Safety, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18.
12. Site Plan Review No. 10-001 shall not become effective until the City Council approves General Plan Amendment No. 10-001 and Zoning Text Amendment No. 10-001.

**INDEMNIFICATION AND HOLD HARMLESS CONDITION:**

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this

project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.



**HUNTINGTON BEACH  
PUBLIC WORKS DEPARTMENT  
SUGGESTED CONDITIONS OF APPROVAL**

**DATE:** AUGUST 16, 2010

**PROJECT NAME:** COSTCO WHOLESALE AND MIXED USE

**PLANNING APPLICATION NO.:** PLANNING APPLICATION NO. 2010-061

**ENTITLEMENTS:** GENERAL PLAN AMENDMENT NO. 2010-001, ZONING TEXT AMENDMENT NO. 2010-001, SITE PLAN REVIEW NO. 2010-001, ENVIRONMENTAL ASSESSMENT NO. 2010-003

**DATE OF PLANS:** MARCH 15, 2010 (COSTCO) & JULY 2, 2010 (MIXED USE)

**PROJECT LOCATION:** 7601 EDINGER AVENUE, HUNTINGTON BEACH (APN: 142-073-26)

**PLAN REVIEWER:** BOB MILANI, SENIOR CIVIL ENGINEER *BEM*

**TELEPHONE/E-MAIL:** 714-374-1735 / BOB.MILANI@SURFCITY-HB.ORG

**PROJECT DESCRIPTION:** **GPA:** AMEND SIZES OF SUBAREAS 5A AND 5B OF THE GENERAL PLAN; **ZTA:** AMEND SIZES OF AREA A AND B OF SPECIFIC PLAN NO. 13 AND ADD TIRE SALES/ INSTALLATION AND GAS STATION AS PERMITTED USES; **SPR:** DEMOLISH MERVYN'S AND MONTGOMERY WARDS STORE AND AUTO REPAIR TO DEVELOP A 154,113 SQ FT COSTCO WITH TIRE SALES/INSTALLATION CENTER, OUTSIDE FOOD SERVICE, AND GAS STATION, ALONG WITH CONCEPTUAL PLANS FOR UP TO 468 MULTI-FAMILY RESIDENTIAL UNITS AND AN ADDITIONAL 30,000 SQ FT OF RETAIL; **EA:** TO REVIEW THE PROPOSED AMENDMENTS AND PROJECT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT TO DETERMINE THE NECESSARY ENVIRONMENTAL DOCUMENTATION.

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1. The site plan, floor plans and elevations received and dated March 15, 2010 with the supplemental site plan dated April 7, 2010 (Costco) and July 2, 2010 (Mixed-use), shall be the conceptually approved layout with the following modifications:
    - a. Additional exhibits shall be provided to depict all utility apparatus, such as but not limited to back flow devices and Edison transformers on the site plan. In accordance with Section 3.4.3.5 of Specific Plan No. 13, utility meters shall be screened from view from public rights-of-way. Electric transformers in a required front or street side yard

shall be enclosed in subsurface vaults. Backflow prevention devices shall be prohibited in the front yard setback and shall be screened from view. (Code Requirement)

- b. Additional exhibits shall be provided to depict the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and similar items on the site plan and elevations. If located on a building, they shall be architecturally designed into the building to appear as part of the building. They shall be architecturally compatible with the building and non-obtrusive, not interfere with sidewalk areas and comply with required setbacks.
- c. Enhanced paving within the public right-of-ways on Edinger Avenue and Center Avenue shall not be allowed. (Code Requirement).
- d. In accordance with Section 3.4.2.1 of Specific Plan No. 13, a drive aisle with a minimum width necessary for two-way traffic without adjacent parking from the driveway entry on Edinger Avenue shall provide an accessible travel way to the parking lots adjacent to Center Street. Landscaping along Edinger Avenue shall be provided in conformance with the increased width shown in the Edinger Avenue Precise Plan of Street Alignment to the maximum extent possible.
- e. Building pad transitions shall be designed to match up with the existing improvements on the adjacent parcels, and all modifications needed to allow for the match up shall be indicated on the site plan. Any required reconstruction, including asphalt areas, curb and gutter, landscaping and median islands, drainage infrastructure, drive aisle improvements and related work on adjacent parcels and outside the limits of the site plan parcel shall be shown on the improvement plans for the site.
- f. Project data information shall include the flood zone and the base flood, and lowest building floor elevations per NGVD29 datum or an equation schedule to show equivalence to that datum for coordination with available FEMA mapping.
- g. ADA path of travel running between or through parking areas or rows shall be a minimum of 10 feet in width or 6 feet in width for a raised sidewalk path. All driveway crossings shall conform to Title 24 and ADA requirements.

**THE FOLLOWING CONDITIONS ARE REQUIRED TO BE COMPLETED PRIOR TO ISSUANCE OF A DEMOLITION PERMIT:**

2. The applicant shall follow all procedural requirements and regulations of the South Coast Air Quality Management District (SCAQMD) and any other local, state, or federal law regarding the removal and disposal of any hazardous material including asbestos, lead, and PCB's. These requirements include but are not limited to: survey, identification of removal methods, containment measures, use and treatment of water, proper truck hauling, disposal procedures, and proper notification to any and all involved agencies (Mitigation Measure).
3. Pursuant to the requirements of the South Coast Air Quality Management District, an asbestos survey shall be completed (Mitigation Measure).
4. The applicant shall complete all Notification requirements of the South Coast Air Quality Management District (Mitigation Measure).
5. A truck hauling and routing plan for all trucks involved in asbestos removal and demolition of the existing structures shall be submitted to the Department of Public Works and approved by the Director of Public Works (Mitigation Measure).

6. The applicant shall disclose the method of demolition on the demolition permit application for review and approval by the Building and Safety Director (Mitigation Measure).
7. The project Storm Water Pollution Prevention Plan (SWPPP) shall include interim provisions for the demolition operations.

**THE FOLLOWING CONDITIONS ARE REQUIRED TO BE COMPLETED PRIOR TO ISSUANCE OF A GRADING PERMIT:**

8. All vehicular access rights to Edinger Avenue and Center Avenue shall be released and relinquished to the City of Huntington Beach, except at locations approved by the Director of Planning, or as restricted by existing restricted access requirements as shown on previously recorded maps, easements or dedications.
9. The subdivider shall provide evidence and recorded documentation to the satisfaction of the City of the vehicular and pedestrian access rights, the right to construct off-site improvements, the right to operate, and maintain the private storm drain and sewer systems, and the right for the City and the Property Owner's Association to access and perform maintenance on the improvements located within the Southern California Edison right-of-way between Center Drive and the northerly map boundary. Approval from Southern California Edison must also be obtained for any changes, quitclaims or realignments of existing easements.
10. The sewer and portions of the storm drain system located onsite shall be private and maintained by the Property Owners Association.
11. The Public Works Department shall review and approve the final geometrics and design of onsite circulation and truck delivery drive aisles for reciprocal access and consistency with any new parcels created or reconfigured.
12. If phasing of construction or improvements is proposed, a detailed phasing plan shall be submitted. The phasing plan shall address all on and off-site infrastructure improvements, timing of building construction, and methods of providing emergency as well as customer access to existing tenants on adjacent parcels. Any future phasing plan shall be subject to review and approval by the Directors of Public Works, Fire, Building and Safety, and Planning.
13. The applicant shall prepare a Groundwater Hydrology Study to determine the lateral transmissivity of area soils and a safe pumping yield such that dewatering activities do not interfere with nearby water supplies. Based on the Groundwater Hydrology Study, the Geotechnical Hydrogeologic, or other qualified Engineer shall determine whether permanent groundwater dewatering is feasible within the constraints of a safe pumping level. The project Applicant shall incorporate the qualified Engineer's designs and recommendations in project plans. If safe groundwater dewatering is determined to not be feasible, permanent groundwater dewatering shall not be implemented. The City's Director of Public Works shall approve or disapprove of any permanent groundwater dewatering based on the Groundwater Hydrology Study and qualified Engineer recommendations.
14. The applicant shall provide proof that driven friction piles extending into the stiff and/or dense natural soils encountered below depths of about 45 to 50 feet below the existing grade are to be utilized. Mitigation may be required for friction piles for the proposed buildings at their current locations or at other locations within the project site, for minor structures such as low retaining walls and freestanding walls, as well as for building floor slabs and other concrete

walks and slabs adjacent to the buildings, subject to the approval of the Public Works Director (Mitigation Measure).

15. The applicant shall ensure that any required import material consists of relatively non-expansive soils with an Expansion Index of less than 35. The imported materials should contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. All import materials shall be approved, subject to the approval of the Public Works Director (Mitigation Measure).
16. The applicant shall provide and execute a Landscape License Agreement for maintenance of landscaping within the public right-of-way.
17. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. The following shall be shown on the grading plans (PW):
  - a. Hardscape improvements, including, but not limited to, paving, sidewalk, curb and gutters, decorative paving, signing and striping, and other features to be constructed by the plan shall be shown with horizontal and vertical dimensions and elevations.
  - b. Private sewer improvements, including laterals up to each commercial unit, shall be designed per the final approved sewer study and City Standards.
  - c. A composite utility plan showing the relationship of all utilities proposed onsite shall be shown for reference.
  - d. Private water service improvements beyond the public water system appurtenances shall be shown for reference only.
  - e. Entry/exit throats of appropriate length and width shall be provided at each project access point to facilitate safe, convenient, and unobstructed vehicle access. Areas adjacent to these entry/exit points shall be designed to provide appropriate stopping sight distance for vehicles, trucks, pedestrians and bicyclists.
  - f. A new 12 inch public waterline on the north side of the development, approximately 600 feet in length tying into the existing 10 inch public waterline on the north side, that serves the property from Center Avenue, and the existing public 12 inch public waterline on the east side of the development, located at the northwest corner of the Mervyn's site, shall be required per Water Division Standards.
  - g. A new 12 inch public waterline on the west side of the development, approximately 1100 feet in length tying into the new 12 inch public waterline on the north side of the development and extended southerly, shall be required per Water Division Standards.
  - h. A new 12 inch public waterline on the south of the development approximately 300 feet in length tying into the new 12 inch waterline on the west side of the development and the existing 12 inch waterline on the south side of the development, that serves the property from Edinger Avenue, shall be required per Water Division Standards.
18. Full frontage infrastructure improvements shall be designed, including, but not limited to, curb and gutter, sidewalk, street lighting, raised medians, new traffic signals, traffic signal interconnect systems, signing and striping, drainage improvements and handicapped access ramps. All work shall be in full conformance with the approved traffic impact analysis, the Edinger Corridor Specific Plan and Precise Plan of Street Alignment, current City Standards,

Caltrans standards where applicable, and the approved Specific Plan No. 13 for the Bella Terra Mall and associated technical studies.

19. Street Lighting, traffic signals, signing, striping, street improvements, traffic control, landscaping and other infrastructure improvements shall be shown on separate sheets, 24" by 36", and shall conform to City of Huntington Beach standards. Plans shall be submitted for review and final approval by Public Works.
20. Drive aisle spacing and proposed drive through aisles dimensions shall be supported by an approved traffic queuing study to insure that waiting vehicles do not block adjacent aisles.
21. Traffic Control Plans, prepared by a Licensed Civil or Traffic Engineer, prepared per the City's guidelines (signed and stamped), shall be submitted to Public Works and Caltrans for review and approval, for work within City's right-of-way.
22. Final Design hydrology and hydraulic studies for both on-site and off-site facilities shall be prepared and submitted for Public Works review and approval. The hydrologic and hydraulic analysis shall include, but not be limited to facilities sizing, limits of attenuation, downstream impacts and other related design features. Runoff shall be limited to pre-1986 Q's, which must be established in the hydrology study. If the analyses shows that the City's current drainage system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the 25-year storm as determined using pre-1986 design criteria. As an option, the developer may choose to explore low-flow design alternatives, downstream attenuation or detention, or upgrade the City's storm water system to accommodate the impacts of the new development, at no cost to the City (Mitigation Measure).
23. The Hydrology and Hydraulics Study for the City approved Site Development and Drainage Plan shall reduce peak runoff rates to the existing conditions 25-year storm event peak runoff rate; the design capacity of the City storm drainage channels (Mitigation Measure).
  - a. Prior to receiving a precise grading permit, the project Applicant shall:
    - i) Prepare a Site Development and Drainage Plan
    - ii) Prepare an existing and proposed project Hydrology and Hydraulics Study based on the Site Development and Drainage Plan. The existing hydrology shall include an evaluation of run-on to the project site because of spillage from the Bella Terra Mall drainage system.
    - iii) Implement stormwater detention BMPs, based on the Hydrology and Hydraulics Study, for all storm events up to the 100-year storm event, to ensure that peak flow rates from the project site to the off-site storm drain system do not exceed the existing 25-year storm event peak flow rate.
    - iv) Analyze existing street flow capacity to determine exceedance of any design criteria and guidelines from the City's MPD.
    - v) Additionally, stormwater detention BMPs shall be implemented such that areas draining to the existing piped storm drain systems do not exceed existing peak flow rates for the 10 and 25-year storm events and that peak flows to local streets do not exceed MPD and City design guidelines.
    - vi) In accordance with the MPD, streets must be designed to leave at least one-lane free of ponded water in each direction for conveyance of the 10-year storm event, must be contained within the curbs for the 25-year storm event, cannot

exceed 0.2 foot above the street curbs for the 50-year storm event, and cannot exceed 0.5 foot above the street curbs for the 100-year storm event.

- vii) The internal storm drain system must be adequate to detain sufficient stormwater runoff such that the street flow requirements of Center Street or Edinger Avenue are not exceeded.
  - viii) Surface ponding or sump areas on the site will be limited to a maximum depth of 8-inches, and shall be distributed to areas away from building pads, and remote areas of parking lots.
  - ix) Surface ponding or sump areas shall not exceed 1/3 of the proposed parking area in surface area. If there are proposed underground parking structures, they shall not be used for retention or storage, unless approved by the Director of Public Works.
  - x) Stormwater retention areas shall be analyzed for back to back 24-hour, 100-year storm events per the requirements of the Orange County Flood Control Manual.
  - xi) The final Hydrology and Hydraulics Study shall identify and evaluate the routing through the project site in relation to the new buildings, landscaping, utilities, and others. Sufficient detention, provided to mitigate constrained capacities in the Bella Terra Mall drainage system, shall be implemented for run-on from north of the Montgomery Ward site onto the project site.
  - xii) The final Hydrology and Hydraulics Study shall incorporate all NPDES requirements in effect at the time that the precise grading permit is anticipated to be issued or when the study is accepted as complete.
  - xiii) Precise final grading and street improvement plans and studies shall be submitted to the Public Works Department for review and approval. The project developer shall incorporate into a final Drainage Plan all recommendations and requirements identified the review of the final Hydrology and Hydraulics Study and identified stormwater detention requirements/features. Following grading, excavation, and installation of utilities, the Public Works Department shall inspect the project site and verify that project site drainage is in accordance with the Final Drainage Plan and that required detention/storm drain system improvements have been implemented.
24. Plans and studies shall be submitted to the City Engineer for approval and the project developer shall incorporate into a Final Drainage Plan, all recommendations and requirements identified by the City Engineer, based on their review of the final Hydrology and Hydraulics Study and identified stormwater detention requirements/features (Mitigation Measure).
25. Non-residential structures, including utilities and sanitary facilities must be elevated or floodproofed to below the flood depth and capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy as required by Chapter 222 of the City of Huntington Beach Zoning and Subdivision Ordinance (Mitigation Measure).
26. A portion of the project is designated on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map as a Special Flood Hazard Area (SFHA) "A" zone, and is therefore subject to flooding during a 100 year storm event. The design elevations for this project will be 2-feet or higher above the Base Flood Elevation derived from the project drainage study, or the best available design studies accepted by the City of Huntington Beach. Should additional flood proofing be required, the developer shall conform to all

Federal, State and City requirements for flood-proofing the buildings against the 100-year storm event.

27. City of Huntington Beach-approved Water Quality Management Plan shall be prepared by a Licensed Civil Engineer in accordance with the California Regional Water Quality Control Board, Santa Ana Region, Order No. R8-2009-0030, NPDES No. CAS618030 Waste Discharge Requirements, including any recent updates, and Orange County DAMP requirements for a Project WQMP and measures as described below. A preliminary WQMP shall be prepared to accompany the submittal of the approved Site Plan. A final WQMP shall be prepared to satisfy the requirements of the DAMP and City LIP, and shall conform to the Permit Requirements Section XII, "New Development," and associated subsections of Order No. R8-2009-0030. The final WQMP shall incorporate water quality BMPs and LID's for all improved phases of the proposed project. Prior to receiving a precise grading permit, three signed copies and an electronic copy on CD (.pdf or .doc format) shall be submitted to the Public Works Department. The final WQMP shall include the following additional requirements:

- a. Infiltration-type BMPs shall not be used.
- b. Wet swales and grassed channels shall not be used because of the slow infiltration rates of project site soils and potentially shallow depth to groundwater.
- c. Dry and wet detention basins and constructed wetlands are not recommended for the project site.
- d. If proprietary Structural Treatment Control devices are used, they shall be sited and designed also in compliance with the manufacturers design criteria.
- e. Treatment BMPs shall be selected such that standing water drains within 24 hours or as required by the City's vector control.
- f. Excess stormwater runoff shall bypass the treatment BMPs unless they are designed to handle the flow rate or volume from a 100-year storm event without reducing effectiveness.
- g. Effectiveness of any treatment BMP for removing the pollutants of concern shall be documented.
- h. The WQMP shall incorporate water efficient landscaping using drought tolerant, native plants in accordance with Landscape and Irrigation Plans as set forth by the Association (see below).
- i. Building materials shall minimize exposure of bare metals to stormwater. Copper or Zinc roofing materials, including downspouts, shall not be used. Bare metal surfaces shall be painted with non-lead containing paint.
- j. Proprietary stormwater treatment systems maintenance shall be in accordance with the manufacturer's recommendations. If a non-proprietary treatment system is used, maintenance shall be in accordance with standard practices as identified in the CASQA (2009) handbook, City BMP guidelines or The Village at Bella Terra Mitigation Monitoring and Reporting or other City-accepted guidance.
- k. Reporting requirements: the Association shall prepare an annual report and submit the annual report to the City of Huntington Beach documenting the BMPs operations and maintenance conducted that year. The annual report shall also address the potential system deficiencies and corrective actions taken or planned.

