



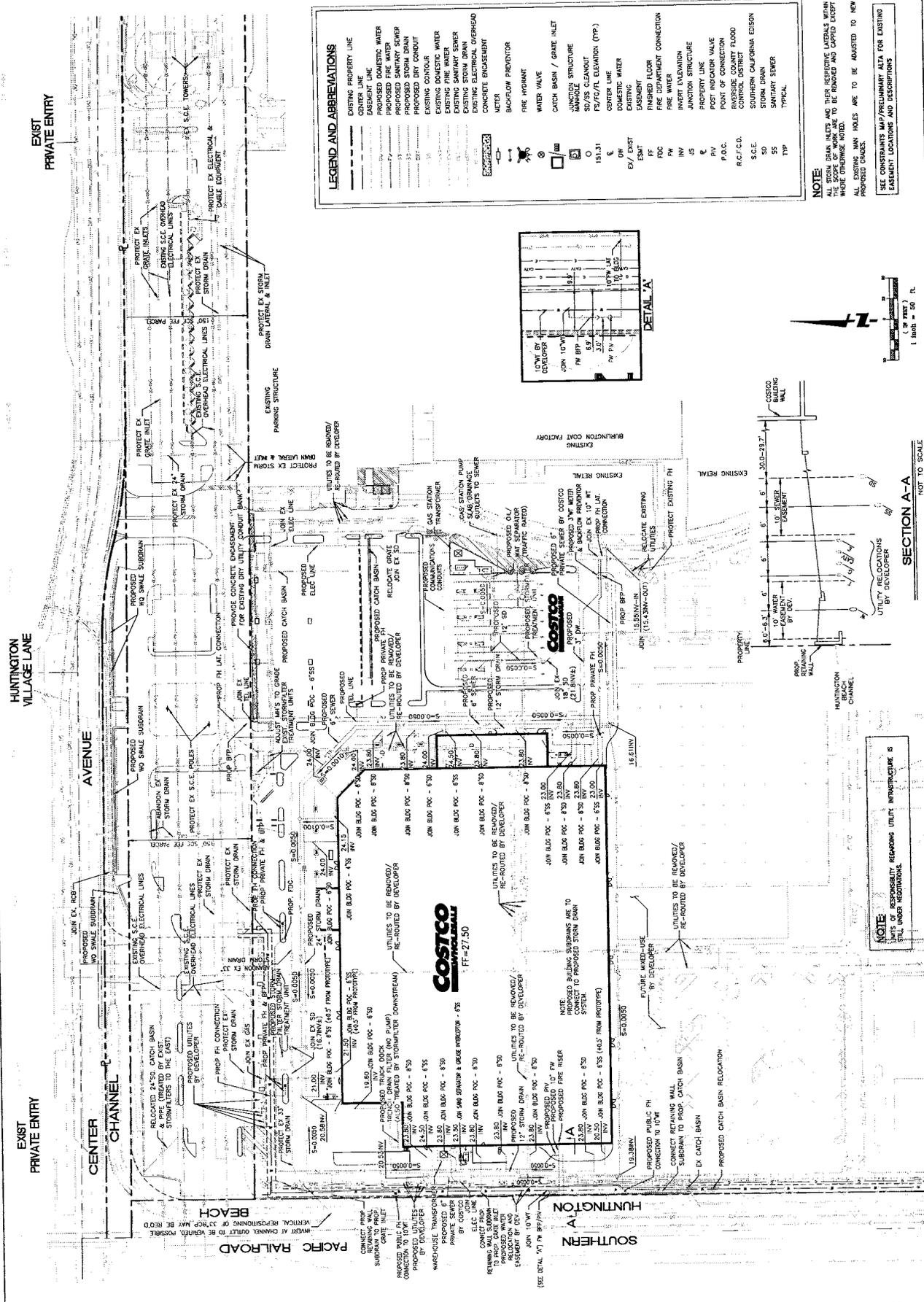
DIG ALERT
 1-800-422-4133
 AT LEAST 72 HRS ADVANCE
 BEFORE SERVICE ALERT

NO.	REVISIONS	DATE	BY	APP'D.



COSTCO WHOLESALE
BELLA TERRA MALL
HUNTINGTON BEACH, CALIFORNIA
CONCEPTUAL UTILITIES

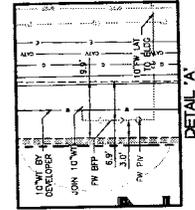
SCALE: AS SHOWN
 JOB NO.: 7943101
 DRAWN: MR
 CHECKED: GM
 SHEET 2 OF 2



LEGEND AND ABBREVIATIONS

---	EXISTING PROPERTY LINE
---	OWNER LINE
---	PROPOSED DOMESTIC WATER
---	PROPOSED FIRE WATER
---	PROPOSED SANITARY SEWER
---	PROPOSED STORM DRAIN
---	PROPOSED GAS
---	PROPOSED CATCH BASIN
---	EXISTING DOMESTIC WATER
---	EXISTING FIRE WATER
---	EXISTING SANITARY SEWER
---	EXISTING STORM DRAIN
---	EXISTING GAS
---	EXISTING CONCRETE ENCASMENT
---	EXISTING WATER
---	EXISTING BACKFLOW PREVENTOR
---	EXISTING FIRE HYDRANT
---	EXISTING WATER VALVE
---	EXISTING CATCH BASIN / GRATE INLET
---	EXISTING MANHOLE STRUCTURE
---	EXISTING 50/55 CLEANOUT
---	EXISTING 75/75/FL ELEVATION (TYP.)
---	EXISTING CENTER LINE
---	EXISTING DOMESTIC WATER
---	EXISTING GAS
---	EXISTING FINISHED FLOOR
---	EXISTING FURNACE
---	EXISTING FIRE WATER
---	EXISTING INVERT ELEVATION
---	EXISTING JUNCTION STRUCTURE
---	EXISTING PROPERTY LINE
---	EXISTING POST INDICATOR VALVE
---	EXISTING POINT OF CONNECTION
---	EXISTING RIVERBEND COUNTY FLOOD
---	EXISTING SOUTHERN CALIFORNIA Edison
---	EXISTING STORM DRAIN
---	EXISTING SANITARY SEWER
---	EXISTING TYPICAL

NOTE
 ALL STORM DRAIN INLETS AND THEIR RESPECTIVE LATERALS WITHIN THE PROJECT AREA ARE TO BE RELOCATED AND CAPSIT CAPTIVE WHERE APPROPRIATE. ALL EXISTING MAN HOLES ARE TO BE ADJUSTED TO NEW PROPOSED GRABES.
 SEE CONTRACTOR'S PRELIMINARY PLAN FOR EXISTING UTILITY LOCATIONS AND DESCRIPTIONS.



NOTE
 NECESSARY RESPONSES (UTILITY INFRASTRUCTURE IS STILL UNDER REVISIONS)

PROJECT DATA

CLIENT:
 COSTCO WHOLESALE
 999 LAKE DRIVE
 ISSAQUAH, WA 98027

PROJECT ADDRESS:
 NWC BEACH BLVD. & EDINGER AVE
 HUNTINGTON BEACH, CA 92647

BOUNDARIES
 INFORMATION:
 THIS PLAN HAS BEEN PREPARED
 BY USING FUSCO ENGINEERING
 DATED PLANNING
 SUBMITTALS(03/04/10)

BUILDING DATA:
 TOTAL BUILDING AREA:
 154,113 S.F.

INCLUDES:
 MAIN LEVEL
 145,896 S.F.
 THE CENTER
 5,593 S.F.
 OFFICE FOOD SERVICE
 1,362 S.F.
 MEZZANINE (OCCUPIED)
 1,473 S.F.

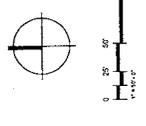
PARKING DATA:
 TOTAL PARKING PROVIDED:
 777 STALLS

INCLUDES:
 PARKING PROVIDED
 177 WIDE STALLS
 203 STALLS
 PARKING STRUCTURE STALLS

NO. OF STALLS PER 1000 SF
 OF BUILDING AREA:
 5.03 STALLS

SUBSTITUTIONAL PARKING
 REQUIRED 1 STALL / 200 SF:
 771 STALLS

NOTES:
 EXISTING CONDITIONS TO BE FIELD VERIFIED.

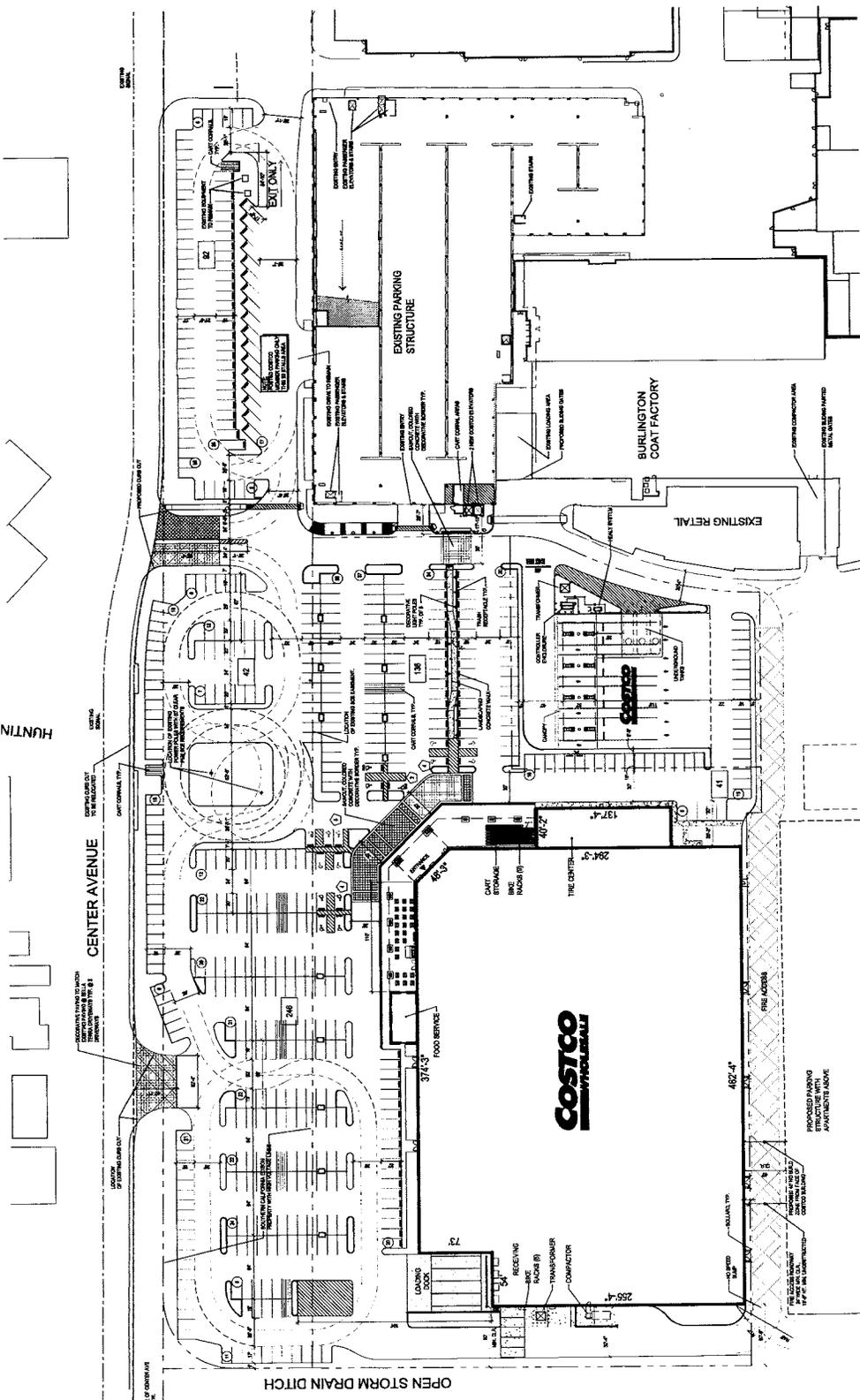


1110 17TH AVE. SUITE 600
 BELLEVUE, WA 98004
 1-425-763-2200 | 1-866-633-3300

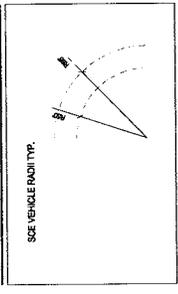
www.mulvanny.com

08.0189.01
 AUGUST 5, 2010
 CONCEPT
 SITE PLAN

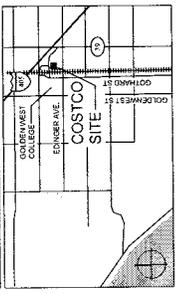
DD1.1-24



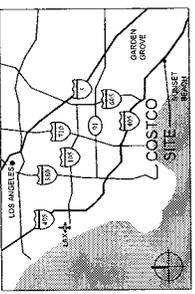
TURN RADIUS LEGEND
 SEE VEHICLE FACILITY TYP.



VICINITY MAP



REGIONAL MAP



COSTCO WHOLESALE
 HUNTINGTON BEACH, CALIFORNIA

AUGUST 5, 2010

CONCEPT SITE PLAN

ATTACHMENT 9.11

PROJECT DATA

SUBMITTAL DATE	14 AUGUST 2010
DESIGNER	MULVANNY G2
PROJECT NAME	COSTCO WHOLESALE
PROJECT ADDRESS	1110 117TH AVE. #E1 SUITE 500
PROJECT CITY	HUNTINGTON BEACH, CA
PROJECT COUNTY	ORANGE COUNTY
PROJECT SHEET NO.	DD2.2-05
PROJECT SHEET TOTAL	21



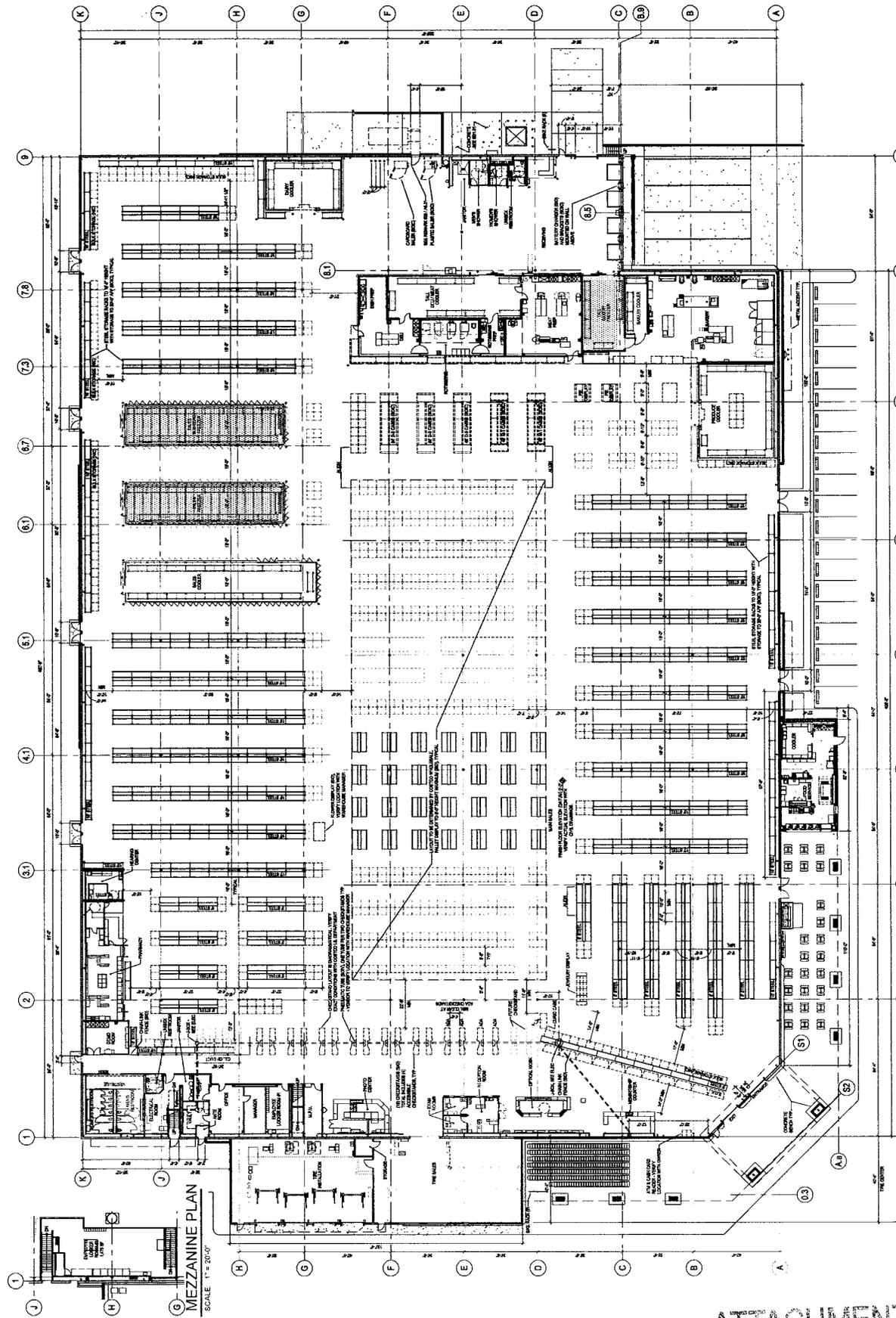
COSTCO WHOLESALE
 HUNTINGTON BEACH, CA
 1110 117TH AVE. #E1 SUITE 500
 HUNTINGTON BEACH, CA

MULVANNY G2

1110 117TH AVE. #E1 SUITE 500
 HUNTINGTON BEACH, CA 92648
 1-408-443-2000 | 1-408-443-2000

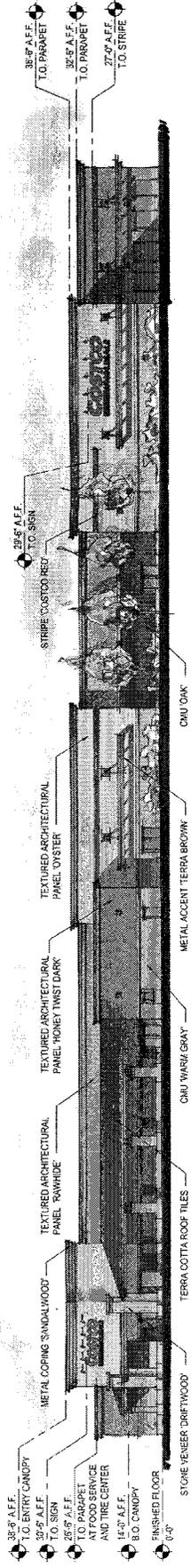
09-0189-01
 AUGUST 4, 2010
 CONCEPT
 FLOOR PLAN

DD2.2-05

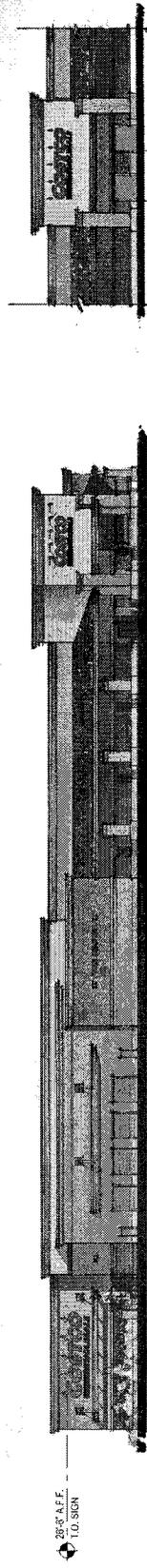


COSTCO WHOLESALE
CONCEPT FLOOR PLAN

HUNTINGTON BEACH, CALIFORNIA
 AUGUST 4, 2010

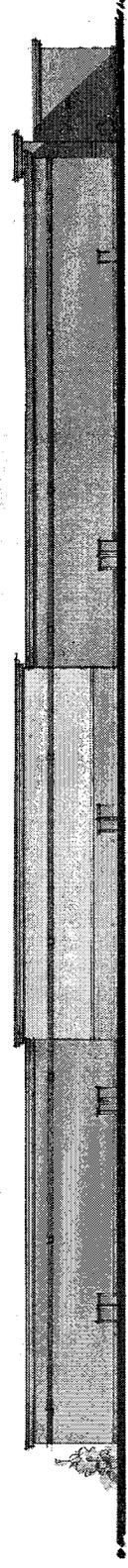


1 NORTH ELEVATION
SCALE: 1" = 20'

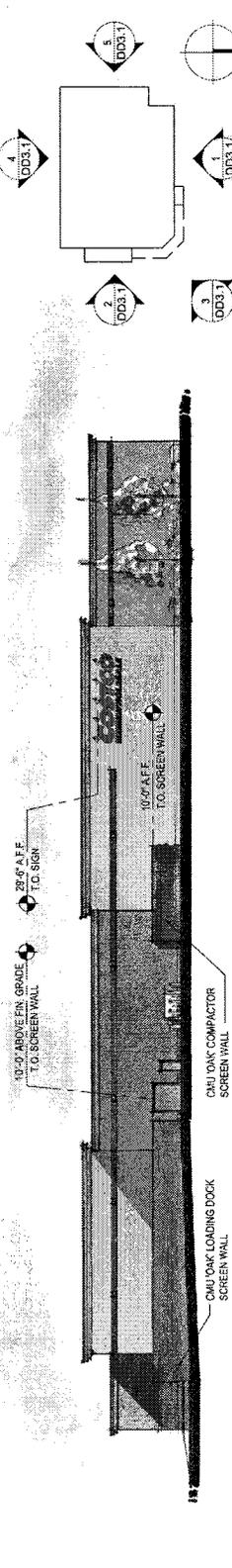


2 EAST ELEVATION
SCALE: 1" = 20'

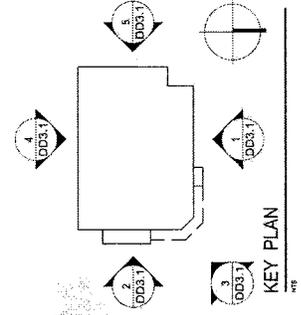
3 ENTRY ELEVATION
SCALE: 1" = 20'



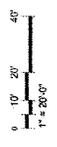
4 SOUTH ELEVATION
SCALE: 1" = 20'