- I. Where applicable and subject to the review and approval of the City Engineer, use of porous concrete or asphalt (if acceptable to the Geotechnical Engineer) or other pervious pavement for driveways, paths, sidewalks, and courtyards/open space areas to the maximum extent is encouraged.

**THE FOLLOWING CONDITIONS ARE REQUIRED TO BE COMPLIED TO DURING DEMOLITION, GRADING AND SITE DEVELOPMENT:**

28. The applicant shall ensure that disturbed material and unsuitable natural soils such as peat deposits encountered immediately below the fill should be excavated and replaced as properly compacted fill. All required additional fill should be properly compacted, subject to the approval of the Public Works Director (Mitigation Measure).
29. The applicant shall ensure that the excavated soils be allowed to dry prior to placement as compacted fill, and that the soils at the bottom of the excavations also be allowed to dry as necessary prior to placement of compacted fill. As an alternative to drying the exposed natural soils at the bottoms of the required excavations, the exposed soils shall be over-excavated and replaced with 1 to 1 ½ feet of 1 ½ inch crushed rock to provide a base for the compaction of the required backfill. Compliance with this mitigation shall be subject to the approval of the Public Works Director (Mitigation Measure).
30. If during demolition, grading and/or construction any soil and/or groundwater contamination are found or suspected on-site, construction in the area shall cease, appropriate Health and Safety procedures shall be implemented, and appropriate agencies shall be notified. Any hazardous substances contained on the site shall be identified and removed in compliance with City, State, and Federal standards (Mitigation Measure).

**THE FOLLOWING CONDITIONS ARE REQUIRED TO BE COMPLETED PRIOR TO ISSUANCE OF A BUILDING PERMIT:**

31. The developer shall submit a completed FEMA Elevation Certificate signed by a registered Civil Engineering certifying compliance with all Federal, State and City flood protection requirements.
32. Final design elevations of grading shall not vary from elevations shown on the approved Site Plans (preliminary grading plans) by more than one (1) foot.

**THE FOLLOWING CONDITIONS ARE REQUIRED TO BE COMPLETED PRIOR TO FINAL OCCUPANCY OF THE FIRST RESIDENTIAL UNIT OR RETAIL BUILDING:**

33. The medians in Edinger shall be inspected, approved and deemed complete by the City of Huntington Beach which includes; replaced soil, irrigation systems, perimeter root/moisture barriers, colored and stamped concrete, plant material and all required utilities. The medians shall be maintained for a period of 15 months total after installation is deemed complete.
34. The park, fountains, pools, enriched paving and all auxiliary decorative structures, artwork, landscape plantings and irrigation systems indicated as a part of the residential and retail project shall be completed.

RESOLUTION NO. \_\_\_\_\_

**DRAFT**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH,  
CALIFORNIA, APPROVING AN AMENDMENT TO  
SPECIFIC PLAN NO. 13 (ZONING TEXT AMENDMENT NO. 10-001)**

WHEREAS, Zoning Text Amendment No. 10-001 has been prepared and analyzed in the Planning Commission Staff Report dated August 24, 2010; and

Zoning Text Amendment No. 10-001 is a request to amend Specific Plan No. 13 – Bella Terra to establish warehouse outlets and sales with ancillary tire sales/installation and gas station as permitted uses and development standards on an approximate 52.35 acre parcel of land within Area A of the Specific Plan, located between Edinger Avenue and Center Avenue, west of the existing Bella Terra development and east of the Union Pacific Rail Road.

The Planning Commission held a public hearing pursuant to Government Code Section 65353 on August 24, 2010 to consider said Zoning Text Amendment; and

The Planning Commission is required to make a recommendation to the City Council on the amendment to the General Plan pursuant to Government Code Section 65354.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Huntington Beach finds as follows:

**SECTION 1:** The amended Specific Plan is consistent with the adopted Land Use Element of the General Plan.

**SECTION 2:** The amended Specific Plan enhances the potential for superior urban design in comparison with the development under the base district provisions that would apply if the Plan were not approved.

**SECTION 3:** The deviations from the base district provisions that otherwise would apply are justified by the compensating benefits of the Specific Plan; and

**SECTION 4:** The amended Specific Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.

**SECTION 5:** The Specific Plan No. 13, attached hereto as Exhibit “A” and incorporated by this reference as thoroughly set forth herein, is hereby adopted and approved.

**PASSED AND ADOPTED** by the City Council of the City of Huntington Beach at a regular meeting held on the \_\_\_\_\_ day of \_\_\_\_\_.

\_\_\_\_\_  
Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

\_\_\_\_\_  
City Administrator

\_\_\_\_\_  
Director of Planning and Building

ATTACHMENTS

Exhibit A: Specific Plan No. 13-Bella Terra

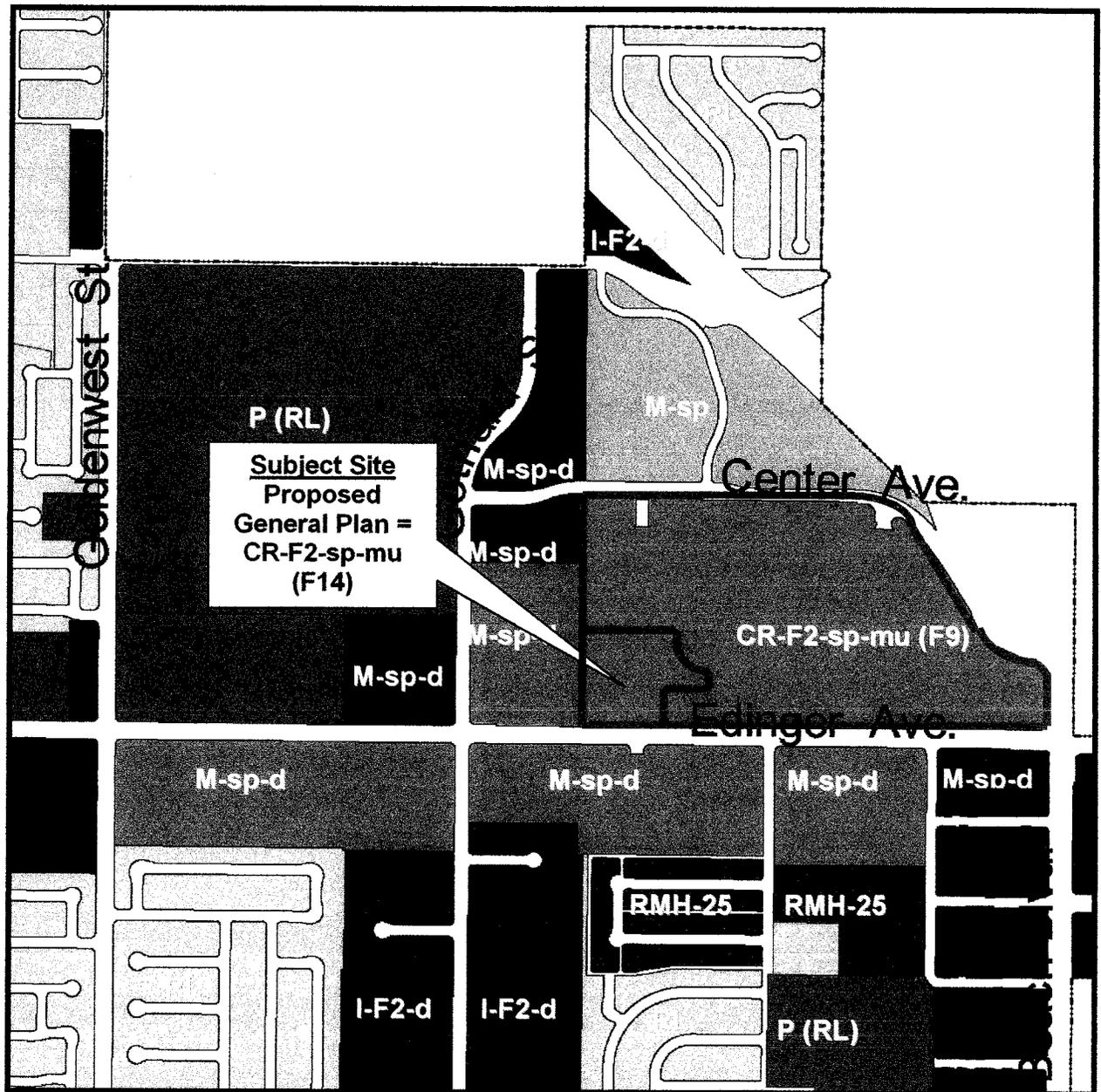
# EXHIBIT A

**EXHIBIT A**

**DRAFT SPECIFIC PLAN NO. 13 – NOT ATTACHED**

**PREVIOUSLY DISTRIBUTED TO PLANNING COMMISSION  
WITH AUGUST 10, 2010 STUDY SESSION STAFF REPORT**

**ALSO AVAILABLE FROM  
PLANNING AND BUILDING DEPARTMENT  
CITY OF HUNTINGTON BEACH  
2000 MAIN STREET 3<sup>RD</sup> FLOOR**



**CURRENT AND PROPOSED GENERAL PLAN DESIGNATIONS**

**GENERAL PLAN AMENDMENT NO. 10-001 AND  
 ZONING TEXT AMENDMENT NO. 10-001  
 (THE VILLAGE AT BELLA TERRA – 7601 EDINGER AVENUE)**

# GENERAL PLAN LAND USE ELEMENT EXCERPT

**TABLE LU-2b (cont.)**

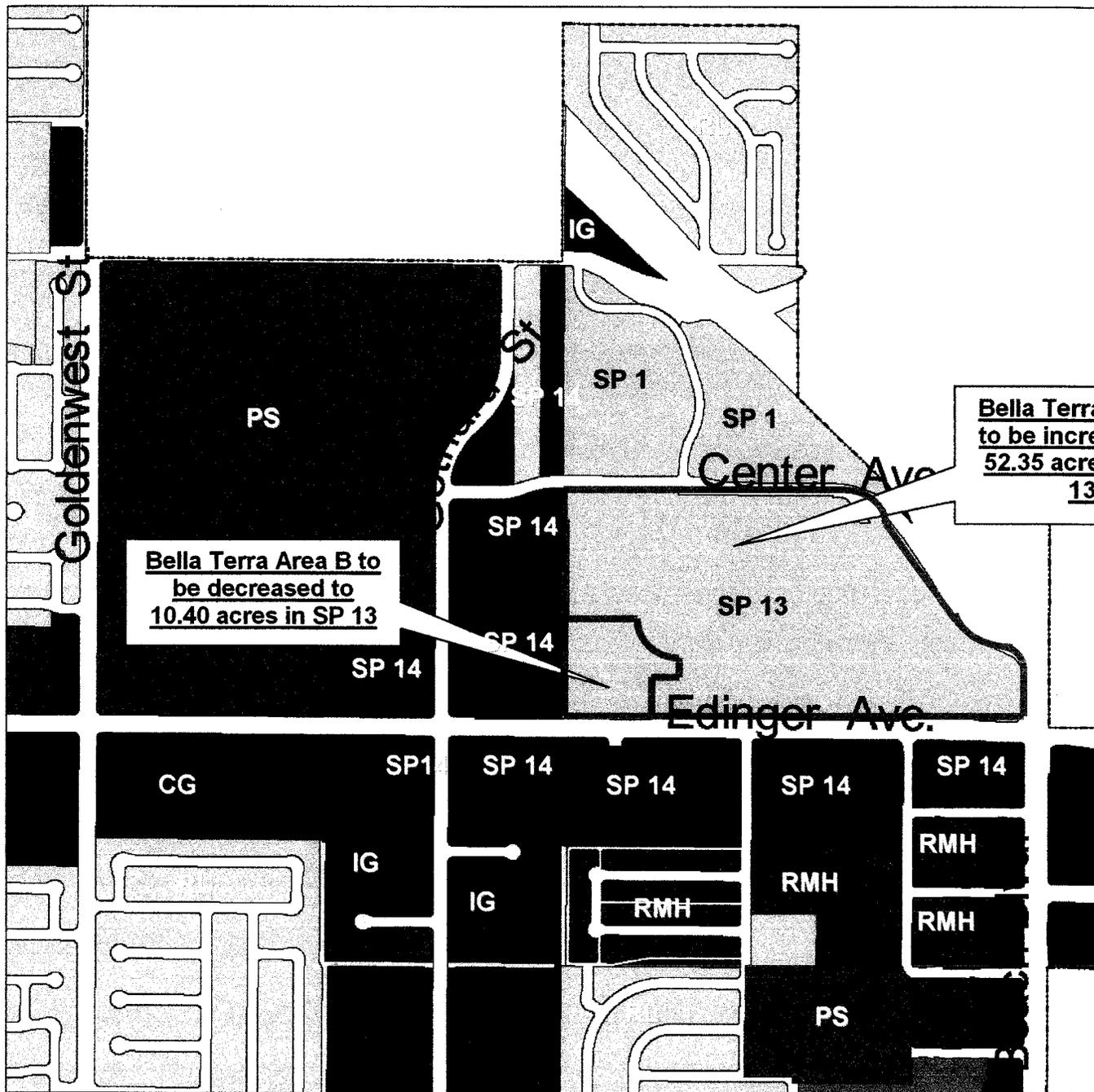
**Land Use Density and Intensity Schedule**

Density Category	Permitted Density/Intensity
<i>MIXED USE-VERTICAL INTEGRATION</i>	The intensities/densities of structures vertically-integrating housing and commercial uses shall be determined by a combination of FAR and units per net acre. Each Mixed Use site shall be limited by a total building area FAR, a commercial area FAR, and a residential density. The cumulative total of commercial area FAR and residential density cannot exceed the total building area FAR.
-F8	Maximum total building area floor area ratio of 1.5, commercial FAR of 0.35, and 25 units per net acre.
-F9	Maximum total building area floor area ratio of 1.5, commercial FAR of 0.5, and 25 units per net acre.
-F10	Maximum total building area floor area ratio of 1.5; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 25 units per net acre.
-F11	Maximum total building area floor area ratio of 2.0; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 25 units per net acre.
-F12	Maximum total building area floor area ratio of 3.0; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 30 units per net acre.
-F13	Maximum total building area floor area ratio of 1.5; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 15 units per net acre.
-F14	Bella Terra Area B: Maximum total building area floor area ratio of 1.75; maximum commercial building floor area ratio of <del>0.07</del> <u>0.2</u> ( <del>31,711</del> <u>138,085</u> commercial square feet) and maximum 45 dwelling units per acre ( <del>468</del> <u>713</u> residential units)
<i>MIXED USE-HORIZONTAL INTEGRATION</i>	The densities/intensities of commercial and residential uses are indicated by an FAR for the commercial portion of the site and units per acre for the residential portion of the site. Site areas allocated for each use are specified in the policies contained in this element.
-(FAR)/upa*	Maximum floor area ratio and units per net acre as indicated for each zone on the Land Use Plan.

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

<b>Subarea</b>	<b>Characteristic</b>	<b>Standards and Principles</b>
<b>4J Beach</b>	<b>Permitted Uses</b>	Category: Shoreline ("OS-S") <ul style="list-style-type: none"> <li>Coastal and recreational uses.</li> </ul>
	<b>Design and Development</b>	In accordance with <b>Policy LU 14.1.3.</b>
<b>5 Regional "Core"</b>	<b>Area wide Functional Role</b>	Enhance Huntington Center, the Edinger Corridor, and adjacent properties as a key focal point of regional commerce.
<b>5A Bella Terra Area A</b>	<b>Permitted Uses</b>	Category: Commercial Regional ("CR") Region-serving commercial uses permitted by the "CR" land use category and mixed-use structures vertically-integrating housing with commercial uses permitted by the "-mu" overlay.
	<b>Density/Intensity</b>	Category: "-F2" <ul style="list-style-type: none"> <li>Height: four (4) stories</li> </ul>
	<b>Design and Development</b>	Category: Mixed Use (-mu) ; Specific Plan (-sp) <ul style="list-style-type: none"> <li>Require the preparation of and development in conformance with a specific or master plan.</li> <li>Design and site development as a cohesive and integrated center and as stipulated by Policy LU 10.1.15.</li> <li>Locate buildings around common courtyards and pedestrian areas.</li> <li>Locate a portion of development along the Beach Boulevard frontage.</li> <li>Improve the signage and sense of entry from the Interstate 405 Freeway, Beach Boulevard, and other major access points.</li> <li>Implement extensive streetscape improvements along the Beach Boulevard and Edinger Street frontages.</li> <li>Promote the economic enhancement and revitalization of Bella Terra.</li> </ul>
<b>5A Bella Terra Area B</b>	<b>Permitted Uses</b>	Category: Commercial Regional ("CR") Region-serving commercial uses permitted by the "CR" land use category and mixed-use structures vertically-integrating and horizontally-integrating housing with commercial uses permitted by Specific Plan No. 13.
	<b>Density/Intensity</b>	Category: "-F14" <ul style="list-style-type: none"> <li>Height: maximum of six (6) stories; see Specific Plan No. 13 for further restrictions on height</li> </ul>
	<b>Design and Development</b>	Category: Specific Plan (-sp) <ul style="list-style-type: none"> <li>Require the preparation of and development in conformance with a specific or master plan.</li> <li>Design and site development as a cohesive and integrated center and as stipulated by Policy LU 10.1.15.</li> <li>Locate buildings around common courtyards and pedestrian areas.</li> <li>Locate a portion of development along the Edinger Street frontage.</li> <li>Implement extensive streetscape improvements along the Edinger Street frontage.</li> <li>Promote the economic enhancement and revitalization of Bella Terra.</li> </ul>



**ZONING MAP**  
**PROPOSED SUBAREAS WITHIN SP 13**  
**GENERAL PLAN AMENDMENT NO. 10-001 AND**  
**ZONING TEXT AMENDMENT NO. 10-001**  
**(THE VILLAGE AT BELLA TERRA – 7601 EDINGER AVENUE)**

**ATTACHMENT NO. 6**

**DRAFT SPECIFIC PLAN NO. 13 – NOT ATTACHED**

**PREVIOUSLY DISTRIBUTED TO PLANNING COMMISSION  
WITH AUGUST 10, 2010 STUDY SESSION STAFF REPORT**

**ALSO AVAILABLE FROM  
PLANNING AND BUILDING DEPARTMENT  
CITY OF HUNTINGTON BEACH  
2000 MAIN STREET 3<sup>RD</sup> FLOOR**

ATTACHMENT NO. 6

# PROJECT DESCRIPTION

RECEIVED

JUL 06 2010

Dept. of Planning  
& Building

1. **PROJECT TITLE:** The Village at Bella Terra
2. **PROJECT LOCATION:** The project is located at 7777 Edinger Avenue in the northern portion of the City of Huntington Beach in western Orange County, California. The project is located on a 57-acre developed site bordered by Center Avenue to the north; Edinger Avenue to the south; Beach Boulevard to the east; and the Union Pacific Railroad (UPRR) right-of-way and commercial properties to the west. ( Note: sub-areas A and B of the General Plan coincide with Areas A and B of Specific Plan 13)
3. **PROJECT DESCRIPTION** The project involves (1) a realignment of the dividing line between the General Plan Sub-area 5a and 5b also identified as areas A and B in Specific Plan 13; and (2) a transfer of approximately 5 acres from area B to area A. It also proposes to permit big box retail, a tire center, and fuel station within sub-area A. This change will also result in a reduction in the number of residential units and commercial square footage within sub-area B

Specifically, the General Plan would be amended as follows: General Plan Subarea 5A area would increase from an area of approximately 41.06 acres to approximately 46.51 acres and Subarea 5B would decrease from an area of approximately 15.85 acres to approximately 10.4 acres.

This amendment will result in an increase in area and use of commercial development within area A and a reduction in commercial area and residential units (from 713 units to 468 units) within area B. (See Tables 1 and 2.)

<b>Table 1                      General Plan Designations</b>			
	<i>General Plan Designation</i>	<i>Current Size</i>	<i>Proposed Size</i>
Subarea 5A	CR-F2-sp-mu(9)-Commercial Regional -0.5 FAR-Specific Plan Overlay-Mixed use-1.5 (MU-0.5 (C)/25du/acre	41.06 acres	46.51 acres
Subarea 5B	CR-F2-sp-mu (F14) Commercial Regional-0.2 Floor Area Ratio [FAR]-Specific Plan Overlay-Mixed Use Overlay -1.75 FAR (MU-0.2 (c)/45 du/acre))	15.85 acres	10.4 acres
	<b>Total Subarea A and B</b>	<b>56.91 acres</b>	<b>56.91 acres</b>

The associated ZTA would amend SP-13 to move the line between the Area A and Area B designation to increase the Area A zoning designation and correspondingly decrease the Area B designation. Area A uses would be commercial only and Area B uses would be mixed use. The ZTA would also allow big box and fuel station uses in and establish big box and fuel station design and development standards for Area A. The Area B mixed use overlay would remain the same but only on approximately 10.4 acres of the western portion site, with up to 468 residential units and 30,000 sf of retail.

<b>Table 2 Zoning (Specific Plan) Designations</b>						
	Current Size	Proposed Size	Current Commercial SF	Proposed Commercial	Current Residential	Proposed Residential
Area A	41.06 acres	46.51 acres	910,142 sf	973,102 sf	0 du	0 du
Area B	15.85 acres	10.4 acres	138,085 sf	30,000 sf	713 du	468 du
Total Area A and B	<b>56.91 acres</b>	<b>56.91 acres</b>	1,048,227 sf	1,003,102 sf	713 du	468 du
Net Change	<b>0</b>		-45,125 sf		-245 du	

**Concurrent Entitlements (Discretionary Approvals) Required or Requested:**

- Owner Participation Agreement with Redevelopment Agency, Lot Line Adjustment, and Tentative Tract Map

**4. CONCEPTUAL PLAN**

Approximately 299,395 square feet of existing vacant buildings at the western edge of the project site will be demolished to accommodate the proposed big box retail and residential mixed use. During demolition and construction the site will be watered four times daily. The project will be split into two phases: a big box commercial phase and the Village at Bella Terra mixed use phase. The big box phase is a formal application for site plan review and consists of the following: a 154,113 square foot big box building, including an ancillary tire sales/installation center and a publicly accessible food service. In addition to the warehouse, a 4-island (8 dispensers) automobile fueling facility is proposed on site.

<b>Table 3 Amended Area A Plan Development Scenario</b>	
<i>Development</i>	<i>Retail Commercial</i>
Existing Bella Terra	910,142 sf
<i>Big Box</i>	<i>154,113 sf</i>
Mervyns & G Buildings	(91,153) sf
<b>Total SF approximately</b>	<b>973,102 sf</b>

Although a formal application for the mixed-use has not been submitted, the conceptual plan would be a reduction from the previously approved 713 dwelling units and 138,085 to the revised 468 dwelling units at a gross average of 910 sf per dwelling unit and 30,000 sf of commercial retail space. In addition, there will also be approximately 13,500 sf of building improvements for residential amenities such as a recreation room, fitness center, leasing office, and lobby areas.

<b>Table 4 Amended Area B Plan Development Scenario</b>			
<i>Development Options</i>	<i>Residential</i>	<i>Retail Commercial</i>	<i>Total SF</i>
Approved Project	700 du (980,263 sf)	138,085 sf	1,117,173 sf
Revised Project	468 du (659,823 sf)	30,000 sf	689,823 sf

The Floor Area Ratio (FAR) designations would remain the same for Area A and B. The area A designation is 0.5 commercial FAR and the Area B designation is 0.2 commercial FAR with a specific plan mixed-use overlay of 1.75 FAR. Table 5 below illustrates the FAR designations for each area and reflects the proposed conceptual plan falling below those FAR designation requirements.

<b>Areas</b>	<b>Commercial FAR Designation</b>	<b>Commercial FAR Proposed Conceptual Plan</b>	<b>Mixed Use FAR Designation</b>	<b>Mixed Use FAR Proposed Conceptual Plan (includes parking garage)</b>
<b>A</b>	0.5 FAR	<b>.38 FAR</b>	1.5 F.AR	<b>N/A</b>
<b>B</b>	0.2 FAR	<b>.07 FAR</b>	1.75 FAR	<b>1.46 FAR</b>

**5. SURROUNDING LAND USES AND SETTING:** The project site is located approximately three miles north of the City’s Downtown, directly southwest of I-405. The site is surrounded in its entirety by commercial and institutional development. Adjacent surrounding uses are as follows:

- *East: (across Beach Boulevard):* Mini Storage Facility, General Commercial
- *North (across Center Avenue):* Commercial, Office, Hotel and Residential
- *West: (across UPRR Right-of Way):* General Commercial
- *South:* Regional Commercial

**6. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:**

- Environmental Assessment No. 00-10 (Huntington Center OPA)
- Notice of Determination for SP-13
- Negative Declaration No. 02-04 (Huntington Beach Mall Reconstruction)
- Environmental Impact Report No. 07-003
- General Plan Amendment 07-001
- Zoning Text Amendment, Specific Plan 13 Resolution No. 2008-70

**7. OTHER AGENCIES WHO’S APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e. permits, financing approval, or participating agreement):**

In addition to the City of Huntington Beach (the Lead Agency), there are also regional, and State agencies that have authority over the project and/or specific aspects of the project. Those agencies are:

- California Regional Water Quality Control Board (Permit for dewatering during construction; and National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- Orange County Sanitation District—Waste service
- SCAQMD
- Alcohol Control Board
- Orange County Health Care Agency

# Appendix A Revised Mitigation Monitoring and Reporting Program

## A. INTRODUCTION

As part of the previous project and EIR, mitigation measures were required to reduce potential impacts to the greatest extent feasible. These mitigation measures were set forth in the approved Mitigation Monitoring and Reporting Program (MMRP) for the previous project. Similarly, mitigation measures were identified to reduce potential impact of the revised project to the greatest extent feasible. Applicable mitigation measures are discussed in each chapter of this Addendum, with the impact for which the measures are necessary. As part of the preparation of the Addendum, primarily due to the format of the document, the numbering of mitigation measures has changed from the previous EIR, as shown in this Addendum. A comprehensive comparison of mitigation measures required for both the previous and revised projects, including changes to numbering, is provided below.

As with the previous MMRP, the following table identifies required mitigation measures by resource area. Similar to what was prepared for the previous project, this table provides the specific mitigation monitoring requirements, including implementation documentation, monitoring activity, timing and responsible monitoring party. Verification of compliance with each measure is to be indicated by signature of the mitigation monitor, together with date of verification.

The MMRP shall be used by the City of Huntington Beach staff responsible for ensuring compliance with mitigation measures associated with revised project. Monitoring shall consist of review of appropriate documentation, such as plans or reports prepared by the party responsible for implementation or by field observation of the mitigation measure during implementation.

The revised project Applicant and the Applicant's Contractor shall be responsible for implementation of all mitigation measures, unless otherwise noted in the table.

**Appendix A Revised Mitigation Monitoring and Reporting Program**

**Revised Project Mitigation Monitoring and Reporting Program**

Revised Project Mitigation Measure No.	Previous Project Mitigation Measure No.	Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<b>Aesthetics</b>								
MM4.1-1	MM4.1-1	To the extent feasible, the Applicant shall use non-reflective façade treatments, such as matte paint or glass coatings. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.	Project building plans	Review and approve building plans for inclusion of features	Plan check prior to issuance of building permit	Planning		
<b>Air Quality</b>								
MM4.2-1	MM4.2-1	During construction, operators of any gas or diesel fueled equipment, including vehicles, shall be encouraged to turn off equipment if not in use or left idle for more than five minutes.	Contract language and notes on grading and building plans	Review and approve contract specifications, grading and building plans for inclusion	Plan check prior to issuance of a grading permit  Perform periodic field check during construction to ensure compliance	Planning		
MM4.2-2	MM4.2-2	The Applicant shall require by contract specifications that the architectural coating (paint and primer) products used would have a low VOC rating. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a building permit.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-3	MM4.2-3	The Applicant shall require by contract specifications that electrical outlets are included in the building design of the loading docks to allow use by refrigerated delivery trucks. The proposed project Applicant shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		

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		refrigeration units when the delivery truck engine is turned off.						
MM4.2-4	MM4.2-4	The proposed project would provide plentiful short- and long-term bicycle parking facilities to meet peak demand (generally one bike rack space per 20 vehicle/employee space).	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-5	MM4.2-5	All retail and residential facilities shall ensure that current transit schedules are available in common areas for the use of employees and residents.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-6	MM4.2-6	All retail facilities in excess of 150 employees shall provide preferential vanpool/carpool employee parking.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-7	MM4.2-7	All retail facilities in excess of 150 employees shall be required to provide free parking passes to eligible employees.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-8	MM4.2-8	All residential and nonresidential coatings applied during subsequent maintenance activities shall be required to be low VOC paints with a reduction of at least 20 percent.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-9	MM4.2-9	Residential and Retail development shall implement waste reduction and recycling measures such that waste diversion from landfills equals 65 percent, the current City Standard for waste diversion.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		

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MM4.2-10	MM4.2-10	Residential and Retail development shall use drought tolerant plants for landscaping. The following are suggestions to enhance the benefits of this measure. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the south side of the house that will admit summer sun; evergreen plantings on the north side will slow cold winter winds; constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCR's not requiring that front and side yards of single-family homes be planted with turf grass. Vegetable gardens, bunch grass, and low -water landscaping shall also be permitted, or even encouraged.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-11	MM4.2-11	Residential and Retail development shall implement water reduction features such that water usage is reduced by 20 percent from the unmitigated estimated emissions of 234 MTCO <sub>2e</sub> . Water reduction features may include, but are not limited to: <ul style="list-style-type: none"> <li>■ Installation of water conserving irrigation systems such that watering times can be varied and that the system will shut off during rain events</li> <li>■ Installation of water saving appliances</li> <li>■ Installation of low-flow showers and toilets</li> </ul>	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-12	MM4.2-12	Residential and Retail developments shall implement energy saving measures such that natural gas usage is reduced to at least 15 percent below 2008 Title 24 standards. This could include, but is not limited to, the following: <ul style="list-style-type: none"> <li>■ Use of light colored roofing material</li> <li>■ Planting trees appropriately to provide shading</li> </ul>	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		

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		during the heat of the day <ul style="list-style-type: none"> <li>Increase energy efficiency of insulation, doors, and windows</li> </ul>						
MM4.2-13	MM4.2-13	Electrical outlets shall be located outside in the front and rear of both residential and retail development such that 20 percent of landscaping equipment can be electrically powered.	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
MM4.2-14	MM4.2-14	Residential and Retail developments shall implement energy saving or incorporate renewable resources such that a minimum of 30 percent of the projects total estimated unmitigated electrical consumption of 1,777 MTCO <sub>2e</sub> is offset. Energy saving features may include, but are not limited to the following: <ul style="list-style-type: none"> <li>Use of Energy Star appliances</li> <li>Use of energy saving lighting and light fixtures including dimmer switches, motion sensors, and timers</li> <li>Addition of photovoltaic cells to offset onsite electrical usage</li> <li>Installation of energy efficient HVAC units</li> </ul>	Contract language and notes on building plans	Review and approve contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
<b>Biological Resources</b>								
MM3.1-1	MM4.3-1	Nesting habitat for protected or sensitive avian species: <ol style="list-style-type: none"> <li>Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible.</li> <li>Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than</li> </ol>	Developer shall submit construction schedule (including grading activities) as evidence of construction overlap with breeding season.	Review schedule and field survey report, and as necessary, review and approve plans indicating construction limits	Plan check prior to issuance of a grading permit	Planning		

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		<p>14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds) a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or USFWS.</p> <p>3. Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.</p>	<p>If construction occurs during relevant breeding, developer shall present a survey report (prepared by a consultant approved by the City) to the City prior to issuance of a grading permit. If nests are found, developer shall submit plans identifying nest locations and limits of construction activities.</p>	<p>Perform periodic field check to ensure compliance</p>	<p>During construction</p>	<p>Planning</p>		

**Cultural Resources**

MM3.1-2	MM4.4-1	<p>The Applicant shall arrange for a qualified professional archaeological and paleontological monitor to be present during all project-related ground-disturbing activities. In addition, all construction personnel shall be informed of the need to stop work on the project site in the event of a potential find, until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel will also be informed that unauthorized collection of cultural resources is prohibited.</p>	<p>Proof of retention of archaeological and paleontological monitor</p>	<p>Verify retention of qualified monitors</p> <p>Periodic field check to ensure monitors are present</p>	<p>Plan check prior to issuance of grading permit</p> <p>Throughout ground-disturbing activities</p>	<p>Planning</p> <p>Planning</p>		
MM3.1-3	MM4.4-2	<p>If archaeological or paleontological resources are discovered during ground-disturbing activities, all construction activities within 50 feet of the find shall</p>	<p>Notes on grading plans</p>	<p>Review and approve grading plans for inclusion</p>	<p>Plan check prior to issuance of grading permit</p>	<p>Planning</p>		

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		cease until the archaeologist/paleontologist evaluates the significance of the resource. In the absence of a determination, all archaeological and paleontological resources shall be considered significant. If the resource is determined to be significant, the archaeologist or paleontologist, as appropriate, shall prepare a research design for recovery of the resources in consultation with the State Office of Historic Preservation that satisfies the requirements of Section 21083.2 of CEQA. The archaeologist or paleontologist shall complete a report of the excavations and findings, and shall submit the report for peer review by three County-certified archaeologists or paleontologists, as appropriate. Upon approval of the report, the City shall submit the report to the South Central Coastal Information Center at California State University, Fullerton, and keep the report on file at the City of Huntington Beach.	Research design and recovery plan, if required	Review and approve research design and recovery plan	Throughout ground-disturbing activities	Peer review by three County-certified professionals		
MM3.1-4	MM4.4-3	In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately, the area of the find shall be protected, and the Developer shall immediately notify the City and the Orange County Coroner of the find and comply with the provisions of P.R.C. Section 5097. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 24 hours of notification, and may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials.	Notes on grading plans	Review and approve grading plans for inclusion	Plan check prior to issuance of grading permit  Throughout ground-disturbing activities	Orange County Coroner  Planning		

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<b>Geology and Soils</b>								
MM3.1-5	MM4.5-1	The grading plan prepared for the proposed project shall contain the recommendations of the final soils and geotechnical report. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.	Notes on grading plan and building plans	Review and approve grading and building plans for inclusion of final soils and geotechnical recommendations	Plan check prior to issuance of a grading permit	Public Works  Building and Safety		
<b>Hazardous Materials</b>								
MM4.3-1	MM4.6-1	In the event that soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the project area, construction activities in the immediate vicinity of the contamination shall cease immediately. For soil and/or groundwater impacts, Risk Management Plan(s) shall be submitted to the appropriate agencies (e.g., Huntington Beach Fire Department HBFD, Orange County Health Care Agency OCHCA, Air Quality Management District AQMD, Regional Water Quality Control Board RWQCB) for review and approval. The Plan(s) shall (1) identify the contaminants of concern and the potential risk each contaminant would pose to human health and/or the environment during construction and post-development and (2) describe measures to be taken to protect workers, and the public, and/or the environment from exposure to potential site hazards. Such measures could include a range of options.	Risk Management Plan & Site Health and Safety Plan	Review and approve any grading plans for inclusion	Plan check prior to issuance of any grading permit	Fire		