5 WEST ELEVATION
SCALE: 1" = 20'



KEY PLAN
N



COSTCO
WHOLESALE
HUNTINGTON BEACH,
CALIFORNIA

MULVANNY G2

1150 112TH AVE NE | SUITE 202
BELLEVUE, WA | 98004
PH: 425-883-2001 | FAX: 425-883-2002

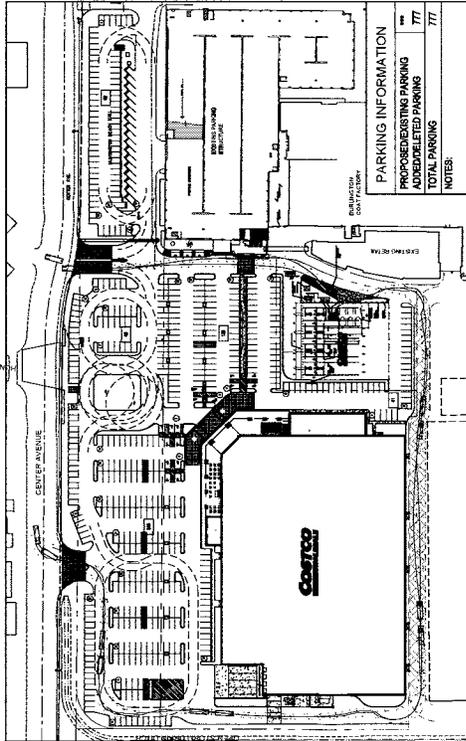
Rev: 09-05-10

09-0189-01
05.28.10
CONCEPT
ELEVATIONS

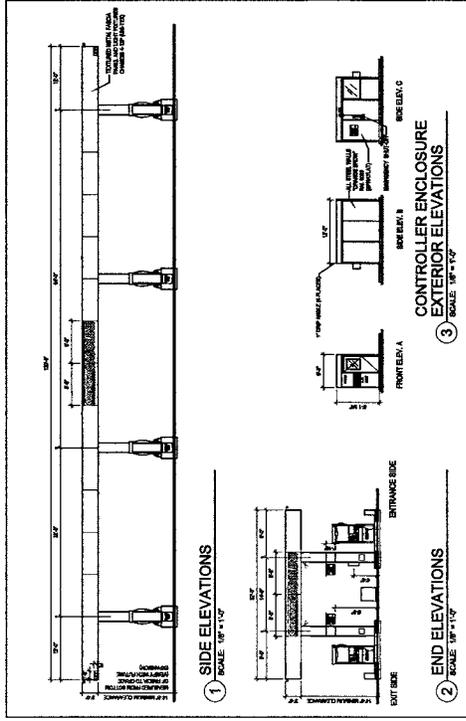
DD3.1-06

COSTCO WHOLESALE CONCEPT ELEVATIONS

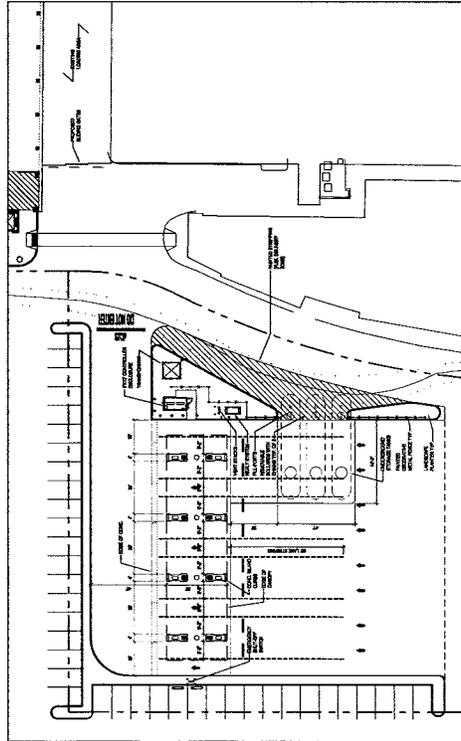
HUNTINGTON BEACH, CALIFORNIA
MAY 28, 2010



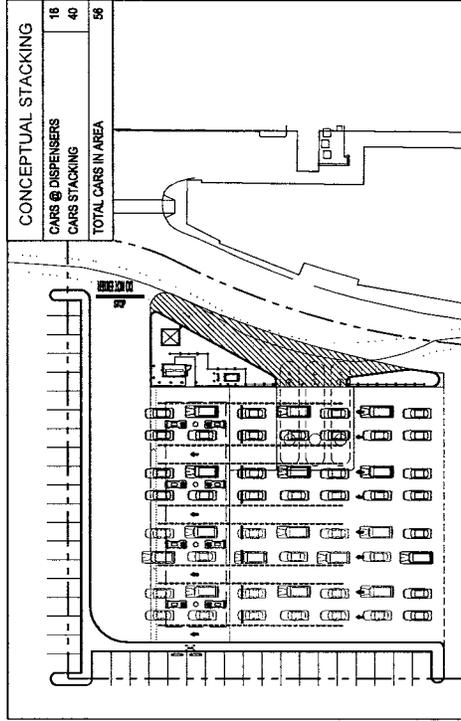
CONCEPT FUEL TRUCK ROUTE



CONCEPT ELEVATIONS



DETAIL SITE PLAN

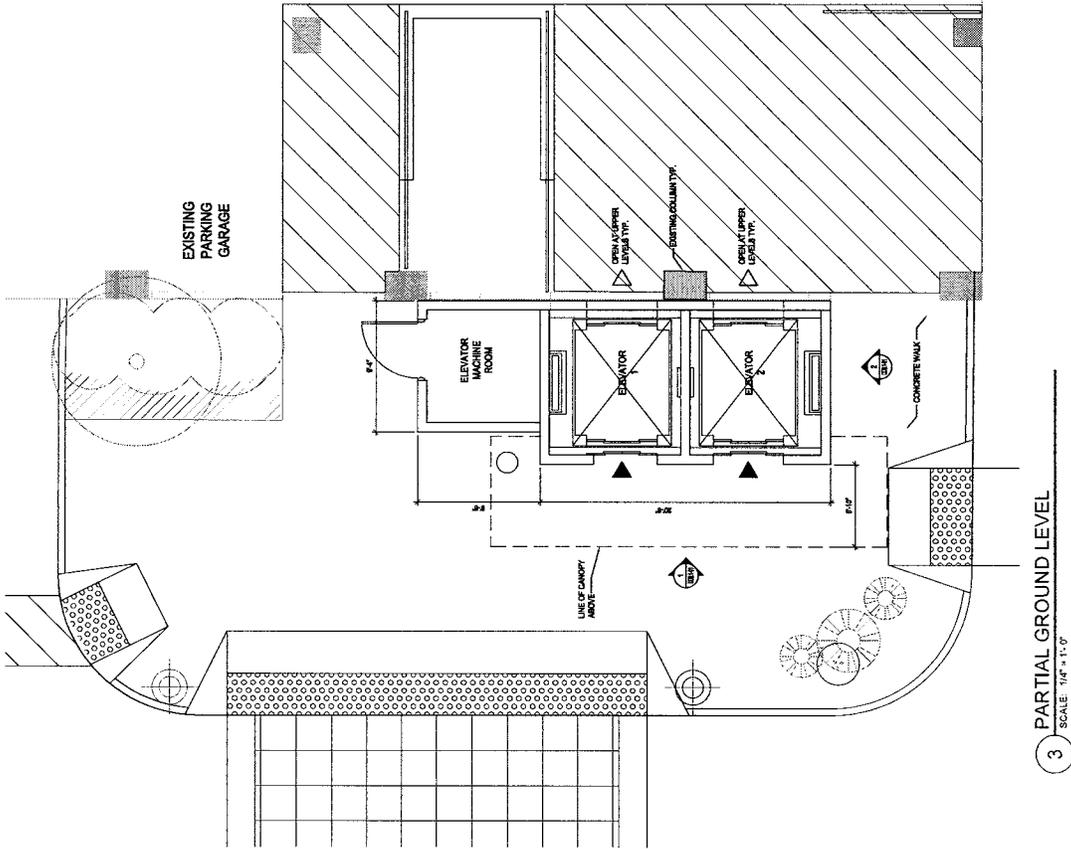
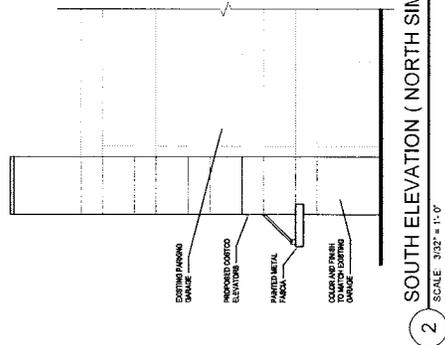
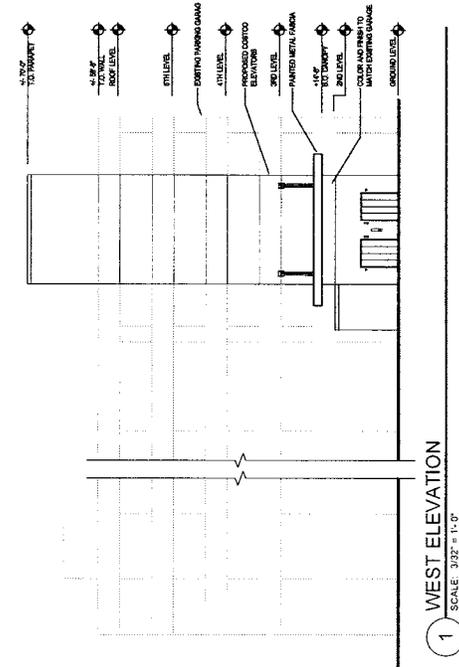


STACKING PLAN

COSTCO WHOLESALE CONCEPT FUEL FACILITY PLAN

HUNTINGTON BEACH, CALIFORNIA

AUGUST 4, 2010



DRAWING INFORMATION:
THIS DRAWING HAS BEEN PREPARED
USING BELLA TERRA PARRING
STRUCTURE DRAWINGS BY
MULVANNY G2 AND
05/18/04 PROVIDED BY DAI
DEVELOPMENT PARTNERS, INC.