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		including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. A Site Health and Safety Plan that meets California Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.						
MM4.3-2	MM4.6-2	Prior to the issuance of grading permits, the project shall comply with HBFD City Specification No. 429, Methane District Building Permit Requirements. A plan for the testing of soils for the presence of methane gas shall be prepared and submitted by the Applicant to the HBFD for review and approval, prior to the commencement of sampling. If significant levels of methane gas are discovered in the soil on the project site, the Applicant's grading, building and methane plans shall reference that a sub-slab methane barrier and vent system will be installed at the project site per City Specification No. 429, prior to plan approval. If required by the HBFD, additional methane mitigation measures to reduce the level of methane gas to acceptable levels shall be implemented.	Methane Testing Plan  Notes on building and methane plans	Review and approval of testing plan  Review and approve building and methane gas plans for appropriate documentation	Prior to commencement of sampling  Prior to issuance of any grading permit and during construction	Fire  Fire		
MM4.3-3	MM4.6-3	Prior to project implementation, the Applicant shall submit for approval a soil testing and management work plan to the appropriate agencies (including the HBFD, OCHCA, AQMD, RWQCB) for review and approval. All native and imported soils associated with the proposed project site shall meet the standards outlined under the City's Specification No. 431-92 prior to the approval of grading plans and building plans by the HBFD, and any other appropriate federal, state, local requirements. Additionally, all work at the project site shall conform to the City's Public Works Department requirements	Soil Testing Work Plan  Contract language	Review and approve soil testing work plan  Review and approve haul route plans	Prior to issuance of any grading permit  Prior to issuance of haul permits	Fire  Public Works		

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<b>Hydrology and Water Quality</b>								
MM3.1-6	MM4.7-1	<p>The Applicant shall prepare a City of Huntington Beach-approved Water Quality Management Plan in accordance with the DAMP requirements for a Project WQMP and measures described below.</p> <p>A final WQMP shall be prepared to satisfy the requirements of the DAMP and City LIP. The final WQMP shall incorporate water quality BMPs for all improved phases of the proposed project. Prior to receiving a precise grading permit, three signed copies and an electronic copy on CD (.pdf or .doc format) shall be submitted to the Public Works Department. The final WQMP shall include the following additional requirements:</p> <p>Project and Site Characterization Requirements</p> <ul style="list-style-type: none"> <li>■ Entitlement Application numbers and site address shall be included on the title sheet of the WQMP</li> <li>■ In project description section, explain whether proposed use includes onsite food preparation, eating areas (if not please state), outdoor activities to be expected, vehicle maintenance, service, washing cleaning (if prohibited onsite, please state).</li> <li>■ All potential pollutants of concern for the proposed project land use type as per Table 7.1.1 of the Orange County Model Water Quality Management Plan shall be identified</li> <li>■ A narrative describing how all potential pollutants of concern will be addressed through the implementation of BMPs and describing how site design BMP concepts will be considered and</li> </ul>	Water Quality Management Plan	Review and approve WQMP	Prior to receiving a precise grading permit	Public Works		

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		<p>incorporated into the project design shall be included.</p> <ul style="list-style-type: none"> <li>■ Existing soil types and estimated percentages of perviousness for existing and proposed conditions shall be identified</li> <li>■ In Section I of the WQMP, state verbatim the Development Requirements from the Planning Department's letter to the Applicant.</li> <li>■ A figure showing the selected treatment BMPs and drainage areas shall be included in the WQMP.</li> </ul> <p><u>Structural Treatment BMPs</u></p> <ul style="list-style-type: none"> <li>■ Infiltration-type BMPs shall not be used. These would not be suitable or feasible for the project site because, as mentioned above, the project site soils have a shallow depth to seasonal high groundwater.</li> <li>■ Wet swales and grassed channels shall not be used because of the slow infiltration rates of project site soils and potentially shallow depth to groundwater</li> <li>■ Dry and wet detention basins and constructed wetlands are not recommended for the project site because of the amount of area required for treatment and potential impacts to shallow groundwater. Additionally, wet detention basins would require approval by the vector control agency.</li> <li>■ If proprietary Structural Treatment Control devices are used, they shall be sited and designed also in compliance with the manufacturers design criteria.</li> <li>■ Treatment BMPs shall be selected such that</li> </ul>						

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		<p>standing water drains within 24 hours or as required by the City's vector control.</p> <ul style="list-style-type: none"> <li>■ Excess stormwater runoff shall bypass the treatment BMPs unless they are designed to handle the flow rate or volume from a 100-year storm event without reducing effectiveness. Effectiveness of any treatment BMP for removing the pollutants of concern shall be documented.</li> <li>■ The WQMP shall incorporate water efficient landscaping using drought tolerant, native plants in accordance with Landscape and Irrigation Plans as set forth by the Association (see below).</li> <li>■ Pet waste stations shall be provided and maintained.</li> <li>■ Building materials shall minimize exposure of bare metals to stormwater. Copper or Zinc roofing materials, including downspouts, shall not be used. Bare metal surfaces shall be painted with non-lead containing paint.</li> </ul> <p>For all structural treatment and source control BMPs, the WQMP shall identify the responsible party, such as a Master Residential Association and Master Commercial Association or property owner, for maintenance of the treatment system, and a funding source or sources for its operation and maintenance. The term Association refers to the responsible party. Operations and maintenance BMPs shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>■ The Association shall dictate minimum landscape maintenance standards and tree trimming requirements for the total project site. Landscape maintenance must be performed by</li> </ul>						

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		<p>a qualified landscape maintenance company or individual in accordance with a Chemical Management Plan detailing chemical application methods, chemical handling procedures, and worker training. Pesticide application shall be performed by a certified applicator. No chemicals shall be stored on-site unless in a covered and contained area and in accordance with an approved Materials Management Plan.</p> <p>Application rates shall not exceed labeled rates for pesticides, and shall not exceed soil test rates for nutrients. Slow release fertilizers shall be used to prevent excessive nutrients in runoff or irrigation waters.</p> <ul style="list-style-type: none"> <li>■ The Association shall have the power and duty to establish, oversee, guide, and require proper maintenance and tree trimming procedures per the ANSI A-300 Standards as established by the International Society of Arborist. The Association shall require that all trees be trimmed by or under the direct observation/direction of a licensed/certified Arborist, for the entire The Village at Bella Terra improvement area. The Association shall establish minimum standards for maintenance for the total community, and establish enforcement thereof for the total community. The Association shall rectify problems arising from incorrect tree trimming, chemical applications, and other maintenance within the total community.</li> <li>■ Landscape irrigation shall be performed in accordance with an Irrigation Management Plan to minimize excess irrigation contributing to dry- and wet-weather runoff. If automated sprinklers are used, they shall be inspected at least quarterly and adjusted yearly to minimize</li> </ul>						

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		<p>potential excess irrigation flows. Landscape irrigation maintenance shall be performed in accordance with the approved irrigation plans, the City Water Ordinance and per the City Arboricultural and Landscape Standards and Specifications.</p> <ul style="list-style-type: none"> <li>■ Proprietary stormwater treatment systems maintenance shall be in accordance with the manufacturer's recommendations. If a non-proprietary treatment system is used, maintenance shall be in accordance with standard practices as identified in the CASQA (2003) handbooks, City BMP guidelines, or other City-accepted guidance.</li> <li>■ Education programs. Signage, enforcement of pet waste controls, and public education would improve use and compliance, and therefore, effectiveness of this BMP and reduce potential for hazardous materials and other waste in stormwater runoff. The Association shall prepare and install appropriate signage, disseminate information to residents and retail businesses, and include pet waste controls in the Association agreement/Conditions, Covenants, and Restrictions.</li> <li>■ Street sweeping shall be performed at an adequate frequency to prevent build up of pollutants (see <a href="http://www.fhwa.dot.gov/environment/ultraurb/">http://www.fhwa.dot.gov/environment/ultraurb/</a> for street sweeping effectiveness).</li> <li>■ Maintenance Plan. The Association shall develop a maintenance plan for BMPs and facilities identifying responsible parties and maintenance schedules and appropriate BMPs to minimize discharges of contaminants to storm</li> </ul>						

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		<p>drain systems during maintenance operations. No discharge of building or courtyard/open space wash water shall enter the storm drain system unless treated and approved by the City of Huntington Beach.</p> <ul style="list-style-type: none"> <li>■ Reporting requirements: the Association shall prepare an annual report and submit the annual report to the City of Huntington Beach documenting the BMPs operations and maintenance conducted that year. The annual report shall also address the potential system deficiencies and corrective actions taken or planned.</li> </ul> <p>The Applicant is encouraged to consider the following BMPs:</p> <ul style="list-style-type: none"> <li>■ Use of porous concrete or asphalt (if acceptable to the Geotechnical Engineer) or other pervious pavement for driveways, paths, sidewalks, and courtyards/open space areas to the maximum extent practicable will reduce pollutants in stormwater runoff as well as provide some detention within the material void space. If porous paver blocks are used, they must be adequately maintained to provide continued porosity (effectiveness).</li> <li>■ Incorporation of rain gardens or cisterns to reuse runoff for landscape irrigation</li> <li>■ Site design and landscape planning to group water use requirements for efficient irrigation</li> <li>■ Sand filters or other filters (including media filters) for rooftop runoff</li> <li>■ Dry swales a dry swale treatment system could be used if sufficient area, slope gradient, and length of swale could be incorporated into the</li> </ul>						

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		<p>project design (PBS&amp;J 2008). Dry swales could remove substantial amounts of nutrients, suspended solids, metals, and petroleum hydrocarbons (PBS&amp;J 2008).</p> <ul style="list-style-type: none"> <li>Other proprietary treatment devices (if supporting documentation is provided)</li> </ul> <p>These BMPs shall not be used because they have not been shown to be effective in many situations. Therefore, unless sufficient objective studies and review are available and supplied with the WQMP to correctly size devices and to document expected pollutant removal rates the WQMP shall not include:</p> <ul style="list-style-type: none"> <li>Hydrodynamic separator type devices as a BMP for removing any pollutant except trash and gross particulates</li> <li>Oil and Grit separators</li> </ul>						
CofA3.1-1	CofA4.7-1	<p>Prior to receiving a precise grading or building permit, the Applicant shall prepare a site Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering as well as for surface drainage.</p>	Grading and Drainage Plan	Review and approval of Grading and Drainage Plan	Prior to issuance of a precise grading or building permit	Public Works		
MM3.1-7	MM4.7-2	<p>The Applicant shall prepare a Groundwater Hydrology Study to determine the lateral transmissivity of area soils and a safe pumping yield such that dewatering activities do not interfere with nearby water supplies. Based on the Groundwater Hydrology Study, the Geotechnical, Hydrogeologic, or other qualified Engineer shall determine whether permanent groundwater dewatering is feasible within the constraints of a safe pumping level. The project Applicant shall incorporate the qualified Engineers designs and recommendations into project plans. If safe groundwater dewatering is determined to not be</p>	Groundwater Hydrology Study	Review and approve Groundwater Hydrology Study	Prior to issuance of a precise grading permit	Public Works		

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MM3.1-8		feasible, permanent groundwater dewatering shall not be implemented. The City's Director of Public Works shall approve or disapprove of any permanent groundwater dewatering based on the Groundwater Hydrology Study and qualified Engineer recommendations.						
MM4.7-3		<p>Prepare a Hydrology and Hydraulics Study and City-approved Site Development and Drainage Plan and reduce peak runoff rates to the existing conditions 25-year storm event peak runoff rate; the design capacity of the City storm drainage channels.</p> <p>Prior to receiving a precise grading permit, the project Applicant shall:</p> <ul style="list-style-type: none"> <li>■ Prepare a Site Development and Drainage Plan</li> <li>■ Prepare an existing and proposed project Hydrology and Hydraulics Study based on the Site Development and Drainage Plan. The existing hydrology shall include an evaluation of run-on to the project site because of spillage from the Bella Terra Mall drainage system, north of the Montgomery Ward Site.</li> <li>■ Implement stormwater detention BMPs, based on the Hydrology and Hydraulics Study, for all storm events up to the 100-year storm event, to ensure that peak flow rates from the project site to the off-site storm drain system do not exceed the existing 25-year storm event peak flow rate.</li> <li>■ Analyze existing street flow capacity to determine exceedance of any design criteria and guidelines from the City's MPD.</li> <li>■ Additionally, stormwater detention BMPs shall be implemented such that areas draining to the existing piped storm drain systems do not exceed existing peak flow rates for the 10- and</li> </ul>	<p>Site Development and Drainage Plan</p> <p>Hydrology and Hydraulics Study</p> <p>Precise final grading and street improvement plans and studies</p>	<p>Review and approve plan</p> <p>Review and approve study</p> <p>Inspect project site; verify that drainage is in accordance with the Final Drainage Plan and that required detention/storm drain system improvements have been implemented.</p>	<p>Prior to issuance of a precise grading permit</p> <p>Prior to issuance of a precise grading permit</p> <p>Following grading, excavation, and installation of utilities</p>	<p>Public Works</p> <p>Public Works</p> <p>Public Works</p>		

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<b>Revised Project Mitigation Monitoring and Reporting Program</b>								
<b>Revised Project Mitigation Measure No.</b>	<b>Previous Project Mitigation Measure No.</b>	<b>Mitigation Measure</b>	<b>Implementation Documentation</b>	<b>Monitoring Activity</b>	<b>Timing</b>	<b>Responsible Monitor</b>	<b>Compliance Verification Signature</b>	<b>Date</b>
		<p>25-year storm events and that peak flows to local streets do not exceed MPD and City design guidelines:</p> <ul style="list-style-type: none"> <li>&gt; In accordance with the MPD, streets must be designed to leave at least one-lane free of ponded water in each direction for conveyance of the 10-year storm event, must be contained within the curbs for the 25-year storm event, cannot exceed 0.2 foot above the street curbs for the 50-year storm event, and cannot exceed 0.5 foot above the street curbs for the 100-year storm event.</li> <li>&gt; The internal storm drain system must be adequate to detain sufficient stormwater runoff such that the street flow requirements are not exceeded.</li> <li>&gt; Surface ponding or sump areas on the site will be limited to a maximum depth of 8-inches, and shall be distributed to areas away from building pads, and remote areas of parking lots.</li> <li>&gt; Surface ponding or sump areas shall not exceed 1/3 of the proposed parking area in surface area. If there are proposed underground parking structures, they shall not be used for retention or storage, unless approved by the Director of Public Works.</li> <li>■ Stormwater retention areas shall be analyzed for back-to-back 24-hour 100-year storm events per the requirements of the Orange County Flood Control Manual.</li> <li>■ The final Hydrology and Hydraulics Study shall identify and evaluate the routing through the project site in relation to the new buildings.</li> </ul>						

Revised Project Mitigation Monitoring and Reporting Program

Revised Project Mitigation Measure No.	Previous Project Mitigation Measure No.	Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
		<p>landscaping, utilities, and others. Sufficient detention, provided to mitigate constrained capacities in the Bella Terra Mall drainage system, shall be implemented for run-on from north of the Montgomery Ward site onto the project site.</p> <ul style="list-style-type: none"> <li>■ The final Hydrology and Hydraulics Study shall incorporate all NPDES requirements in effect at the time that the precise grading permit is anticipated to be issued or when the study is accepted as complete.</li> <li>■ Precise final grading and street improvement plans and studies shall be submitted to the Public Works Department for review and approval. The project developer shall incorporate into a final Drainage Plan all recommendations and requirements identified the review of the final Hydrology and Hydraulics Study and identified stormwater detention requirements/features.</li> </ul> <p>Following grading, excavation, and installation of utilities, the Public Works Department shall inspect the project site and verify that project site drainage is in accordance with the Final Drainage Plan and that required detention/storm drain system improvements have been implemented.</p>						
MM3.1-9	MM4.7-4	<p>The Applicant shall design and implement project site drainage features to minimize stormwater runoff and flood waters from entering into any proposed underground parking structures or otherwise contribute to flood hazards and shall incorporate flood-proofing and hydrostatic pressure measures for all below-ground structures.</p> <p>Prior to receiving a precise grading or building permit, the Applicant shall prepare a Precise Grading</p>	<p>Precise Grading and Site Development and Drainage Plan</p>	<p>Review and approval of Grading and Site Development and Drainage Plan</p>	<p>Prior to issuance of a precise grading or building permit</p>	<p>Public Works</p>		

**Appendix A Revised Mitigation Monitoring and Reporting Program**

**Revised Project Mitigation Monitoring and Reporting Program**

Revised Project Mitigation Measure No.	Previous Project Mitigation Measure No.	Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
		<p>and Site Development and Drainage Plan identifying BMPs to minimize underground structure flooding. The Precise Grading and Site Development and Drainage Plan shall implement design features to minimize flooding of underground structures such as, but not limited to:</p> <ul style="list-style-type: none"> <li>■ Grade areas to drain away from the structure entryways</li> <li>■ Implement runoff prevention (e.g., berms or dikes) to direct project site runoff and flood flows away from underground structure entryways</li> <li>■ Elevate underground structure entryways to two-feet above the existing grade (approximate depth of potential flooding from the East Garden Grove-Wintersburg Channel)</li> <li>■ Implement sumps and pumps within the underground structures to remove any runoff entering the underground structures (this measure shall also be subject to the WQMP and DAMP BMP requirements for discharge treatment and disposal)</li> </ul> <p>Additionally, the Applicant shall incorporate flood-proofing measures to prevent seepage flooding. Underground structures materials and design shall be in accordance with FEMA floodplain development requirements and the 2007 California Building Code for structures subject to flooding and hydrostatic pressures.</p> <ul style="list-style-type: none"> <li>■ The geotechnical engineer and/or waterproofing specialist shall prepare design requirements for flood-proofing the underground structures and ensuring that structures are build to withstand hydrostatic pressures.</li> <li>■ Any utilities located in below grade structures</li> </ul>						

**Revised Project Mitigation Monitoring and Reporting Program**

Revised Project Mitigation Measure No.	Previous Project Mitigation Measure No.	Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
		<p>shall be protected from ponding water and seepage in accordance with the geotechnical engineer recommendations and 2007 California Building Code.</p> <p>The Applicant shall also design on-site runoff to drain away from building foundations and shall not allow for more than 8 inches of ponding at any location on-site.</p>						
<b>Noise</b>								
MM4-5-1	MM4-9-1	<p>The Applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> <li>■ Notification shall be mailed to owners and occupants of all developed land uses immediately bordering or directly across the street from the project site area providing a schedule for major construction activities that will occur through the duration of the construction period. In addition, the notification will include the identification and contact number for a community liaison and designated construction manager that would be available on site to monitor construction activities. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. <p>Contract information for the community liaison and construction manager will be located at the construction office, City Hall, and the police department.</p> <ul style="list-style-type: none"> <li>■ Ensure that construction equipment is properly muffled according to industry standards</li> <li>■ Utilize the best available technology to reduce</li> </ul> </li> </ul>	<p>Contract language and notes on grading and building plans</p>	<p>Review and approve contract specifications, grading and building plans for inclusion</p>	<p>Plan check prior to issuance of a grading permit</p>	<p>Planning</p>		

**Appendix A Revised Mitigation Monitoring and Reporting Program**

**Revised Project Mitigation Monitoring and Reporting Program**

Revised Project Mitigation Measure No.	Previous Project Mitigation Measure No.	Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
		<p>noise levels from pile driving activities, including but not limited to the use of noise blankets or temporary sound barriers</p> <ul style="list-style-type: none"> <li>■ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible</li> <li>■ Schedule pile-driving activities between the hours of 8:00 A.M. and 4:00 P.M. on Mondays through Fridays only.</li> </ul>						
MM4.5-2	MM4.9-2	The Applicant shall require by contract specifications that construction staging areas, along with the operation of earthmoving equipment within the project site, are located as far away from vibration- and noise-sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City.	Contract language and notes on grading plans	Review and approve grading plans for inclusion	Prior to issuance of a grading permit	Planning		
MM4.5-3	MM4.9-3	Prior to issuance of building permits, the Applicant shall submit an acoustical study, prepared by a certified acoustical engineer, to ensure that exterior (e.g., patios and balconies) and interior noise levels would not exceed the standards set forth in the City of Huntington Beach Municipal Code Sections 8.40.050 through 8.40.070. Final project design shall incorporate special design measures in the construction of the residential units, if necessary.	Acoustical Study	Review and approval of study and building plans for inclusion any special design measures	Prior to issuance of building permits	Planning		
<b>Public Services</b>								
MM3.1-10	MM4.11-1	Radio antenna receivers (BDA's) shall be installed in all underground parking structures in order to allow emergency responders to use their radio systems.	Final building plans	Review and approval of building plans for inclusion	Prior to issuance of a building permit	Planning		

**Revised Project Mitigation Monitoring and Reporting Program**

Revised Project Mitigation Measure No.	Previous Project Mitigation Measure No.	Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<b>Transportation/Traffic</b>								
MM4.6-1	MM4.13-1	The Applicant shall provide funds on a fair share basis to the City of Huntington Beach to construct either an additional northbound through lane or an additional westbound through lane at the intersection of Beach Boulevard and Edinger Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
<b>Utilities and Service Systems</b>								
MM3.1-11	MM4.14-1	Prior to issuance of a building permit for the proposed project, the existing 10-inch stubout connection shall be replaced with a stubout, whose size will be determined with a sewer study, to the 69-inch OCSD trunk sewer line so that a replacement sewer lateral can be installed to service the development. The sewer study shall also evaluate the condition of the existing OCSD manhole in Edinger Avenue to determine if the manhole requires rehabilitation. In addition, a second 12-inch point of connection shall be constructed for additional capacity, if necessary.	Sewer Study  Infrastructure Improvement Plans	Review and approval of study  Review and approval of infrastructure plans	Prior to issuance of a grading permit  Prior to issuance of a building permit	Public Works  Public Works		

**ATTACHMENT NO. 9**

**ADDENDUM TO EIR NO. 07-003 – NOT ATTACHED**

**PREVIOUSLY DISTRIBUTED TO PLANNING COMMISSION  
WITH AUGUST 10, 2010 STUDY SESSION STAFF REPORT**

**ALSO AVAILABLE FROM  
PLANNING AND BUILDING DEPARTMENT  
CITY OF HUNTINGTON BEACH  
2000 MAIN STREET 3<sup>RD</sup> FLOOR  
AND AT**

**[www.huntingtonbeachca.gov](http://www.huntingtonbeachca.gov)**

The existing conditions on the project site and in the surrounding area have not changed since certification of the 2008 Final EIR for The Village at Bella Terra (referred to herein as the previous EIR).

The project site is currently developed for retail and auto service uses. A vacant 190,100 sf retail building, formerly occupied by a Montgomery Ward department store, occupies the central portion of the project site. This building was originally an anchor tenant of the former Huntington Center. A vacant 18,600 sf auto repair facility associated with the Montgomery Ward store is located on the southwestern portion of the project site. Both developments were vacated in 2001. In addition, the revised project site also contains a vacant ~~82,000~~**82,258** sf retail building formerly occupied by Mervyns and an 8,895 sf retail building connected to it in the northeastern portion of the site. These two vacant buildings were not included as part of the previous project. Therefore, although the site is larger than previously analyzed, the characteristics of the overall site have not changed because the Mervyn's and adjacent in-line retail buildings were included as part of the immediate surrounding area in the previous EIR.

The project site and surrounding vicinity is generally flat with no pronounced highs or lows. The site contains minimal landscaping in the form of trees and shrubs.

### 2.3.1 Surrounding Land Uses

Figure 2-2 (Project Site and Surrounding Land Uses) illustrates the surrounding land uses. A mixture of commercial, office, hotel, and residential uses are located to the north/northeast of the project site. The Old World Village, a Bavarian-themed shopping, dining, and entertainment center, is located north of the project site across Center Avenue. Seawind Village, a multi-family apartment development is further to the north along Huntington Village Lane. The Towers at Bella Terra (formerly called One Pacific Plaza), a 400,000 sf office development, and Hotel Huntington Beach, a 224-room hotel development, are located to the northeast between Center Avenue and I-405. The Bella Terra Mall (Phase I) is located directly adjacent to the project site to the east. The mall contains approximately 694,422 sf of commercial/retail space and is anchored by Kohl's Department Store and a **76,704 sf**, twenty-screen Theater Complex. In addition to the retail establishments, the mall features two public art sculptures, an entertainment plaza with open-air amphitheater, and an open-space plaza.

Commercial and office development is located to the south of the project site across Edinger Avenue, with single-family residential units located further to the south. The College Country Center, a shopping center containing approximately 60,000 square feet of retail and office space, is located to the west of the project site on the opposite side of the UPRR tracks just south of Center Avenue. The RedOak/Amstar project (formerly The Ripcurl project), a mixed-use residential and commercial project containing approximately 385 residential units and 10,000 sf of retail space was approved for the College Country Center site in 2008. A small site with two transmission towers also abuts the northwest corner of the project site. The transmission towers are owned and operated by Southern California Edison (SCE).

## 2.5 REVISED PROJECT CHARACTERISTICS

### 2.5.1 Amendments

The revised project consists of a new General Plan Amendment (GPA) and Zoning Text Amendment that would result in the realignment of the dividing line between General Plan Subareas 5A and 5B (also identified as Areas A and B of SP-13), and would transfer approximately 5.45 acres from Area B to Area A. Area A uses would remain commercial-only and Area B would remain mixed-use. The previous EIR analyzed impacts on Area B (15.85 acres), as Area A encompassed the existing Bella Terra site to the east as well as the former Mervyn’s building and attached retail building, neither of which were contemplated as part of the previous project.

Specifically, the General Plan would be amended as follows by the revised project: General Plan Subarea 5A would increase from approximately 46.9 acres to approximately 52.35 acres and Subarea 5B would decrease from approximately 15.85 acres to approximately 10.4 acres. This revised GPA would result in an increase in area and use of commercial-only development within Area A and a reduction in commercial area and residential units (from 713 to 468 units) within Area B. As approved in 2008, a maximum of four stories are permitted along Edinger Avenue and up to six stories are permitted with a minimum 65-foot setback from Edinger Avenue. No change in the maximum number of stories is proposed. Figure 2-4 (Existing SP-13 Designation Area) and Figure 2-5 (Proposed SP-13 Designation Area) illustrate the existing boundaries of Areas A and B (as permitted through adoption of Option 1 of the previous project) and the proposed boundaries that would be realigned through implementation of this revised project.

The associated ZTA would amend SP-13 to increase the Area A designation and correspondingly decrease the Area B designation. The ZTA would also permit big box and fuel station uses and establish associated design and development standards for such uses within Area A. The Area B mixed-use overlay would remain the same as previously analyzed but would be reduced from approximately 15.85 acres to approximately 10.4 acres with a maximum of 468 residential units and 30,000 sf of retail.

The floor area ratios (FAR) would remain the same for Areas A and B as what is currently permitted. Table 2-2 (Conceptual Plan Floor Area Ratio) below illustrates the FAR designation for each area and shows how the conceptual plan would fall within the permitted limits.

SP-13 Areas	Permitted Commercial FAR Designation	Commercial FAR Revised Conceptual Plan	Permitted Mixed-Use FAR Designation	Mixed-Use FAR Revised Conceptual Plan (does not include parking garage)
A	0.5 FAR	0.38 FAR	1.5 FAR	N/A
B	0.2 FAR	0.07 FAR	1.75 FAR	1.46 FAR

The revised project includes an application for Tentative Tract Map No. 17261 after a future lot line adjustment in order to accommodate the proposed residential mixed-use portion of the revised project.

## 2.6 SUMMARY OF CHANGES BETWEEN PREVIOUS AND REVISED PROJECT

The previous EIR evaluated the then-proposed project as well as two options, referred to as Option 1 and Option 2. Option 2 was determined to represent the worst-case scenario in terms of traffic-related impacts. Specifically, Option 2 included development of 538 residential units and 181,118 sf of commercial space and 165-room hotel, as evaluated in the previous EIR. The revised project would include development of a big-box Costco store in place of the mixed-use development that was previously analyzed on the northern portion of the project site. The revised project would also result in the demolition of the ~~90,885~~**91,153** sf Mervyn's building, which was not originally analyzed in the previous EIR. In its place, surface parking for Costco and a gas station would be provided. Mixed-uses would still be developed in the southern portion of the project site, although to a lesser extent than the previous project, with a maximum of 468 residential units and 30,000 sf of commercial retail.

## 2.7 INTENDED USES OF THIS ADDENDUM

This Addendum has been prepared to analyze environmental impacts associated with the planning, construction, and operation of the revised project as compared to the previous EIR. Additionally, this Addendum identifies those mitigation measures that would be applicable to the revised project to minimize or eliminate impacts. This document is intended to serve as an informational document to recognize changes at the site and in the revised project. Additionally, this Addendum will provide the primary source of environmental information for the lead agency to consider when exercising any permitting authority or approval power directly related to implementation of the proposed project.

## 2.8 PUBLIC ACTIONS AND APPROVALS REQUIRED

The City of Huntington Beach is the Lead Agency for the project and has discretionary authority over the project and project approvals. This includes the approval of this Addendum document for the revised project.

This Addendum serves as the required environmental documentation for the following discretionary approvals that are required to implement the revised project:

- **General Plan Amendment No. 2010-001**—General Plan Subarea 5A would increase from approximately 46.9 acres to approximately 52.35 acres and Subarea 5B would decrease from approximately 15.85 acres to approximately 10.4 acres. This revised GPA would result in an increase in area and use of commercial-only development within Area A and a reduction in commercial area and residential units (from 713 to 468 units) within Area B. The FAR would remain the same for Areas A and B as what is currently permitted as described in Subsection 2.5.1.
- **Zoning Text Amendment No. 2010-001**—Amendment of the current SP-13 (Specific Plan 13) designation to increase the Area A designation and correspondingly decrease the Area B designation. The ZTA would also permit big box and fuel station uses and establish associated design and development standards for such uses within Area A. The Area B mixed-use overlay

projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management chapter of the Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections. In turn, projects that are consistent with the City's General Plan are considered to be consistent with the Growth Management chapter, as the General Plan forms the basis for population and employment forecasts in the RCPG. This is because the Growth Management chapter forms the basis of the land use and transportation control portions of the AQMP.

The revised project site is currently planned for regional commercial and residential land uses under the 2008 General Plan Amendment. As approved under the previous GPA, a maximum of 713 residential units and 138,085 square feet (sf) of commercial space are currently allowed on the project site. The revised project would result in a decrease in number of residences (a total of 468 units) and an increase in commercial space (a total of 184,113 sf) which would result in a substantial decrease in population on the project site. This reduction would ensure that the revised project's impact is not greater than the less-than-significant impact identified for the previous project.

However, it is important to note that the current AQMP projections were based on the General Plan that was in effect prior to the 2008 General Plan Amendment (previous project). As such, what is allowed for on the site under the existing AQMP is a maximum of 396 residential units and 345,213 sf of commercial space. The revised project would result in a greater number of residences (468 units) than what was projected in the AQMP, but would reduce the amount of commercial uses on the site to 184,113 sf (an approximately 161,000 sf reduction). The revised project also includes an additional 90,895 **91,153** sf of building slated for demolition, further reducing the amount of commercial uses on site. As such, the anticipated permanent population on the project site would be greater than was allowed during preparation of the AQMP. However, overall daily population would be reduced based on the reduction in commercial square feet. Therefore, while population as a result of the increase in residential units in the revised project would be greater than those projected by SCAG for the AQMP, the overall revised project would result in a less-than-significant impact. Furthermore, the AQMP is updated periodically based General Plan and land use information provided to SCAG. During the next update, information regarding the revised project will be submitted as the allowable land uses and the revised project will be considered consistent with the AQMP.

In order to evaluate the total changes (decrease in commercial use with an increase in residential units) that the revised project makes compared to information provided for the 2007 AQMP, an evaluation of total vehicle miles traveled (VMT) was conducted. VMT is a common metric by which to compare land uses. As shown in Table 4.2-2 (VMT Estimations), VMT estimations of the revised project are less than the previous project. Although there is an increase in population over what was projected in the 2007 AQMP due to an increase in the number of residential units, the reduction in commercial space and therefore VMT ensures that the revised project is in line with the projections as provided to SCAG. In addition, the revised project VMT is lower than what was anticipated under the previous project (2008 General Plan Amendment), making it consistent with the current General Plan. As previously discussed,

which demonstrates that Huntington Beach achieved a 65 percent waste diversion rate by 2002. Mitigation measures MM4.2-10 and MM4.2-11 enhance the reductions identified in the previous EIR by strengthening them or identifying reduction goals. MM4.2-10 is an enhancement of MM D-17 (Landscaping) in the previous EIR. MM4.2-11 enhances previous mitigation measure MM E-19 to include outdoor water efficiency as well as indoor and provides a specific reduction percentage.

MM4.2-9 Residential and Retail development shall implement waste reduction and recycling measures such that waste diversion from landfills equals 65 percent, the current City Standard for waste diversion.

MM4.2-10 Residential and Retail development shall use drought tolerant plants for landscaping. The following are suggestions to enhance the benefits of this measure. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the south side of the house that will admit summer sun; evergreen plantings on the north side will slow cold winter winds; constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCR's not requiring that front and side yards of single-family homes be planted with turf grass. Vegetable gardens, bunch grass, and low-water landscaping shall also be permitted, or even encouraged.

MM4.2-11 Residential and Retail development shall implement water reduction features such that water usage is reduced by 20 percent **from the unmitigated estimated emissions of 234 MTCO<sub>2e</sub>**. Water reduction features may include, but are not limited to:

- Installation of water conserving irrigation systems such that watering times can be varied and that the system will shut off during rain events
- Installation of water saving appliances
- Installation of low-flow showers and toilets

MM4.2-12 Residential and Retail developments shall implement energy saving measures such that natural gas usage is reduced to at least 15 percent below 2008 Title 24 standards. This could include, but is not limited to, the following:

- Use of light colored roofing material
- Planting trees appropriately to provide shading during the heat of the day
- Increase energy efficiency of insulation, doors, and windows

MM4.2-13 Electrical outlets shall be located outside in the front and rear of both residential and retail development such that 20 percent of landscaping equipment can be electrically powered.

MM4.2-14 Residential and Retail developments shall implement energy saving or incorporate renewable resources such that a minimum of 30 percent of the projects total **estimated unmitigated** electrical consumption **of 1,777 MTCO<sub>2e</sub>** is offset. Energy saving features may include, but are not limited to the following:

- Use of Energy Star appliances
- Use of energy saving lighting and light fixtures including dimmer switches, motion sensors, and timers

Threshold	Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
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The project site and surrounding area are characterized by features typical of the urban landscape and include retail-commercial uses. As stated in the previous EIR, no wildlands exist within the immediate vicinity of the project site. As such, the revised project would not result in the exposure of people or structures to hazards associated with wildland fires, consistent with the previous project. No impact would occur, and no further analysis of this issue is required.

Threshold	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The Joint Forces Training Center (JFTC) is an airfield located approximately 5 miles northwest of the project site at 11200 Lexington Drive within the City of Los Alamitos. Impacts associated with the project site's proximity to the JFTC, would remain the same as the previous project under implementation of the revised project. Future development under the revised project, consistent with the previous project, would place structures at the project site within the Height Restriction Zone for the JFTC. According to the AELUP, the ALUC has specified a height restriction of 200 feet above ground level for all of Orange County. **Code of Federal Regulations (CFR)** Title 14 Part 77.13 requires that any Applicant who intends to perform any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. However, the revised project would not involve the construction of structures in excess of 200 feet in height, and would therefore not require filing the project with the FAA. No new impact would occur, and no further analysis of this issue is required.