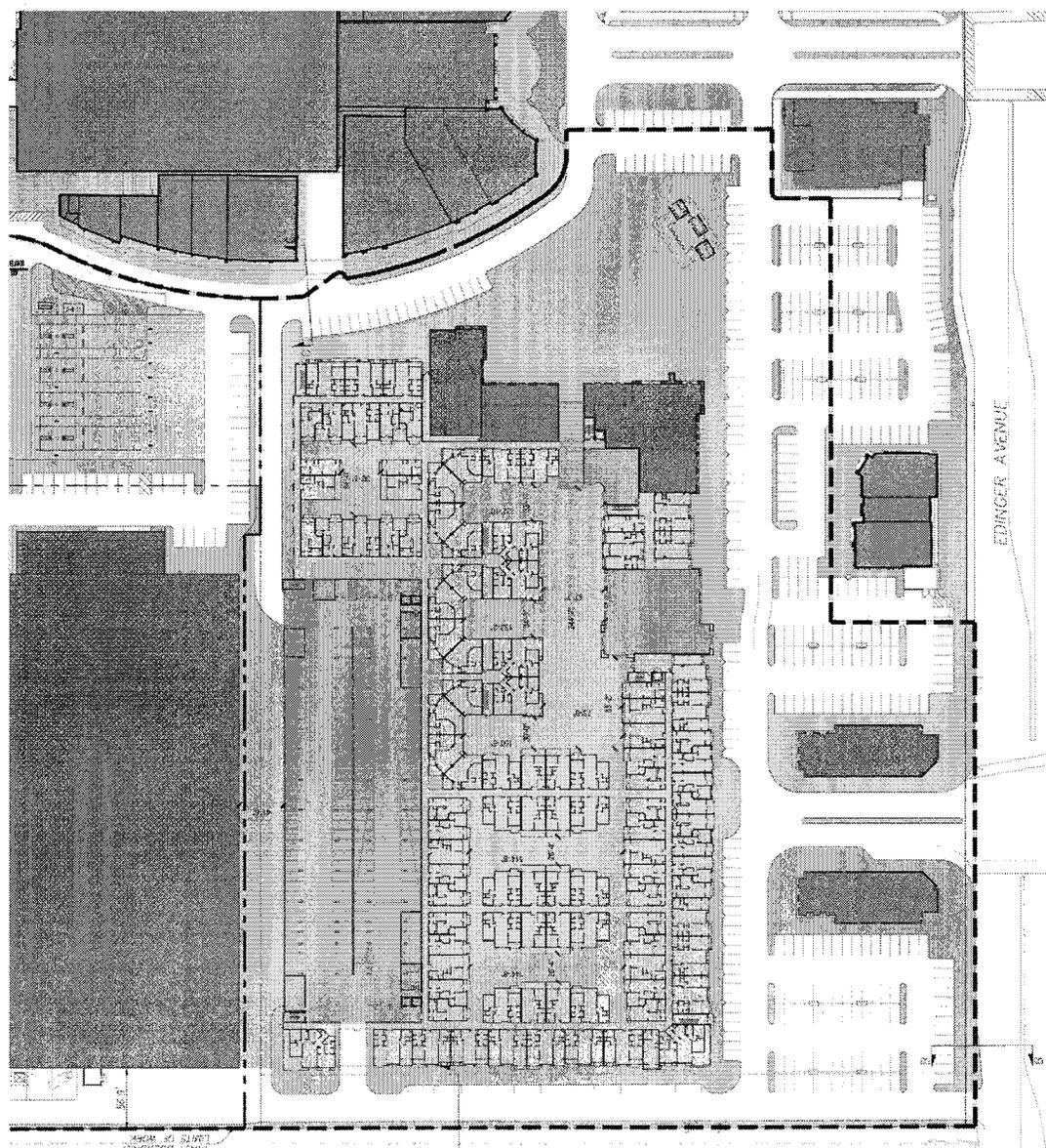


COSTCO
WHOLESALE
HUNTINGTON BEACH, CA
1155 BEACH BLVD., 8 EDINGER AVE.
HUNTINGTON BEACH, CA

MULVANNY G2
1155 112TH AVE. NE | SUITE 500
BELLEVUE, WA | 98004
1.425.452.2000 | 1.425.483.2002
mulvannyg2.com

09-0189-01
AUGUST 5, 2010
CONCEPT
ELEVATOR PLAN
DD9.1-04

COSTCO WHOLESALE CONCEPT ELEVATOR EXHIBIT
HUNTINGTON BEACH, CALIFORNIA
AUGUST 5, 2010



SITE SUMMARY

UNIT MIX PLAN	TYPE	S.F.	# OF UNITS
Plan 1	Studio	503	20
Plan 2	Studio	586	70
Plan 3	1Br/1Ba	724	70
Plan 4	1Br/1Ba	732	70
Plan 5	1Br+Den/1Ba	926	56
Plan 6	2Br/2Ba	1089	106
Plan 7	2Br/2Ba	1230	24
Plan 8	3Br/2Ba	1364	30
Plan 9	1BR+Loft/1Ba	871	10
Plan 10	2BR+Loft/2Ba	1210	11
Total			467

RETAIL SUMMARY

BLDG. A	17,500 s.f. Retail
BLDG. B	6,000 s.f. Retail
BLDG. C	6,000 s.f. Retail

PARKING SUMMARY

Required:		
Studio/1Br	1 Stall/Unit	286
2 Br	2 Stalls/Unit	282
3 Br	2.5 Stalls/Unit	75
Total Residential		653

Provided:

Resident Garage Stalls
Guest Stalls

700
To be satisfied by
Shared Parking
Study

THE VILLAGE AT BELLA TERRA

CONCEPTUAL SITE PLAN

HUNTINGTON BEACH, CA
17522 Fitch
Irvine, CA, 92614
949.851.2133
kay.com

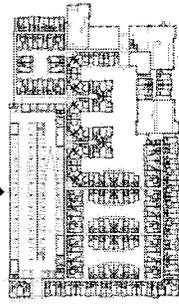
DJM CAPITAL PARTNERS, INC.
ARCHITECTURE/PLANNING



ALJ



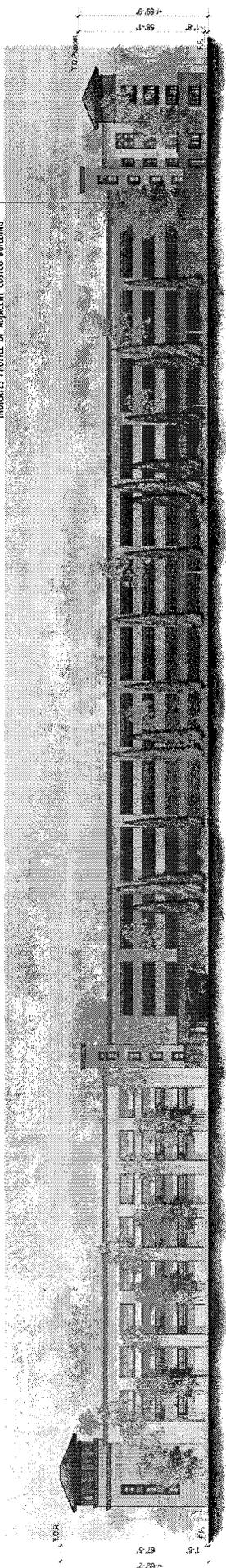
NORTH
ELEV.



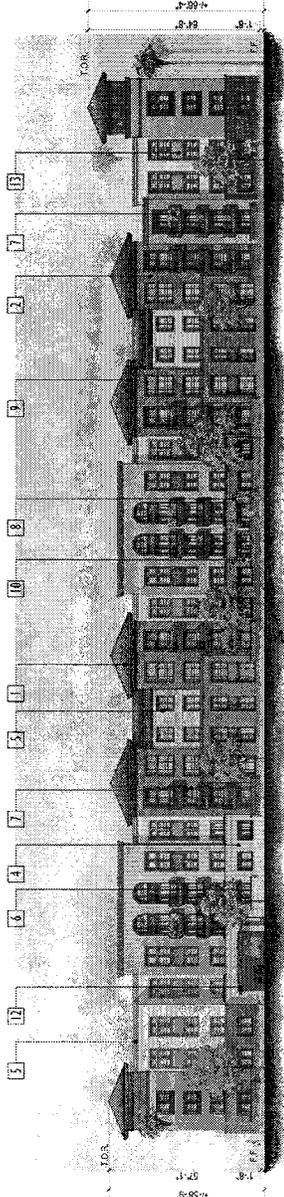
KEY PLAN

N.T.S.

INDICATES PROFILE OF ADJACENT COSTCO BUILDING



NORTH ELEVATION



WEST ELEVATION

MATERIAL LEGEND

- 1 TILE ROOF
- 2 STUCCO FINISH
- 3 STONE VENEER
- 4 BRICK VENEER
- 5 STUCCO FINISHED TRIM
- 6 PRE-CAST TRIM
- 7 METAL RAILING
- 8 WOOD TRAILLS
- 9 WOOD BATTER TRAILS
- 10 FIBERGLASS COLUMN
- 11 CANVAS AWNING W/ METAL BRACKETS
- 12 METAL AWNING
- 13 SMOOTH CEMENTITIOUS PANEL
- 14 LIGHT FIXTURE

NOTE: REFER TO LANDSCAPE PLAN FOR LANDSCAPE SPECIES & PLACEMENT



A2.1

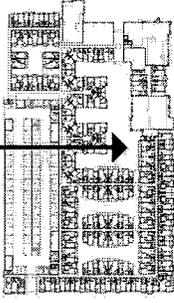
BUILDING A - ELEVATIONS

BUNTING BEACH, CA

Architectural Planning
10205 Finch
Irvine, CA 92614
949.851.2133
rpgy.com

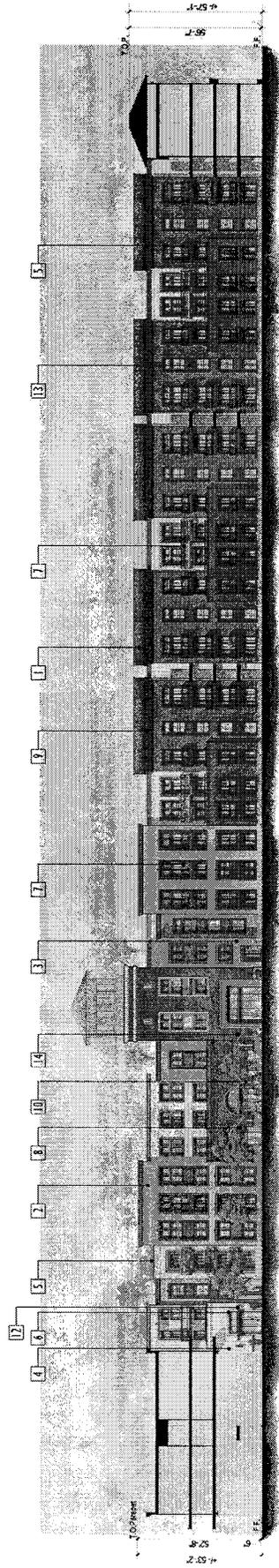
CAPITAL PARTNERS, INC.
DIP

INT. COURTYARD
ELEV.



KEY PLAN

N.T.S.



INTERIOR COURTYARD ELEVATION

MATERIAL LEGEND

- 1 S-TILE ROOF
- 2 STUCCO FINISH
- 3 STONE VENEER
- 4 BRICK VENEER
- 5 STUCCO FINISHED TRIM
- 6 PRE-CAST TRIM
- 7 METAL BUILDING
- 8 WOOD TRELLIS
- 9 WOOD BARTER TRAIL
- 10 FIBERGLASS COLUMN
- 11 CANVAS AWNING W/ METAL BRACKETS
- 12 METAL AWNING
- 13 SMOOTH CERAMITICIOUS PANEL
- 14 LIGHT FIXTURE

NOTE: REFER TO LANDSCAPE PLAN FOR
LANDSCAPE SPECIES & PLACEMENT



A2.2

BUILDING A - ELEVATIONS

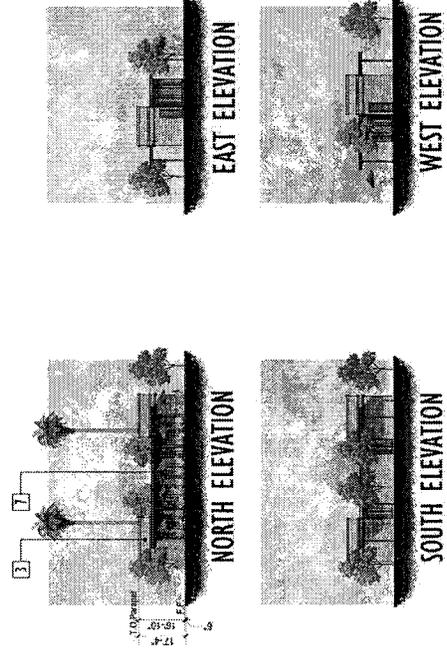
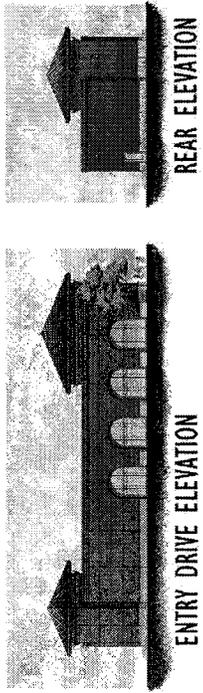
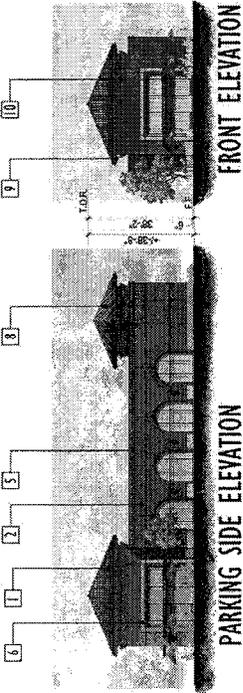
BUNTINGTON BEACH, CA
11.17.2015