## ■ Revised Impacts and Mitigation Measures

Threshold	Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
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**Impact 4.3-1**      **Implementation of the revised project would involve the routine use, storage, transport, and disposal of hazardous materials, but no significant hazard to the public or the environment is anticipated to occur. Compliance with local, state, and federal regulations would ensure that this impact would remain *less than significant*, similar to the previous EIR.**

Potential effects associated with the construction and operation of commercial and residential uses were analyzed in the previous EIR. However, the revised project includes the construction and operation of a

## 4.4 LAND USE AND PLANNING

This section analyzes the potential for adverse impacts on the land use characteristics of the project site and adjacent areas resulting from implementation of the revised Village at Bella Terra/Costco project (revised project). Baseline conditions with respect to land use characteristics remain substantially the same as when the 2008 Final EIR for The Village at Bella Terra (referred to herein as the previous EIR) was certified. Full bibliographic entries for all reference materials are provided in Section 4.4.6 (References).

Impacts associated with the potential division of an established community and conflicts with applicable habitat conservation plans remain the same as evaluated for the previous project because the revised project does not interfere with an established community and there are no habitat conservation plans applicable to the site. These impact conclusions from the previous EIR are briefly summarized in this section although no new analysis is presented.

### 4.4.1 Environmental Setting

The environmental setting of the project site and surrounding area has not substantially changed with respect to land use features and characteristics as described in Section 4.8 of the previous EIR (pages 4.8-1 through 4.8-3). The primary difference in the setting is that the revised project site is larger because it now encompasses a vacant ~~82,000~~**82,258**-square-foot (sf) retail building formerly occupied by Mervyns and an adjacent vacant 8,895 sf retail building in the northeastern portion of the site, which were not included as part of the previous project. Although the site is larger than previously analyzed, the characteristics of the overall site have not changed because the additional vacant buildings were included as part of the immediate surrounding area in the previous EIR.

### 4.4.2 Regulatory Framework

The following regulatory discussion includes only those regulations that have changed since adoption of the previous EIR. Although not mentioned here, all regulations documented in Section 4.8.2 of the previous EIR (pages 4.8-3 through 4.8-4) have been incorporated into the following analysis.

#### ■ Regional

##### ***Southern California Association of Governments (SCAG)***

In addition to the Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Regional Housing Needs Assessment (RHNA) that were identified in the previous EIR, SCAG also released the 2008 Compass Growth Visioning Principles. The principles are identified in Impact 4.4-1 and a new consistency analysis is provided.

- Policy LU 4.1.8** Use reclaimed water for irrigation of public and private landscape, as feasible.
- Policy LU 4.2.1** Require that all structures be constructed in accordance with the requirements of the City’s building and other pertinent codes and regulations; including new, adaptively re-used, and renovated buildings.
- Policy LU 4.2.4** Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.
- Policy LU 4.2.5** Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access and use as required by State and Federal Laws such as the *Americans with Disabilities Act* (ADA).

### Consistency Analysis

The revised project would adhere to development standards and design guidelines as established in SP-13. The revised project would serve to create active and commercially viable land uses as well as improve the visual qualities of the present project site by removing the outdated vacant commercial structures and providing substantial additional landscaping. Landscaping would cover approximately 10 percent of the Costco portion and 44 percent of the mixed-use portion of the site, compared to the existing four percent on the entire site. Future development under the revised project would also provide visual continuity with the existing Bella Terra Mall to the east, given that similar visual elements and architectural styles would be required under SP-13.

Any future landscaping plan would require City approval prior to implementation. The City does not utilize or serve directly applied recycled water to any of its customers or for municipal purposes. Therefore, as with the previous project, the revised project would be unable to utilize recycled water.

The revised project would be constructed in accordance with existing laws and regulations, including the City’s building code and any applicable state and federal law requirements such as the *Americans with Disabilities Act* (ADA). Adequate access to and from the project site would be provided through entrances along Center Avenue and Edinger Avenue. Parking for Costco would be provided in a surface parking lot fronting Center Avenue, and the existing parking structure, while parking for the mixed-use portion of the site would be provided through a mix of surface and structured parking. Therefore, the revised project would not conflict with the above policies.

- Goal LU 7** Achieve a diversity of land uses that sustain the City’s economic viability, while maintaining the City’s environmental resources and scale and character.
- Policy LU 7.1.1** Accommodate existing uses and new development in accordance with the Land Use and Density Schedules.
- Policy LU 7.1.2** Require that development be designed to account for the unique characteristics of project sites and objectives for

## ■ Revised Impacts and Mitigation

Threshold	Would the project expose people to or generate noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?
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**Impact 4.5-1**      **Construction activities associated with the revised project would not exceed the standards established in the Huntington Beach Municipal Code, similar to the previous project. Operation of the revised project would not result in noise levels in excess of standards established by the City, similar to the previous project. Implementation of mitigation measures MM4.5-1 and MM4.5-2 would ensure this impact remains *less than significant*, similar to the previous EIR.**

### Construction

The revised project would include development of a Costco in place of the mixed-use development that was previously analyzed on the northern portion of the project site. The revised project would result in the demolition of the ~~90,885~~**91,153** sf Mervyn's building, which was not originally analyzed in the previous EIR. In its place, surface parking for a Costco and a gas station would be constructed. Mixed-uses would still be developed in the southern portion of the project site, although to a lesser extent than the previous project, with a maximum of 468 residential units and 30,000 sf of commercial retail.

Construction under the revised project would involve the demolition of 299,395 sf of existing commercial uses at the site (90,695 sf more than analyzed in the previous EIR), along with excavation, pile driving for structural foundations, and construction of the revised project, all of which would involve the use of heavy equipment. The types of heavy equipment used on-site under the revised project would be similar to those analyzed in the previous EIR. Each stage of construction would involve a particular mix of operating equipment, and noise levels would vary based on the amount and types of equipment in operation and the location of the activity. Construction of the Costco building would occur in one continuous phase, with four discrete construction phases, lasting a total of twelve months, with demolition activities of the Mervyn's building anticipated to begin in early 2011 and last for approximately 30 days; excavation and utility installation is anticipated to last approximately one month; pile driving activities for structural foundations would follow for approximately one month; and building construction including architectural coating and site paving is anticipated to last for approximately 6 months with occupancy anticipated in late 2011. Construction of the mixed-use component of the revised project would occur in a similar manner as was evaluated in the previous EIR and is anticipated for occupancy in 2014.

Nearby sensitive receptors that would be subjected to potential elevated noise levels associated with construction of the revised project would be substantially similar to those analyzed in the previous EIR. These would include the residential uses located at the Old World Village, approximately 285 feet north of the project site, and the Seawind Village Apartments located approximately 550 feet north of the project site, separated by Center Avenue and the Old World Village Shopping Center. The Perth Christian School is located approximately 520 feet to the southeast across Edinger Avenue and the

## 4.6 TRANSPORTATION/TRAFFIC

This section analyzes the potential for adverse impacts on existing transportation and traffic conditions resulting from implementation of the revised project. Impacts relating to increased hazards due to design features; parking capacity; changes in air traffic patterns as a result of the revised project; provision of emergency access; and, the potential for the project to conflict with adopted policies supporting alternative transportation and emergency access would not change as a result of the revised project. The impact conclusions from the previous EIR are briefly summarized in this section although no new analysis is presented.

Baseline conditions with respect to vehicle trips and roadway volumes in the vicinity of the project site remain substantially the same as when the previous EIR was certified in 2008. Data used to prepare this section were taken from the City's General Plan Circulation Element and *The Bella Terra Expansion Supplemental Traffic Study* prepared by Austin-Foust Associates for the project site (Appendix F). Full bibliographic entries for all reference materials are provided in Section 4.6.5 (References), at the end of this section.

### 4.6.1 Environmental Setting

The environmental setting of the project site and surrounding area has not changed with respect to existing conditions in and around the project study area, including the existing street and highway system, traffic volumes on these facilities, and operating conditions at selected intersections as described in Section 4.13.1 of the previous EIR (pages 4.13-1 through 4.13-10).

### 4.6.2 Regulatory Framework

The regulatory framework as described in Section 4.13.2 of the previous EIR (pages 4.13-10 through 4.13-15) has not changed.

### 4.6.3 Project Impacts and Mitigation

#### ■ Analytic Method

The analysis in this section focuses on the nature and magnitude of the change in transportation and traffic patterns due to implementation of the revised project. The revised project comprises a 154,113-square-foot (sf) Costco with tire center, an associated sixteen pump gas station (available only to Costco members), and a mixed-use development consisting of 468 residential units and 30,000 sf of general retail uses. The previous EIR evaluated the potential effects of a higher intensity mixed-use project. As such, this analysis recognizes that The Village will be part of the overall Bella Terra retail center, sharing access roads, and to some extent parking (however, residential spaces will be specially designated). With respect to traffic-related issues, the primary difference between the previous and revised projects is the demolition of the 91,153 sf existing Mervyns retail structure and adjacent retail and the construction

and operation of a Costco. Unless stated otherwise, the term “revised project” in this analysis refers to the potential effects associated with construction and operation of the Costco and ancillary uses, **as well as the proposed residential and mixed use commercial.**

The previous EIR evaluated the then-proposed project as well as two options, referred to as Option 1 and Option 2. Option 2 was determined to represent the worst-case scenario in terms of traffic-related impacts. Specifically, Option 2 included development of 538 residential units and 181,118 sf of commercial space and 165-room hotel, as evaluated in the previous EIR. The trip generation analysis recognizes that the revised project (Costco plus mixed-use development) will be part of the overall Bella Terra retail center, sharing access roads, and to some extent parking (although residential spaces will be specially designated). This analysis provides a detailed analysis of the trip generation characteristics of the revised project.

For the revised project (refer to Table 4.6-2 [Project Trip Generation Summary]), the traffic analysis compares the change in local roadway conditions with implementation of the Costco project from that evaluated in the previous EIR. Therefore, in order to present a reasonable worst-case analysis, the traffic analysis of the revised project reflects the traffic volumes anticipated with implementation of the increase in retail and gas station operation and the reduction in residential uses from that previously analyzed, in accordance with Sections 15151 and 15164 of the CEQA Guidelines (which sets forth the standards of adequacy of analysis in an EIR and the requirements of an addendum to an EIR, respectively).

**Intersection Analysis**

The intersection capacity utilization (ICU) values and Caltrans intersections established for the study area have not changed from the previous EIR. ICU values are used to determine levels of service at study area intersection locations and provide a means to quantitatively estimate incremental traffic impacts. To calculate the ICU value for an intersection, the volume of traffic using the intersection is compared with the capacity of the intersection. The ICU is usually expressed as a decimal percent (e.g., 0.86). The decimal percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The ICU-based Level of Service (LOS) is defined below in Table 4.6-1 (ICU Level of Service).

<b>Table 4.6-1 ICU Level of Service</b>	
<i>Level of Service</i>	<i>Intersection Capacity Utilization (ICU) Value</i>
A	0-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	> 1.00

SOURCE: Orange County Congestion Management Plan, November, 2003.

## ■ Revised Impacts and Mitigation

Threshold	Would the proposed project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
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**Impact 54.6-1**      **Construction of the revised project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. This impact is *less than significant*, similar to the previous project.**

Construction activities associated with development under the revised project would generally involve five stages: (1) abatement and demolition, (2) excavation and shoring, (3) trenching, (4) construction (which includes pile driving and building and parking construction), and (5) final coating along with landscaping improvements and paving activities. Construction is anticipated to be conducted in two stages. Stage 1 includes demolition and the construction of Phase 1 (the Costco development), and Stage 2 includes the construction of Phases 2 through 4 (the residential and additional retail development). Construction of Stages 1 and 2 would be substantially independent of one another. For a conservative analysis it was assumed that construction of Phase 1 would begin in 2010 with Phases 2 through 4 beginning within a month of completion of Phase 1. Construction of the mixed-use component would occur in a similar manner as was evaluated in the previous EIR.

Construction traffic generally occurs prior to the peak period, consistent with the typical construction workday of 7:00 A.M. to 3:00 P.M. Several arterial roadways in the project vicinity are designated truck routes in the City's General Plan Circulation Element. Specifically, Edinger Avenue, Goldenwest Street, **Beach Boulevard**, and Bolsa Avenue are designated truck routes and are easily accessible from the project site. Access to the I-405 freeway is available from Center Avenue, adjacent to and north of the project site. Easy access to the regional freeway system would eliminate truck traffic on the surrounding arterial streets. Truck trips could occur along designated truck routes north and south of the project site to I-405. Due to the relatively minor number of truck trips associated with construction of the revised project compared to the previous project and due to the temporary nature of construction activities, truck trips due to import/export activities at the project site would not be anticipated to cause a substantial increase in traffic volumes or delays in the project area over what was previously analyzed. As such, construction-related traffic impacts related to the revised project would be *less than significant*, similar to the previous EIR. No mitigation measures are required.

**Impact 54.6-2**      **Under Year 2014 conditions, operation of revised project would not cause a substantial increase in traffic beyond that which was previously analyzed. However, because the revised project would result in an increase in traffic similar to the previous project, which is substantial in relation to the forecasted traffic load and capacity of the street system, this impact would remain *significant and unavoidable*, similar to the previous project.**

Table 4.6-4 (2014 Intersection Level of Service Summary) summarizes the 2014 ICU values for the revised project and provides a comparison against the ICU values from the previous EIR. The ICU values are provided for the AM and PM peak hour for the adjacent intersections, and the PM peak hour only for the off-site intersections. For all but two intersections (two adjacent intersections), the change in ICU was found to be less than 1 percent.

For the intersection of I-405 Southbound Ramps at Center Avenue, the PM ICU shows an increase of 0.01. However, this is not significant as the intersection is forecast to operate at an acceptable LOS D (ICU less than 0.91), similar to the previous EIR.

<b>Table 4.6-4 2014 Intersection Level of Service Summary</b>						
Intersection	Previous Project (Option 2)		Revised Project		Difference	
	AM ICU	PM ICU	AM ICU	PM ICU	AM ICU	PM ICU
<b>Adjacent Intersections</b>						
Gothard Street & Center Avenue	0.32	0.53	0.31	.53	-.01	.00
I-405 SB Ramps & Center Avenue	0.45	0.80	0.45	.81	.00	.01
Beach Boulevard & Center Avenue	0.71	0.72	0.71	.72	.00	.00
Gothard Street & Edinger Avenue	0.50	0.60	0.49	.60	-.01	.00
Beach Boulevard & Edinger Avenue	0.74	0.95	<del>0.77</del> <b>0.74</b>	.96	<del>-0.03</del> <b>.00</b>	.01
<b>Off-Site Intersections (PM Peak Hour Only)</b>						
Goldenwest Avenue & Bolsa Avenue	0.91		0.91		0.00	
Goldenwest Avenue & McFadden Avenue	0.76		0.76		0.00	
Gothard Street & McFadden Avenue	0.55		0.55		0.00	
Goldenwest Avenue & Edinger Avenue	0.65		0.65		0.00	
Newland Street & Edinger Avenue	0.70		0.70		0.00	
Gothard Street & Heil Avenue	0.68		0.68		0.00	
Beach Boulevard & Heil Avenue	0.82		0.82		0.00	
Newland Street & Heil Avenue	0.51		0.51		0.00	
Gothard Street & Warner Avenue	0.80		0.80		0.00	
Beach Boulevard & Warner Avenue	0.92		0.92		0.00	
Newland Street & Warner Avenue	0.87		0.87		0.00	
Beach Boulevard & McFadden Avenue	0.85		0.85		0.00	
Beach Boulevard & Bolsa Avenue	0.87		0.87		0.00	
Beach Boulevard & Hazard Avenue	0.74		0.74		0.00	
Magnolia Street & Edinger Avenue	0.71		0.71		0.00	

SOURCE: Austin-Foust Associates, Inc., City of Huntington Beach The Bella Terra Expansion Supplemental Traffic Study, June 2010, p. 9.

The intersection of Beach Boulevard at Edinger Avenue shows an ICU increases of ~~0.03~~ and 0.01 for the ~~AM and~~ PM peak hours, respectively, compared to the previous project. This results in LOS C for

the AM peak hour and LOS E for the PM peak hour. The AM LOS is acceptable, whereas the PM LOS does not satisfy the performance standard. The previous EIR identified a mitigation measure (previously MM4.13-1) for this intersection, which would still be applicable for the revised project. MM4.6-1 would require the project applicant to contribute funds on a fair share basis for the provision of a third westbound through lane or a fourth northbound through lane.

*MM4.6-1 The Applicant shall provide funds on a fair share basis to the City of Huntington Beach to construct either an additional northbound through lane or an additional westbound through lane at the intersection of Beach Boulevard and Edinger Avenue.*

Only one of the identified improvements in mitigation measure MM54.6-1 would be required to reduce 2014 traffic at the intersection to a less-than-significant level. ~~Although the intersection would still operate at an LOS of E, the ICU value at this intersection would be identical to the ICU projected to occur at the intersection in 2014 without the project.~~ **Specifically, the mitigation measure improves the intersection function from LOS E to LOS D and provides improvement greater than the project impact.** As such, potential impacts to the local street system would be less than significant with MM54.6-1, similar to that identified in the previous EIR.

### **Regional Freeway System Analysis**

As identified in the previous EIR, future development was projected to result in a deficiency at the I-405 northbound on-ramp from Beach Boulevard. In addition, an analysis was also conducted in the previous EIR for the freeway weave sections which carry some project traffic, the freeway mainline sections in the vicinity of the project site, as well as the Beach Boulevard collector-distributor (CD) roads. The revised project would also contribute traffic to deficiencies on I-405 (in both 2014 and 2030). In the absence of specific significance criteria from Caltrans, the addition of traffic to a projected deficiency would result in a ***significant and unavoidable*** impact, similar to the previous EIR.

### **Summary**

The increase in PM traffic at Beach Boulevard and Edinger Avenue as a result of the revised project would not result in a substantial increase over that previously evaluated. The same impact conclusions and mitigation measures that were identified in the previous EIR would still apply. With the implementation of mitigation measure MM54.6-1, the revised project's impact to traffic load and capacity of study area intersections from operation of future development would be reduced to a less-than-significant level. However, because implementation of the revised project would contribute to projected regional freeway deficiencies in 2014, this is considered an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Therefore, under 2014 conditions, this impact is considered ***significant and unavoidable***, similar to the previous project.