Architecture+Planning
Irvine, CA 92614
949.851.2133
key.com

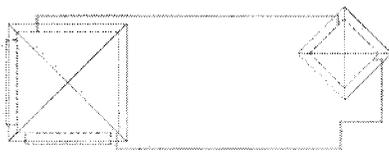


THE VILLAGE AT BELLA TERRA

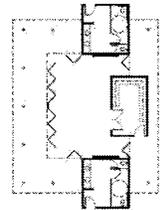
DJM CROSSART PARTNERS, INC.
ARCHITECTS



RETAIL FLOOR PLAN



RETAIL ROOF PLAN



PAVILION FLOOR PLAN

MATERIAL LEGEND

- 1 TILE ROOF
- 2 STUCCO FINISH
- 3 STONE VENEER
- 4 BRICK VENEER
- 5 STUCCO FINISHED TRIM
- 6 PRE-CAST TRIM
- 7 METAL POST
- 8 METAL ROOF
- 9 WOOD BARRIER TRAILS
- 10 METAL AWNING



A2.3



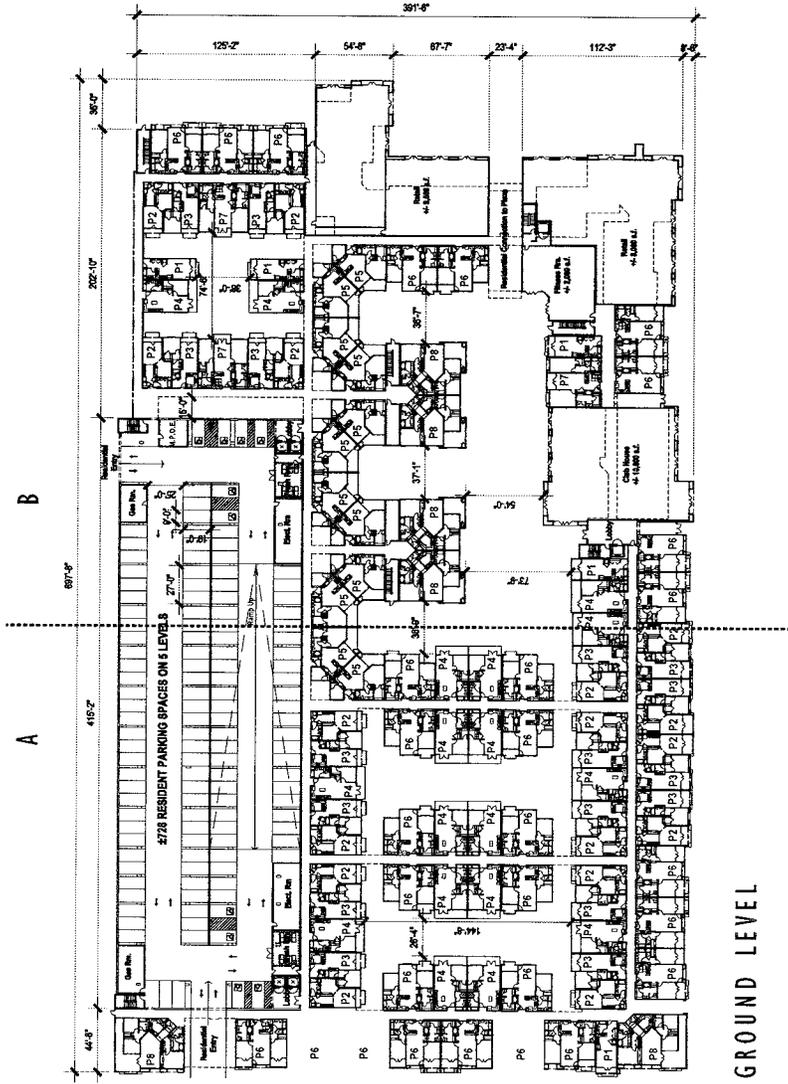
RETAIL BUILDINGS B & C
PAVILION BUILDING

HUNTINGTON BEACH, CA
11.1.19 2018-011

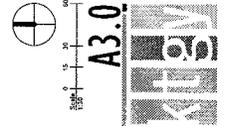
Architecture+Planning
17922 Placer
Suite C, 92614
949.851.2133
kgp.com

THE VILLAGE AT BELLA TERRA

DJM CAPITAL PARTNERS, INC.
5011 Capital Blvd.
Suite 2000, CA 92614



GROUND LEVEL

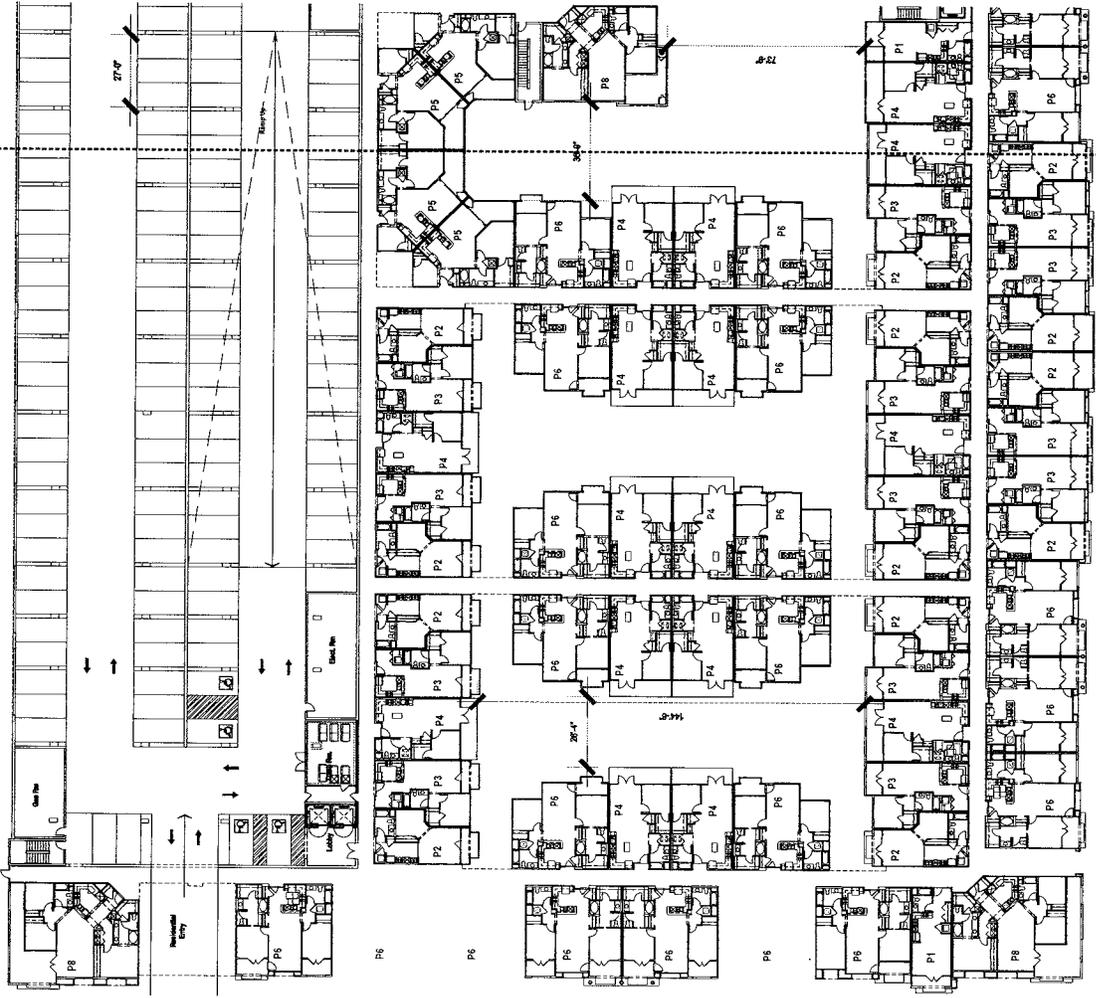
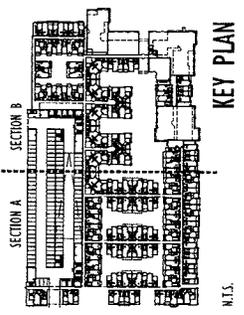


BUILDING A - COMPOSITE PLAN

Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
k&p.com

THE VILLAGE AT BELLA TERRA

DM CAPITAL PARKING, INC.
17922 Fitch
Irvine, CA 92614
949.851.2133



SECTION "A"
GROUND LEVEL

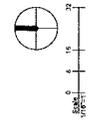
THE VILLAGE AT BELLA TERRA

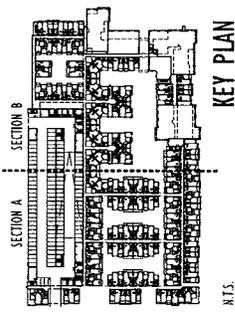
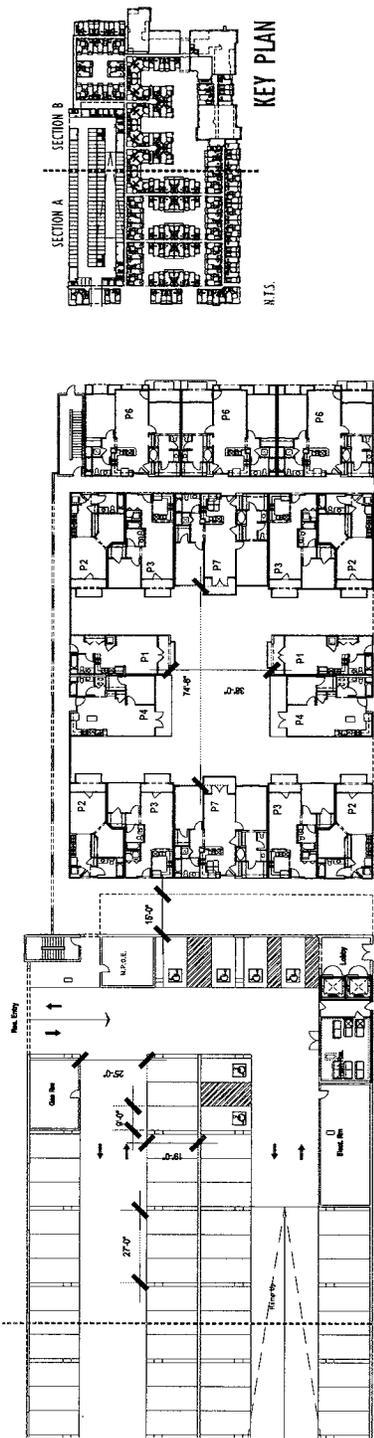
BUILDING A - COMPOSITE PLAN

HUNTINGTON BEACH, CA

Architecture-Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
kgjy.com

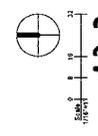
DJM CAPITAL PARTNERS, INC.
21500 Via Arroyo
San Juan Capistrano, CA 92675