**Impact 54.6-3** Under Year 2030 Conditions, operation of revised project would not cause a substantial increase in traffic beyond that which was analyzed in the previous EIR. However, because the revised project would result in the same increase in traffic, which is substantial in relation to the forecasted traffic load and capacity of the street system, this impact would remain *significant and unavoidable*, similar to the previous project.

As shown in Table 4.6-3, future development of the revised project is estimated to generate a total of approximately 6,060 average trips per day. During the AM peak hour the project is estimated to generate approximately 332 vehicles per hour, while during the PM peak hour the project is estimated to generate approximately 655 vehicles per hour. This would result in 858 fewer daily trips than was estimated for the previous project (Option 2), including 53 fewer AM peak hour trips and 27 more PM peak hour trips.

### **Intersection Analysis**

Table 4.6-5 (2030 Intersection Level of Service Summary) summarizes the 2030 ICU values for the revised project and provides a comparison against the ICU values from the previous EIR. For all ~~but one~~ intersections ~~(Beach Boulevard at Edinger Avenue in the AM peak hour)~~, the change in ICU was found to be less than one percent. ~~The intersection of Beach Boulevard and Edinger Avenue shows an ICU increase of 0.03 for the AM peak hour with development of the revised project. This results in LOS D for the AM peak hour, which meets the performance standard (LOS D). Therefore, even though the revised project results in slightly more trips at this intersection in the AM peak hour compared to the previous project, the increase is not considered substantial.~~

The previous project was shown to have a long-range (2030) significant impact at the intersection of Beach Boulevard and Edinger Avenue during the PM peak hour. In order to reduce that impact to a less-than-significant level, the previous EIR determined that the Applicant would be required to contribute towards at least one of the improvements identified in mitigation measure MM54.6-1. Although the revised project would not increase the severity of this previously identified impact, implementation of the same mitigation would still be required.

### **Regional Freeway System Analysis**

As identified in the previous EIR, future development is projected to result in a deficiency at the I-405 northbound on-ramp from Beach Boulevard. In addition, an analysis was conducted in the previous EIR for the freeway weave sections that carry some project traffic, the freeway mainline sections in the vicinity of the project site, as well as the Beach Boulevard collector-distributor (CD) roads. The revised project would also contribute traffic to deficiencies on I-405 (in both 2014 and 2030). In the absence of specific significance criteria from Caltrans, the addition of traffic to a projected deficiency would remain *significant and unavoidable*, similar to the previous EIR.

**Table 4.6-5 2030 Intersection Level of Service Summary**

Intersection	Previous Project (Option 2)		Revised Project		Difference	
	AM ICU	PM ICU	AM ICU	PM ICU	AM ICU	PM ICU
<b>Adjacent Intersections</b>						
Gothard Street & Center Avenue	.36	.57	.36	.57	.00	.00
I-405 SB Ramps & Center Avenue	.55	.90	.55	.90	.00	.00
Beach Boulevard & Center Avenue	.78	.77	.78	.77	.00	.00
Gothard Street & Edinger Avenue	.55	.64	.55	.64	.00	.00
Beach Boulevard & Edinger Avenue	.86	1.05	<del>.89</del> <b>.86</b>	1.05	<del>.03</del> <b>.00</b>	.00
<b>Off-Site Intersections (PM Peak Hour Only)</b>						
	Previous Project (Option 2)		Revised Project		Difference	
Goldenwest Avenue & Bolsa Avenue	1.02		1.02		.00	
Goldenwest Avenue & McFadden Avenue	.81		.81		.00	
Gothard Street & McFadden Avenue	.64		.64		.00	
Goldenwest Avenue & Edinger Avenue	.70		.70		.00	
Newland Street & Edinger Avenue	.80		.80		.00	
Gothard Street & Heil Avenue	.78		.78		.00	
Beach Boulevard & Heil Avenue	.95		.95		.00	
Newland Street & Heil Avenue	.63		.63		.00	
Gothard Street & Warner Avenue	.84		.84		.00	
Beach Boulevard & Warner Avenue	.96		.96		.00	
Newland Street & Warner Avenue	.92		.92		.00	
Beach Boulevard & McFadden Avenue	.95		.95		.00	
Beach Boulevard & Bolsa Avenue	1.05		1.05		.00	
Beach Boulevard & Hazard Avenue	.83		.83		.00	
Magnolia Street & Edinger Avenue	.78		.78		.00	

SOURCE: Austin-Foust Associates, Inc. City of Huntington Beach *The Bella Terra Expansion Supplemental Traffic Study*. June 2010. pg. 11

## Summary

Implementation of the revised project would result in a slightly higher AM peak hour ICU at Beach Boulevard and Edinger Avenue ~~than was~~ **similar to the** ~~previously evaluated project.~~ However, the ICU increase of 0.03 is ~~not considered substantial.~~ The same impact conclusions and mitigation measures that were identified in the previous EIR would still apply. With implementation of mitigation measure MM45.6-1, which would involve the construction of an additional northbound through lane along Beach Boulevard at Edinger Avenue or an additional westbound through lane on Edinger Avenue at Beach Boulevard, the long-term (2030) traffic intersection impacts generated by operation of the revised project (as identified in the previous EIR) would be less than significant. However, because implementation of the revised project would contribute to projected regional freeway deficiencies in 2030, similar to the previous project, this is considered an increase in traffic which is substantial in relation to the existing

traffic load and capacity of the street system. Therefore, under 2030 conditions, this impact is considered **significant and unavoidable**, similar to the previous EIR.

Threshold	Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
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**Impact 54.6-4      Implementation of revised project would not exceed standards established by the Orange County Transportation Authority. This impact would remain less than significant, similar to the previous project.**

The Orange County Transportation Authority (OCTA) is designated as the Congestion Management Agency (CMA) to oversee the Orange County Congestion Management Plan (CMP). The CMP Highway System (HS) includes specific roadways, which include State Highways and Smart Streets (formerly Super Streets), and CMP arterial monitoring locations/intersections. Two CMP intersections are located in the study area: (1) Beach Boulevard at Edinger Avenue and (2) Beach Boulevard at Warner Avenue. CMP-designated intersections have a performance standard of LOS E or better (intersection capacity utilization (ICU) not to exceed 1.00), and a project is considered to have a significant impact if it contributes 0.01 or more to an ICU when the performance standard is exceeded.

As identified in Table 4.6-4, 2014 ICU values for the revised project show ICU values of ~~0.77~~**0.74** and 0.96 (AM and PM peak hours, respectively) for the intersection of Beach Boulevard and Edinger Avenue, and a PM peak ICU value of 0.92 for the intersection of Beach Boulevard and Warner Avenue (AM peak trips are reduced with implementation of the revised project, and would therefore result in lower ICU values for the AM hours). Neither CMP intersection shows ICU values that exceed the allowable CMP threshold of 1.00. Therefore, the revised project would not result in significant CMP impacts. This impact would remain **less than significant**, similar to the previous EIR.

Threshold	Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks?
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**Impact 54.6-5      Implementation of the revised project would not result in a change in air traffic patterns. This impact would remain less than significant, similar to the previous project.**

The project site is not located within two miles of a public or private use airport, and is not located within any airport land use plan or flight path. Additionally, with development of the revised project, the ten-story residential or hotel tower and associated helipad is no longer being contemplated as a part of the project, as was previously proposed. As such, potential impacts to air traffic patterns would remain **less than significant**, similar to the previous EIR.

Threshold	Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?
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**Impact 54.6-6**      **Implementation of the revised project would not substantially increase roadway hazards. This impact would remain *less than significant*, similar to the previous project.**

For the purposes of this analysis, hazards are defined as changes to circulation patterns that could result in unsafe driving or pedestrian conditions. Examples include inadequate vision or stopping distance, sharp roadway curves where there is an inability to see oncoming traffic, or vehicular/pedestrian traffic conflicts. As noted previously, the revised project would result in development of a 154,113 sf Costco, including an ancillary tire sales and gas station, as well a mixed-use development consisting of up to 468 residential units and 30,000 of commercial retail uses in an area currently developed with vacant commercial uses. Due to the type of uses proposed, the revised project is not anticipated to result in design features that would be considered incompatible with current circulation patterns.

Access to the project site would continue to be provided along Edinger Avenue and Center Avenue. Internal circulation within the project site would be provided primarily by two drive aisles on the western and eastern borders, traversing the site from north to south. The lane traversing the western border of the project site would also double as an emergency access lane and would be constructed in accordance with applicable code requirements. East/west access ways would be provided within the surface parking areas fronting Center Avenue and Edinger Avenue.

The Union Pacific Rail Road (UPRR) right-of-way is located directly adjacent to the project site to the west. Development of the revised project would reduce the residential uses contemplated under the previous EIR (713 du compared to 468 du) and the potential for conflicts between future residents and/or visitors to the site and the adjacent railroad right-of-way would continue to be reduced through the incorporation of several site design features. For example, along the western boundary of the project site (adjacent to the fire lane), perimeter screening trees and a retaining wall would deter access towards the UPRR right-of-way. Therefore, project-related impacts are considered *less than significant* with regards to hazards resulting from design features or incompatible uses, similar to the previous EIR.

However, the potential for roadway hazards can also occur as an inherent result of the placement of additional access points along public roadways and as a result of increased vehicle traffic at those access points. New intersections require adequate sight distance and intersection traffic control in order to minimize potential hazards. In order to ensure the safe construction of project intersections, the revised project would adhere to the following code requirements that were identified in the previous EIR (previously CR4.13-1 and CR4.13-2):

CR4.6-1      *On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.*

CR4.6-2      *Sight distance at each project access shall be reviewed with respect to standard City of Huntington Beach sight distance standards at the time of preparation of final grading, landscape and street improvement plans.*

As part of standard development procedures, plans would be submitted to the City for review and approval, which would ensure that the revised would not result in roadway hazards. Therefore, adherence to code requirements CR4.6-1 and CR4.6-2 as well as standard site plan review would ensure that potential impacts to roadway hazards remain *less than significant*, similar to the previous EIR.

Threshold	Would implementation of the proposed project result in inadequate emergency access?
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**Impact 54.6-7      Implementation of the revised project would not result in inadequate emergency access. This impact is *less than significant*.**

Access to the project site under the revised project would be provided from Edinger Avenue and Center Avenue, both of which are primary arterial streets. An emergency access lane accessed from either thoroughfare would be located along the western boundary of the project site. As part of standard development procedures, plans would be submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius, in compliance with existing regulations. Therefore, traffic generated under the revised project would not impede emergency access to and from adjacent and surrounding roadways. A *less-than-significant* impact would occur, especially after compliance with existing regulations, similar to the previous EIR.

Threshold	Would the proposed project result in inadequate parking capacity?
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**Impact 54.6-8      Implementation of the revised project would not result in inadequate parking capacity. This impact is *less than significant*.**

According to Specific Plan No. 13 (SP-13), the parking requirements for the proposed regional commercial uses and big box commercial uses will be based on a shared parking study using divergent peak times of parking demands. The Costco portion of the revised project will utilize some of the parking spaces in the existing parking structure and the remainder would be provided via surface parking.

An approximately 700-space, five-level parking structure would be provided for future residents, which would be located at the back of the Costco, surrounded on three sides by the residential portion of the proposed mixed-uses. Parking stalls would be provided in the southern portion of the site for the mixed-uses through a mix of surface and structured parking.

Therefore, because the revised project would provide adequate parking on-site, this impact would remain *less than significant*, and no mitigation is required, similar to the previous EIR.

Threshold	Would the proposed project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?
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**Impact 54.6-9**      **Implementation of the revised project would not conflict with adopted policies supporting alternative transportation. This impact is *less than significant*.**

The revised project would result in the development of a Costco store and associated tire center and gas station on the northern portion of the site while reducing the number of dwelling units and commercial square footage of mixed-uses previously proposed on the southern portion. Although the reduction in mixed-uses compared to the previous project would likely reduce the overall walkability that was previously envisioned for the site, the revised project would not conflict with any identified policies supporting alternative transportation. Easy access to commercial uses would still be provided to future residents and the nearby Golden West Transit Center would continue to provide a convenient location for residential trips to be made elsewhere by transit. Additionally, a future pedestrian connection is still required by SP-13 at the western boundary of the site, across the UPRR tracks, to eventually provide a link to future development on the previous Levitz site.

This impact would remain *less than significant*, similar to the previous EIR. No mitigation measures are required.

#### 4.6.4 Cumulative Impacts

Cumulative impacts under the revised project would remain substantially similar to the previous project. Although 27 additional PM peak hour trips would be added as a result of the revised project, the revised project would result in 858 fewer daily trips than was estimated previously. The increased PM peak hour trips would not result in any additional impacts or a substantial increase in the severity of previously identified impacts. Consequently, the cumulative scenario for traffic impacts would be the same, if not reduced, for the revised project. The revised project would result in the same significant traffic impacts as the previous project and would result in similar contributions to the significant cumulative impacts. Because the revised project would also contribute traffic to projected freeway deficiencies, similar to the previous project, the increase is considered substantial in relation to the forecasted traffic load and capacity of the street system and this cumulative impact would remain significant and unavoidable. All other cumulative traffic impacts, including hazardous design features, emergency access, parking, and alternative transportation would remain the same as previously identified. The revised project would be required to implement the same mitigation measures as were previously proposed. The additional contribution of the revised project would not be considered cumulatively considerable for any of these impacts, and cumulative impacts would remain less than significant.

#### 4.6.5 Comparison of Impact Conclusions

A comparison of the revised project with the previous project is detailed individually for each potential impact in the discussions of traffic impacts provided above. Implementation of the revised project would result in the demolition of the existing Mervyns store, the reduction in residential uses by 70 dwelling

## Diverted Trips

For Costco, the Kittleson survey results show a sizable proportion of the trips generated are diverted trips, with actual numbers depending on store location in relation to the surrounding roadway system. The trip generation results presented here do not make any adjustments for diverted trips for the reasons discussed earlier.

## PEAK HOUR INTERSECTION VOLUMES

The trip generation results from the previous section showed that for the proposed alternative project, the PM peak hour is higher than previously, due to higher outbound trips, and the AM peak hour is lower. In addition, some redistribution of trips to the project driveways is estimated to occur under the proposed site plan. Hence, for the immediate area, revised volumes have been prepared for the AM and PM peak hours to show the effect of this redistribution and the change in trip generation. Figure 1 compares the trip distribution for the Alternative Project to that used in the previous analysis. Detailed results are presented in Appendix B.

Table 2 summarizes the 2014 ICU values for the Alternative Project and provides a comparison against the ICU values from the previous EIR. The ICU values are provided for the AM and PM peak hour for the adjacent intersections, and the PM peak hour only for the off-site intersections. For all but two intersections (two adjacent intersections), the change in ICU was found to be less than one percent.

For the intersection of I-405 southbound ramps at Center Avenue, the PM ICU shows an increase of .01. However, this is not significant as the intersection is forecast to operate at an acceptable level of service (LOS) "D" (ICU less than .91).

The intersection of Beach Boulevard at Edinger Avenue shows ~~an ICU increases of .03 and of .01~~ **an** ICU increases of .03 and of .01 for the AM and PM peak hours, respectively. This results in ~~LOS "C" for the AM peak hour, and LOS "E" for the PM peak hour. The AM LOS is acceptable, whereas the PM LOS~~ **and** does not satisfy the performance standard. The EIR identified two potential mitigation measures for this intersection: a third westbound through lane or a fourth northbound through lane. The following table summarizes the 2014 PM peak hour ICU values with these mitigation measures:

Table 2

2014 ICU SUMMARY

Intersection	Previous Report		Alternative Project		Difference	
	AM ICU	PM ICU	AM ICU	PM ICU	AM ICU	PM ICU
<b>ADJACENT INTERSECTIONS</b>						
17. Gothard St & Center Ave	.32	.53	.31	.53	-.01	.00
18. I-405 SB Ramps & Center Ave	.45	.80	.45	.81	.00	.01
19. Beach Blvd & Center Ave	.71	.72	.71	.72	.00	.00
27. Gothard St & Edinger Ave	.50	.60	.49	.60	-.01	.00
28. Beach Blvd & Edinger Ave	.74	.95	.77.74	.96	-.03.00	.01
<b>OFF-SITE INTERSECTIONS (PM PEAK HOUR ONLY)</b>						
<b>Previous Report</b>						
<b>Alternative Project</b>						
<b>Difference</b>						
8. Goldenwest Ave & Bolsa Ave	.91		.91		.00	.00
15. Goldenwest Ave & McFadden Ave	.76		.76		.00	.00
16. Gothard St & Mcfadden Ave	.55		.55		.00	.00
26. Goldenwest St & Edinger Ave	.65		.65		.00	.00
29. Newland St & Edinger Ave	.70		.70		.00	.00
36. Gothard St & Heil Ave	.68		.68		.00	.00
37. Beach Blvd & Heil Ave	.82		.82		.00	.00
38. Newland St & Heil Ave	.51		.51		.00	.00
46. Gothard St & Warner Ave	.80		.80		.00	.00
47. Beach Blvd & Warner Ave	.92		.92		.00	.00
48. Newland St & Warner Ave	.87		.87		.00	.00
250. Beach Blvd & McFadden Ave	.85		.85		.00	.00
251. Beach Blvd & Bolsa Ave	.87		.87		.00	.00
252. Beach Blvd & Hazard Ave	.74		.74		.00	.00
253. Magnolia St & Edinger Ave	.71		.71		.00	.00

	2014 ICUs (PM Peak Hour)			
	1. Third WB Through Lane		2. Fourth NB Through Lane	
	Alternative Project		Alternative Project	
	ICU	LOS	ICU	LOS
Without Mitigation	.96 E .96		E	
With Mitigation	.91 E .89			D

As shown, the fourth northbound through lane will reduce the project impact to an acceptable LOS, whereas the mitigation measure with the third westbound through lane does not achieve an acceptable LOS. However, both improvements mitigate the project's impact.