SECTION "B"
GROUND LEVEL
THE VILLAGE AT BELLA TERRA

BUILDING A - COMPOSITE PLAN
HUNTINGTON BEACH, CA



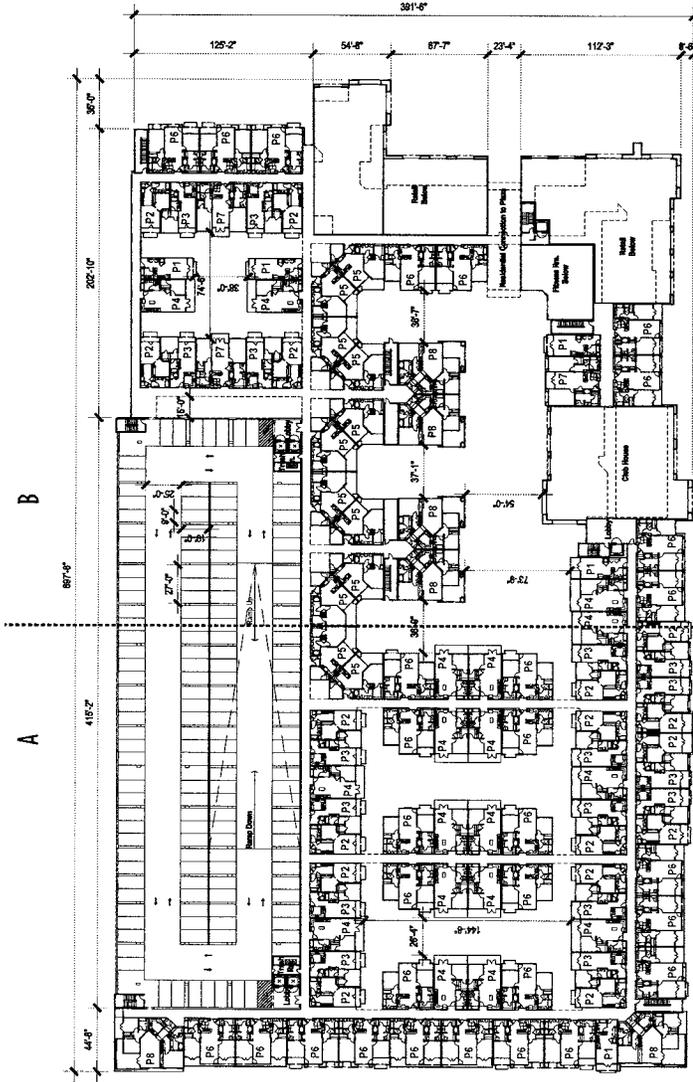
A3.2



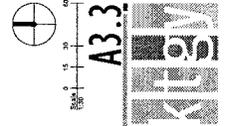
Architecture+Planning
17922 Finch
Irvine, CA 92614
949.852.1130
ktbv.com

11.6.17 # 20180101

DJM CAPITAL PARTNERS, INC.
5115 Regency
Irvine, CA 92614



SECOND LEVEL



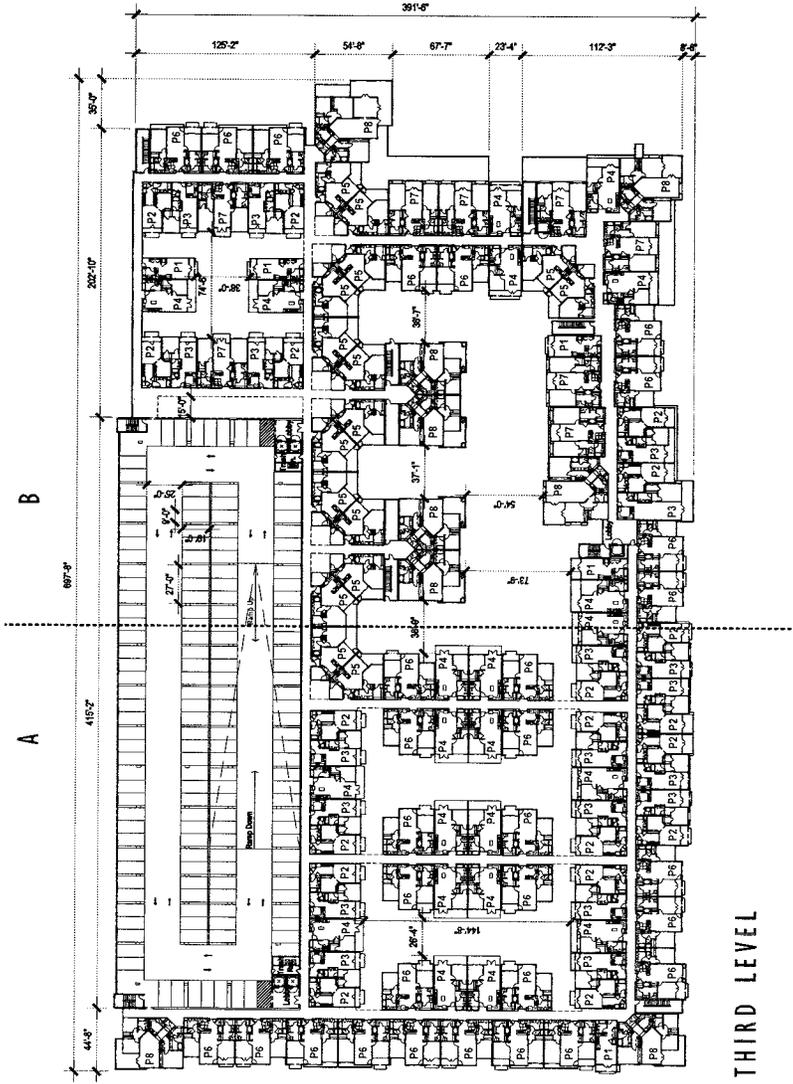
BUILDING A - COMPOSITE PLAN

Architect+Planning
 17922 Fitch
 Irvine, CA 92614
 949.851.2133
 kgp.com

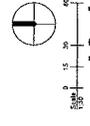
THE VILLAGE AT BELLA TERRA

DM CAPITAL PARTNERS, INC.
 2211 Laguna Hills
 Suite 1000, Laguna Hills, CA 92653

HUNTINGTON BEACH, CA
 11.17.10



THIRD LEVEL



A3.6



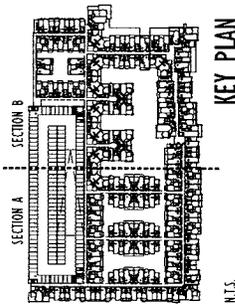
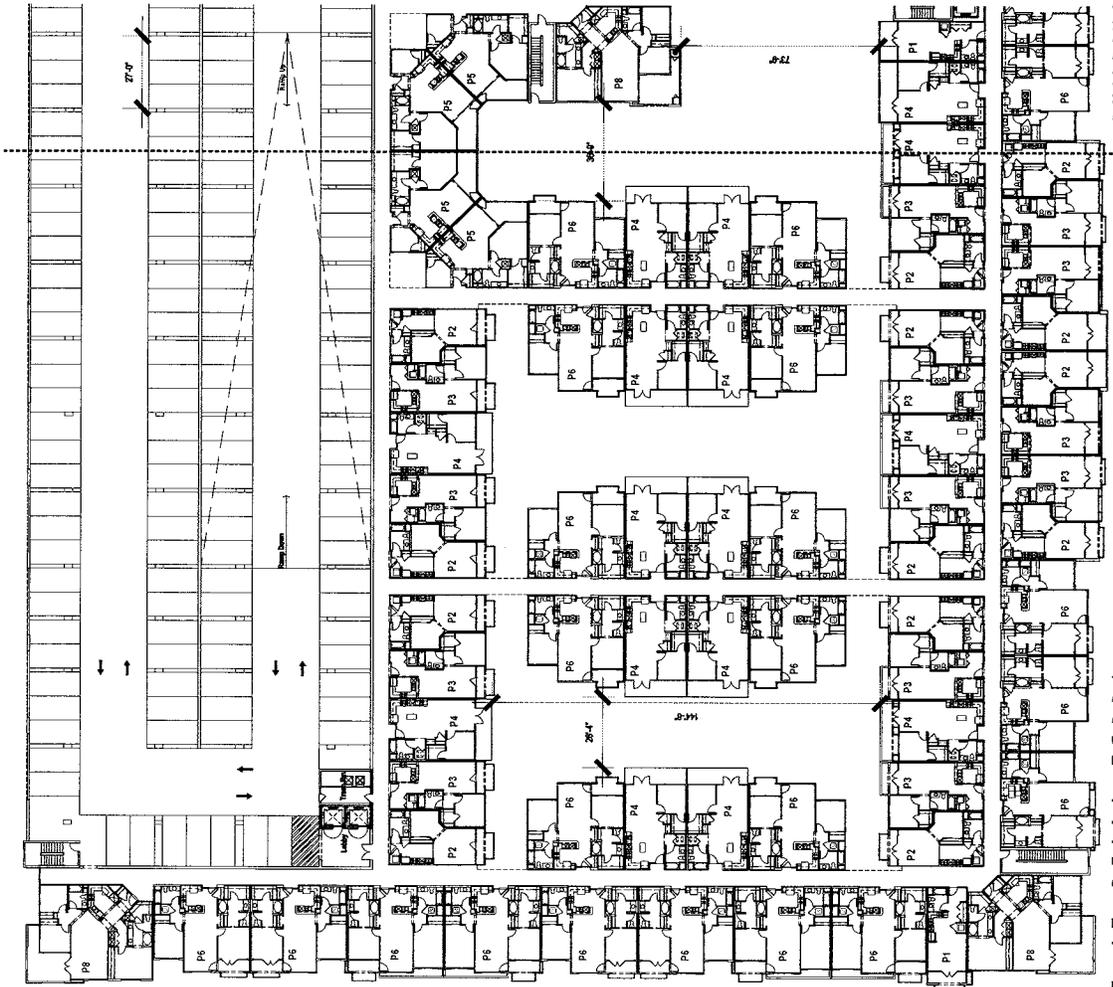
BUILDING A - COMPOSITE PLAN

Architecture+Planning
17922 Fish
Irvine, CA 92614
949.851.2133
a3p.com

RUNTINGTON BEACH · C A
PLANNING

THE VILLAGE AT BELLA TERRA

DM CAPITAL PARTNERS, INC.
2025 Project
1000 BELLA TERRA BLVD
IRVINE, CA 92614



KEY PLAN

N.T.S.

SECTION "A"
THIRD LEVEL

THE VILLAGE AT BELLA TERRA

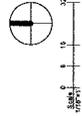
BUILDING A - COMPOSITE PLAN

RUNTINGTON BEACH, CA

DJM CAPITAL PARTNERS, INC.

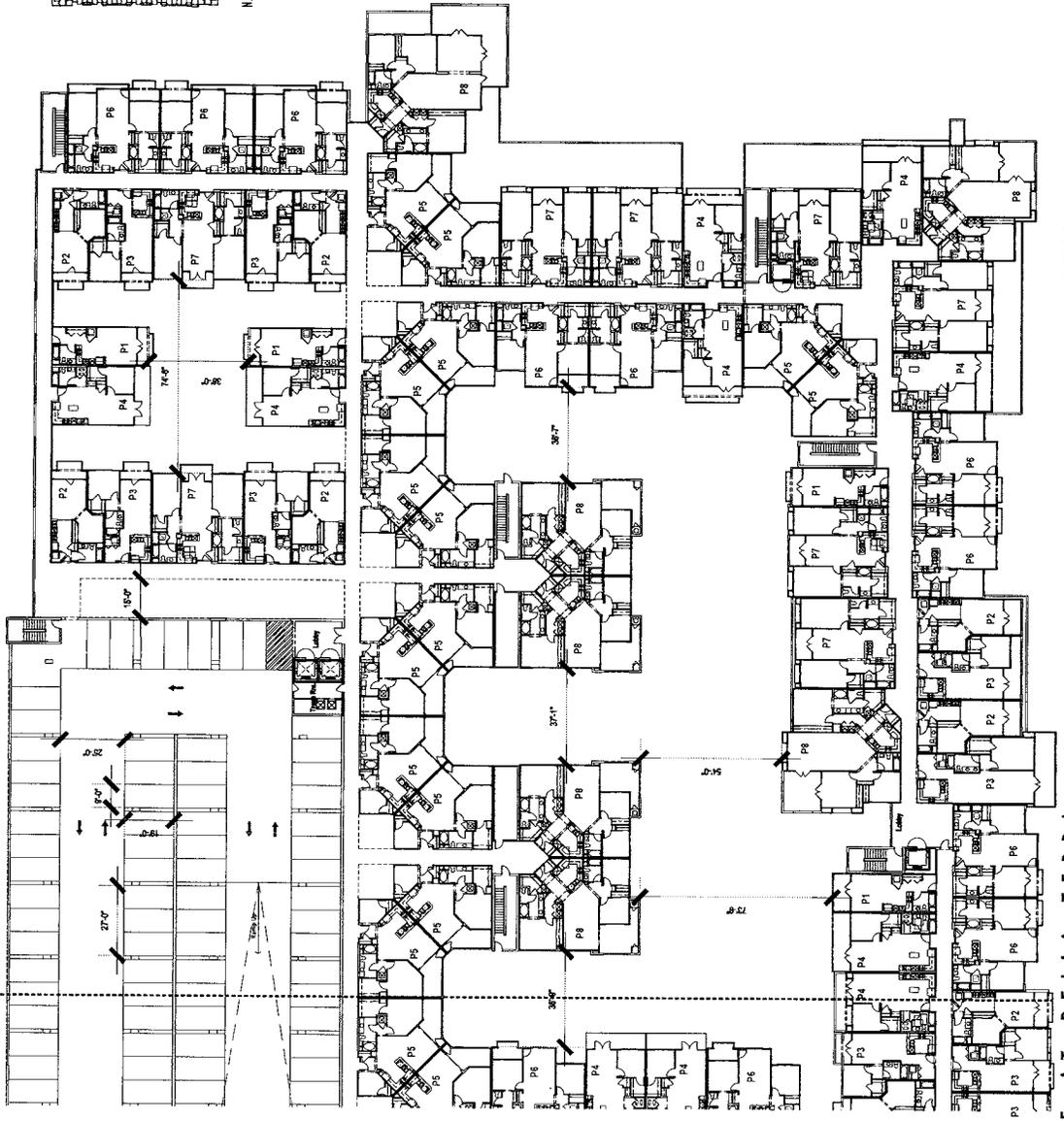
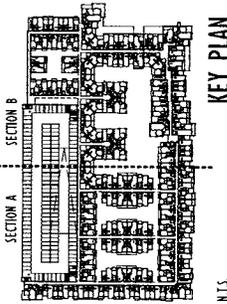
2012/08/06/08

Architecture+Planning
17922 Filch
Irvine, CA 92614
949.447.1133
ksp@ksp.com



A3.7





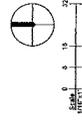
SECTION "B"
THIRD LEVEL

THE VILLAGE AT BELLA TERRA

BUILDING A - COMPOSITE PLAN

HUNTINGTON BEACH, CA

Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.7433
agf.com

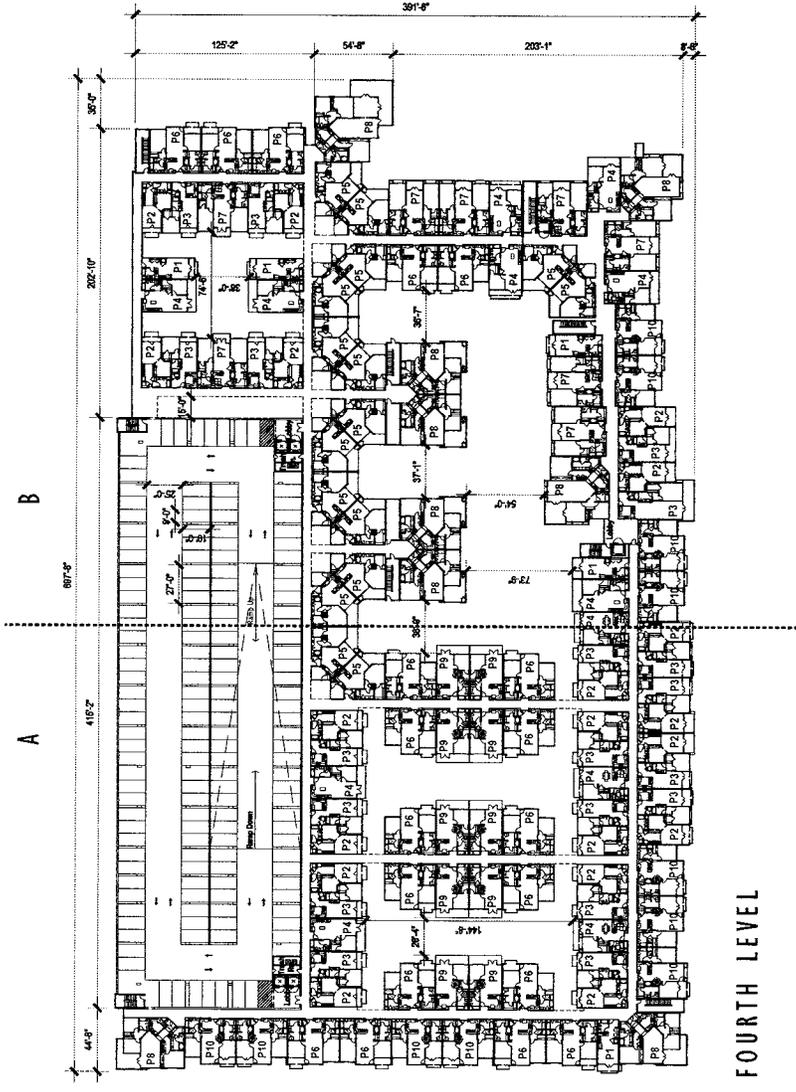


A3.8

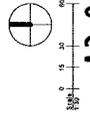


DJM CAPTAIN PARKERS, INC.

17922 FITCH
IRVINE, CA 92614



FOURTH LEVEL



A3.9



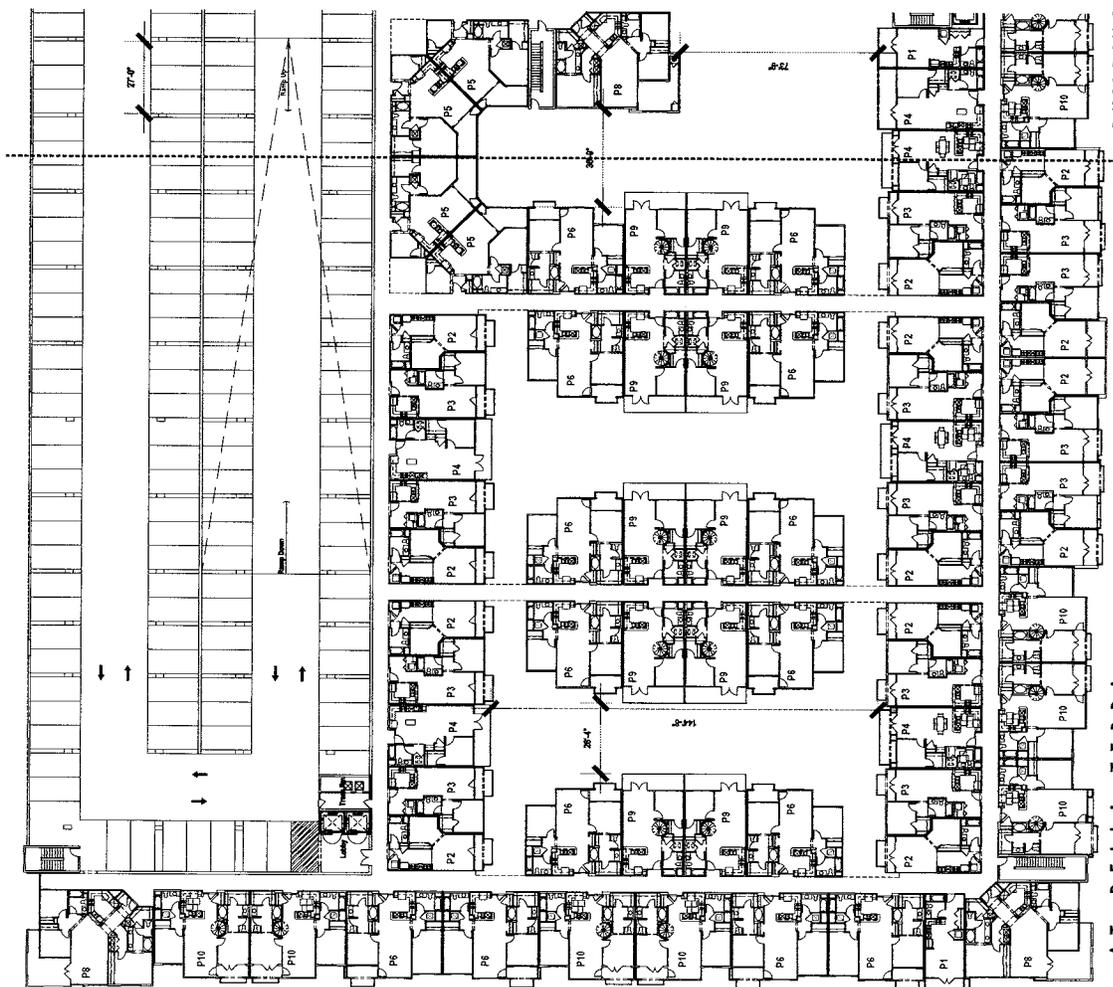
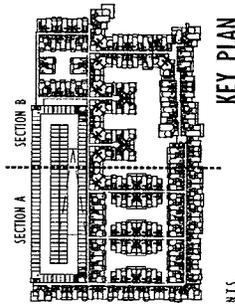
BUILDING A - COMPOSITE PLAN