Table 3 summarizes the 2030 ICU values for the Alternative Project and provides a comparison against the ICU values from the previous EIR. For all but one intersections (~~Beach Blvd at Edinger Ave in the AM peak hour~~), the change in ICU was found to be less than one percent. ~~This intersection shows an ICU increase of .03 for the AM peak hour. This results in LOS "D" for the AM peak hour, which meets the performance standard (LOS "D").~~

The findings of this analysis are that the Alternative Project results in an insignificant change to the ICU values, and hence does not result in any additional significant impacts compared to the previous EIR. The resulting changes would also have negligible changes to the HCM results presented in the EIR.

## PROJECT FAIR SHARE

The fair share calculation for the intersection of Beach Boulevard at Edinger Avenue is summarized as follows:

	Alternative Project
Existing ICU (Committed Lanes)	.88
Future (2010) With-Alternative Project ICU	1.05
Future (2030) Minus Existing ICU	.17
Project ICU Increment	.0134
Project Share	7.9%

As shown, the Alternative Project would have a 7.9 percent share in the cost of the improvements, the same as that calculated previously in the EIR. The change in trip generation and redistribution of trips due to the Alternative Project is insignificant enough that the result is a negligible difference in the fair share percentage.

Table 3

2030 ICU SUMMARY

Intersection	Previous Report		Alternative Project		Difference	
	AM ICU	PM ICU	AM ICU	PM ICU	AM ICU	PM ICU
<b>ADJACENT INTERSECTIONS</b>						
17. Gothard St & Center Ave	.36	.57	6.5	7.0	0.0	0
18. I-405 SB Ramps & Center Ave	.55	.90	.55	.90	.00	.00
19. Beach Blvd & Center Ave	.78	.77	.78	.77	.00	.00
27. Gothard St & Edinger Ave	.55	.64	.55	.64	.00	.00
28. Beach Blvd & Edinger Ave	.86	1.05	<u>.89.86</u>	1.05	<u>-.03.00</u>	.00
<b>OFF-SITE INTERSECTIONS (PM PEAK HOUR ONLY)</b>						
<b>Previous Report</b>						
<b>Alternative Project</b>						
<b>Difference</b>						
8. Goldenwest Ave & Bolsa Ave	1.02		1.02			.00
15. Goldenwest Ave & McFadden Ave	.81		.81			.00
16. Gothard St & McFadden Ave	.64		.64			.00
26. Goldenwest St & Edinger Ave	.70		.70			.00
29. Newland St & Edinger Ave	.80		.80			.00
36. Gothard St & Heil Ave	.78		.78			.00
37. Beach Blvd & Heil Ave	.95		.95			.00
38. Newland St & Heil Ave	.63		.63			.00
46. Gothard St & Warner Ave	.84		.84			.00
47. Beach Blvd & Warner Ave	.96		.96			.00
48. Newland St & Warner Ave	.92		.92			.00
250. Beach Blvd & McFadden Ave	.95		.95			.00
251. Beach Blvd & Bolsa Ave	1.05		1.05			.00
252. Beach Blvd & Hazard Ave	.83		.83			.00
253. Magnolia St & Edinger Ave	.78		.78			.00

28. Beach Blvd & Edinger Ave

2014 Previous Report						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	143	.04	594	.17
NBT	3	5100	1800	.35*	2400	.47*
NBR	1	1700	390	.23	580	.34
SBL	2	3400	550	.16*	391	.12*
SBT	4	6800	2655	.39	2375	.35
SBR	2	3400	358	.11	810	.24
EBL	2	3400	211	.06	423	.12*
EBT	3	5100	743	.15*	775	.15
EBR	1	1700	137	.08	318	.19
WBL	2	3400	110	.03*	210	.06
WBT	2	3400	410	.12	649	.19*
WBR	1	1700	310	.18	280	.16
Clearance Interval				.05*	.05*	
TOTAL CAPACITY UTILIZATION				.74	.95	

2014 With-Alternative Project (Costco)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	140	.04	594	.17
NBT	3	5100	1800	.35*	2400	.47*
NBR	1	1700	390	.23	580	.34
SBL	2	3400	548	.16*	393	.12*
SBT	4	6800	2653	.39	2377	.35
SBR	2	3400	355	.10	810	.24
EBL	2	3400	209	.06	425	.13*
EBT	3	5100	741	.15*	777	.15
EBR	1	1700	137	.08	318	.19
WBL	2	3400	110	.03*	210	.06
WBT	2	3400	408	.12	649	.19*
WBR	1	1700	310	.18	280	.16
Clearance Interval				.05*	.05*	
TOTAL CAPACITY UTILIZATION				.74	.96	

29. Newland St & Edinger Ave

2014 Previous Report						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11*	120	.07
NBT	2	3400	410	.16	750	.25*
NBR	0	0	130		90	
SBL	1	1700	170	.10	130	.08*
SBT	2	3400	670	.23*	620	.21
SBR	0	0	104		92	
EBL	1	1700	58	.03	119	.07
EBT	2	3400	861	.25*	712	.21*
EBR	d	1700	100	.06	90	.05
WBL	1	1700	200	.12*	180	.11*
WBT	2	3400	706	.21	766	.23
WBR	d	1700	80	.05	190	.11
Clearance Interval				.05*	.05*	
TOTAL CAPACITY UTILIZATION				.76	.70	

2014 With-Alternative Project (Costco)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11*	120	.07
NBT	2	3400	410	.16	750	.25*
NBR	0	0	130		90	
SBL	1	1700	170	.10	130	.08*
SBT	2	3400	670	.23*	620	.21
SBR	0	0	103		92	
EBL	1	1700	57	.03	120	.07
EBT	2	3400	860	.25*	713	.21*
EBR	d	1700	100	.06	90	.05
WBL	1	1700	200	.12*	180	.11*
WBT	2	3400	705	.21	766	.23
WBR	d	1700	80	.05	190	.11
Clearance Interval				.05*	.05*	
TOTAL CAPACITY UTILIZATION				.76	.70	

28. Beach Blvd & Edinger Ave

2030 Previous Report						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	143	.04	568	.17
NBT	3	5100	2070	.41*	2670	.52*
NBR	1	1700	400	.24	630	.37
SBL	2	3400	673	.20*	437	.13*
SBT	4	6800	2821	.41	2449	.36
SBR	2	3400	445	.13	936	.28
EBL	2	3400	208	.06*	482	.14*
EBT	3	5100	819	.16	801	.16
EBR	1	1700	124	.07	306	.18
WBL	2	3400	120	.04	220	.06
WBT	2	3400	463	.14*	708	.21*
WBR	1	1700	320	.19	300	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 1.05

2030 With-Alternative Project (Costco)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	140	.04	568	.17
NBT	3	5100	2070	.41*	2670	.52*
NBR	1	1700	400	.24	630	.37
SBL	2	3400	671	.20*	439	.13*
SBT	4	6800	2819	.41	2451	.36
SBR	2	3400	442	.13	936	.28
EBL	2	3400	206	.06*	484	.14*
EBT	3	5100	817	.16	803	.16
EBR	1	1700	124	.07	306	.18
WBL	2	3400	120	.04	220	.06
WBT	2	3400	461	.14*	708	.21*
WBR	1	1700	320	.19	300	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 1.05

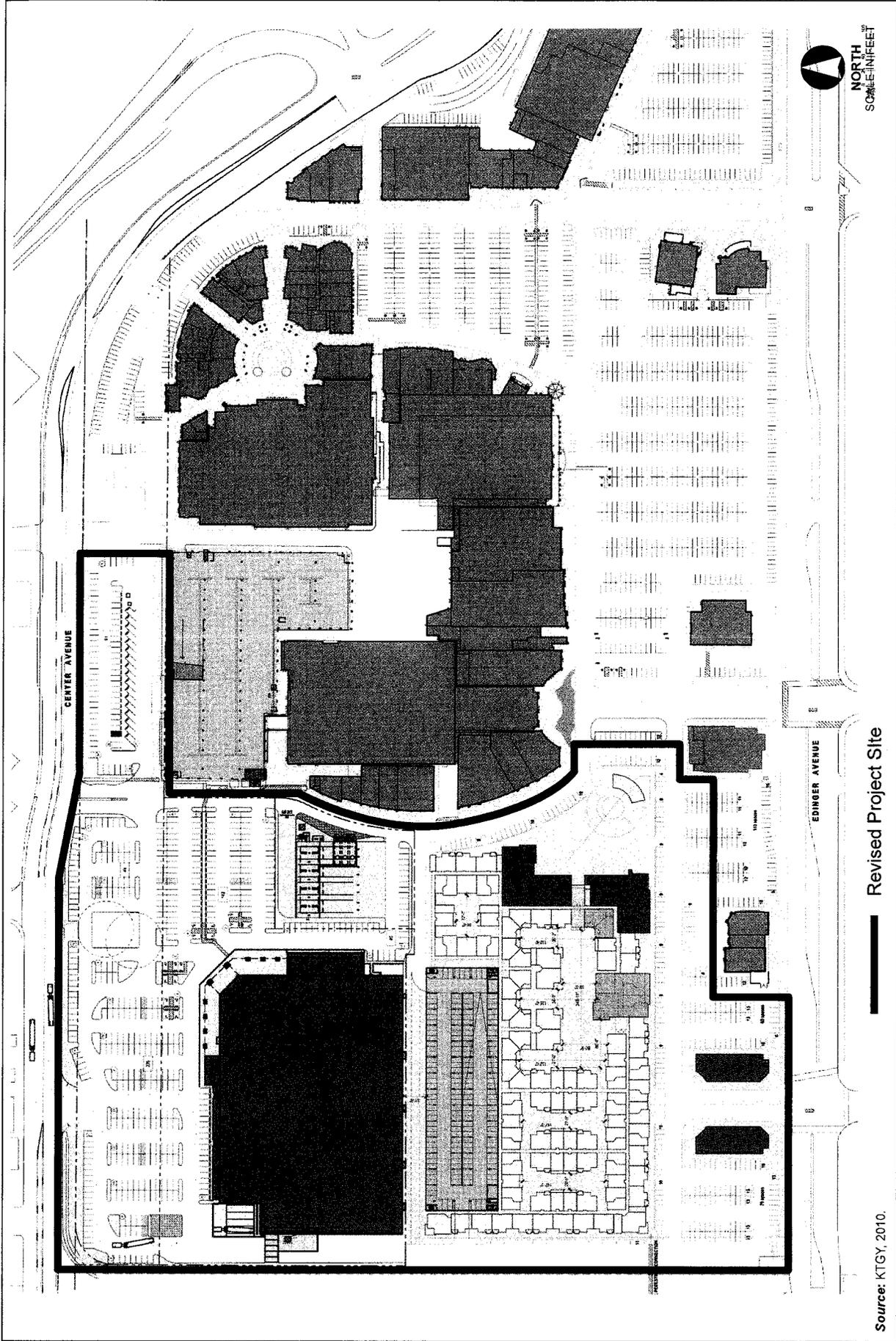
29. Newland St & Edinger Ave

2030 Previous Report						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	200	.12*	140	.08
NBT	2	3400	420	.17	900	.29*
NBR	0	0	170		100	
SBL	1	1700	180	.11	190	.11*
SBT	2	3400	960	.32*	700	.23
SBR	0	0	141		89	
EBL	1	1700	92	.05	118	.07
EBT	2	3400	883	.26*	777	.23*
EBR	d	1700	110	.06	100	.06
WBL	1	1700	210	.12*	210	.12*
WBT	2	3400	782	.23	849	.25
WBR	d	1700	80	.05	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .80

2030 With-Alternative Project (Costco)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	200	.12*	140	.08
NBT	2	3400	420	.17	900	.29*
NBR	0	0	170		100	
SBL	1	1700	178	.10	190	.11*
SBT	2	3400	958	.32*	700	.23
SBR	0	0	140		89	
EBL	1	1700	91	.05	119	.07
EBT	2	3400	882	.26*	778	.23*
EBR	d	1700	110	.06	100	.06
WBL	1	1700	210	.12*	210	.12*
WBT	2	3400	781	.23	849	.25
WBR	d	1700	80	.05	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .80



Source: KTG, 2010.

— Revised Project Site

FIGURE 2-6  
Revised Conceptual Master Plan

0D2138300

The Revised Village at Bella Terra/Costco

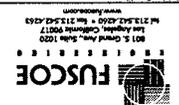






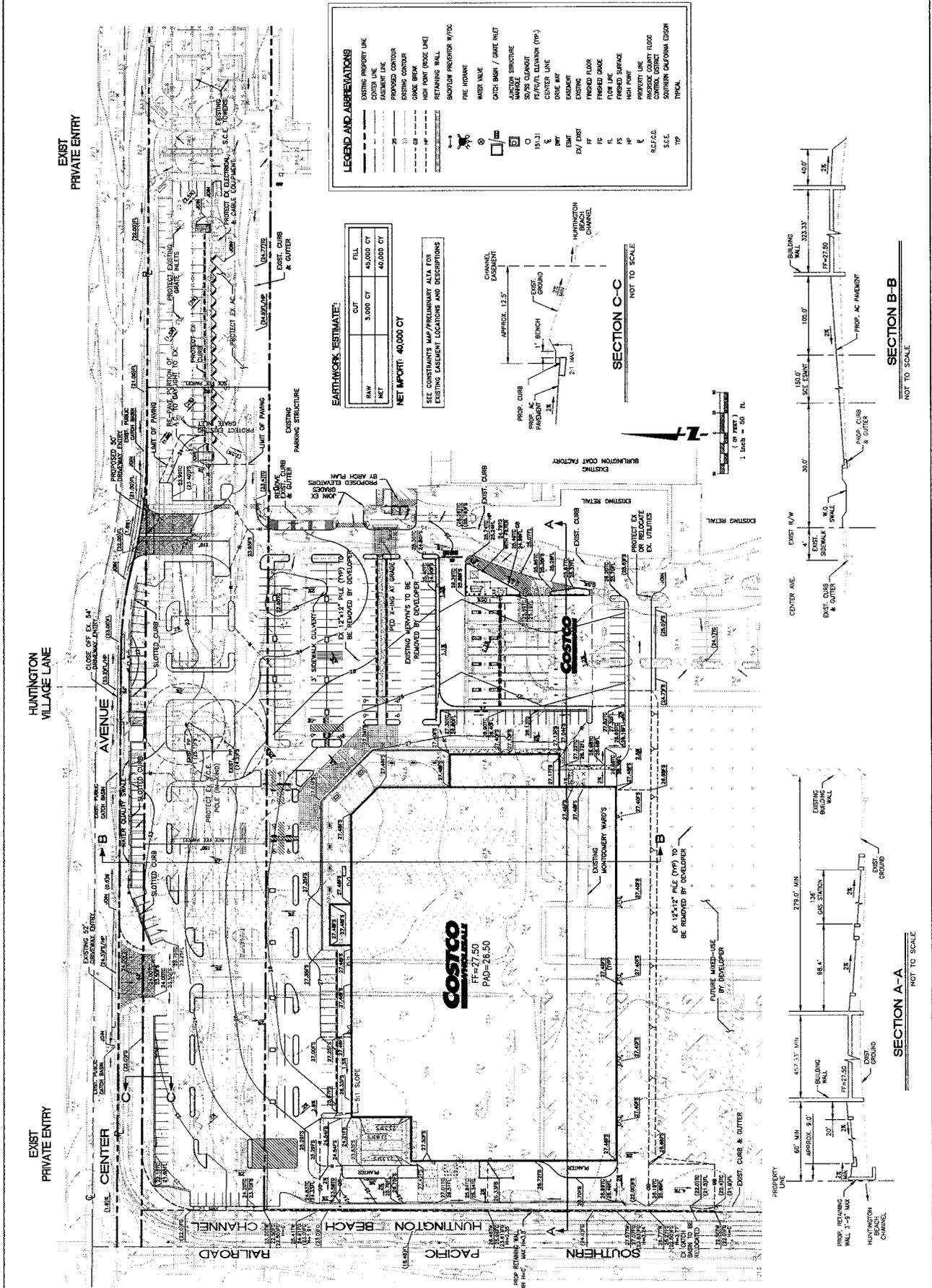
**DIG ALERT**  
 AT LEAST TWO DAYS BEFORE YOU DIG  
 1-800-422-4333  
 SOUTHERN CALIFORNIA EDISON

NO.	REVISIONS	DATE	APP'D.



**COSTCO WHOLESALE**  
 BELLA TERRA MALL  
 HUNTINGTON BEACH, CALIFORNIA

SCALE: AS SHOWN  
 JOB NO.: 7183.01  
 DRAWN: AS  
 CHECKED: DM  
 SHEET 1 OF 2



**LEGEND AND ABBREVIATIONS**

---	EXISTING PROPERTY LINE
---	CENTER LINE
---	EXISTING LINE
---	PROPOSED CENTER
---	EXISTING OUTLINE
---	GRADE BREAK
---	HIGH POINT (ROSE LINE)
---	RETAINING WALL
---	BACKLIFT PROVISION #/T/C
---	FIRE HYDRANT
---	WATER VALVE
---	CATCH BASIN / GATE MET
---	JUNCTION STRUCTURE
---	MANHOLE
---	FLY/ASH/ELEPHANT (FP)
---	CENTER LINE
---	ONE WAY
---	EXISTING
---	PROPOSED
---	FINISHED FLOOR
---	FINISH GRADE
---	FLOW LINE
---	HIGH POINT
---	PROPOSED FLOOR
---	PROPERTY LINE
---	PROPOSED COUNTY FLOOD CONTROL DISTRICT
---	SOUTHERN CALIFORNIA EDISON TYPICAL

**EARTHWORK ESTIMATE:**

RAW	3,000 CY	FILL	45,000 CY
NET			40,000 CY

NET IMPORT: 40,000 CY

SEE CONSTRAINTS MAP/PRELIMINARY ALTA FOR EXISTING EASEMENT LOCATIONS AND DESCRIPTIONS