Architecture+Planning
 17922 Piedmont
 Irvine, CA 92614
 949.851.2133
 kgp.com

THE VILLAGE AT BELLA TERRA

HUNTINGTON BEACH, CA

DJM CAPITAL PARTNERS, INC.
 11517 JENSEN
 HUNTINGTON BEACH, CA 92648

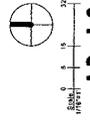


SECTION "A"
FOURTH LEVEL

THE VILLAGE AT BELLA TERRA

BUILDING A - COMPOSITE PLAN

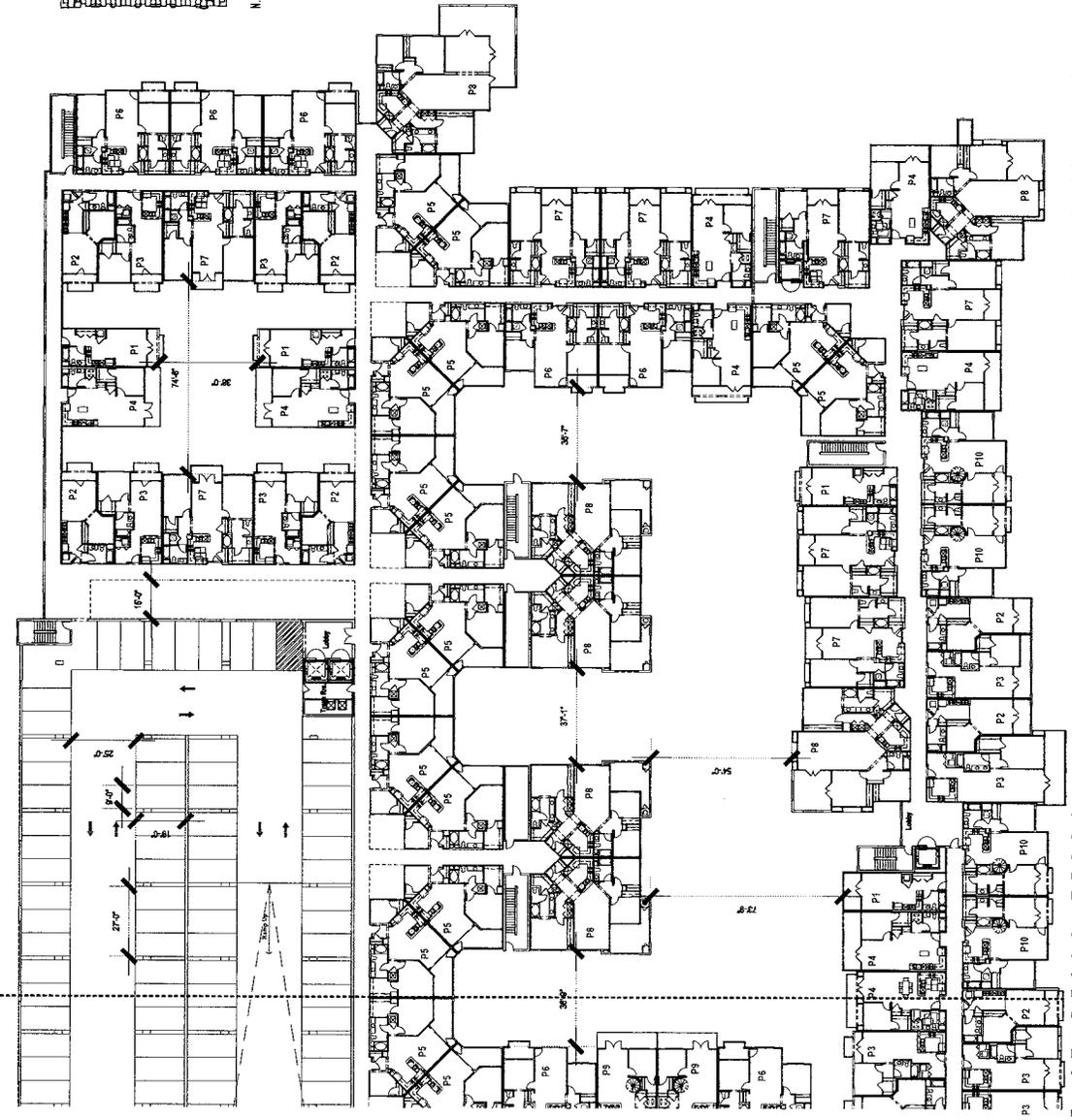
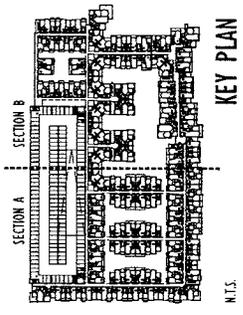
HUNTINGTON BEACH CA
11.17.17
Architecture+Planning
17922 Finch
Irvine, CA 92614
949.441.1155
ktpy.com



A3.10

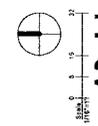


DJM CAPITAL PARTNERS, INC.
11111 WILLOW LA SALLE
IRVINE, CA 92618



SECTION "B"
FOURTH LEVEL
THE VILLAGE AT BELLA TERRA

BUILDING A - COMPOSITE PLAN
HUNTINGTON BEACH, CA

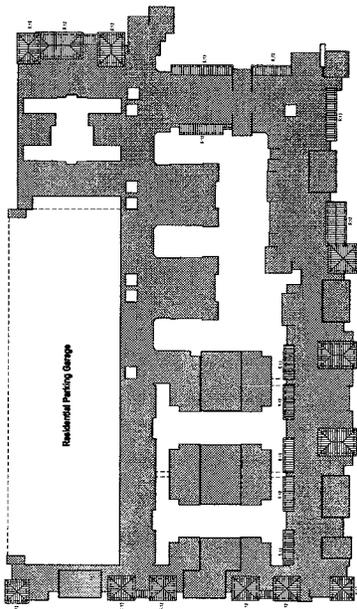


A3.11

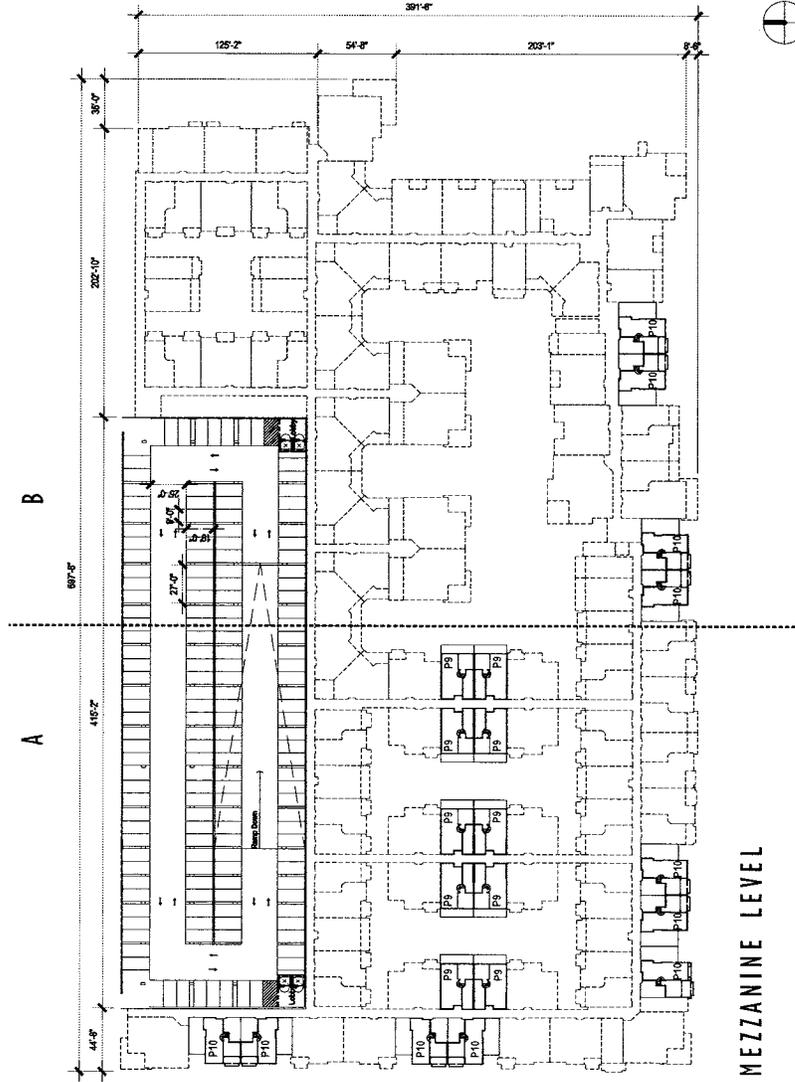
Architecture+Planning
17922 Fish
Living, CA 92614
657.261.2133
Map.com

11.17.2010

CAPTAIN PARTNERS, INC.
11111 Wilshire Blvd., Suite 1000
Beverly Hills, CA 90210



ROOF PLAN
SCALE 1" = 50'

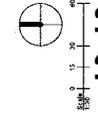


THE VILLAGE AT BELLA TERRA

DJW CAPITAL PARTNERS, INC.
525 Regan Drive
Irvine, California 92614

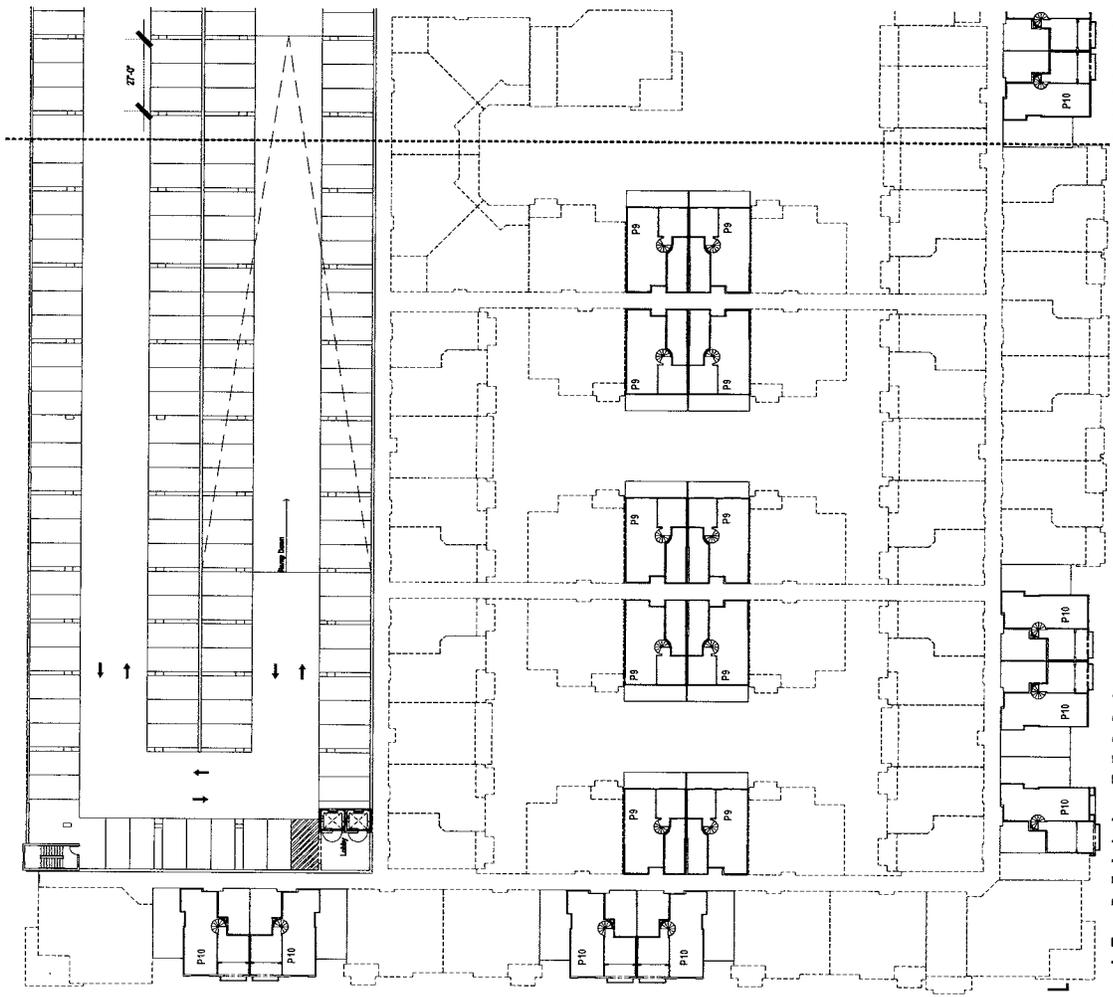
BUILDING A - COMPOSITE PLAN

Architecture+Planning
17922 Fish
Irvine, CA 92614
949.851.2133
arpj.com



A3.12





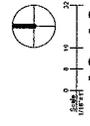
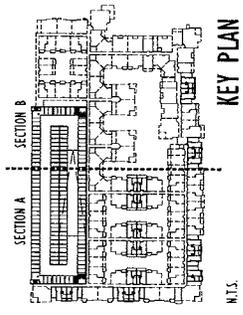
SECTION "A"
MEZZANINE LEVEL

THE VILLAGE AT BELLA TERRA

BUILDING A - COMPOSITE PLAN

HUNTINGTON BEACH, CA
11117 JEFFERSON

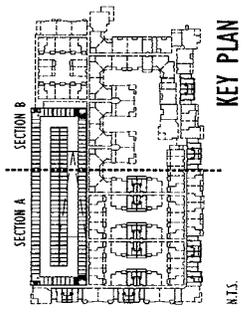
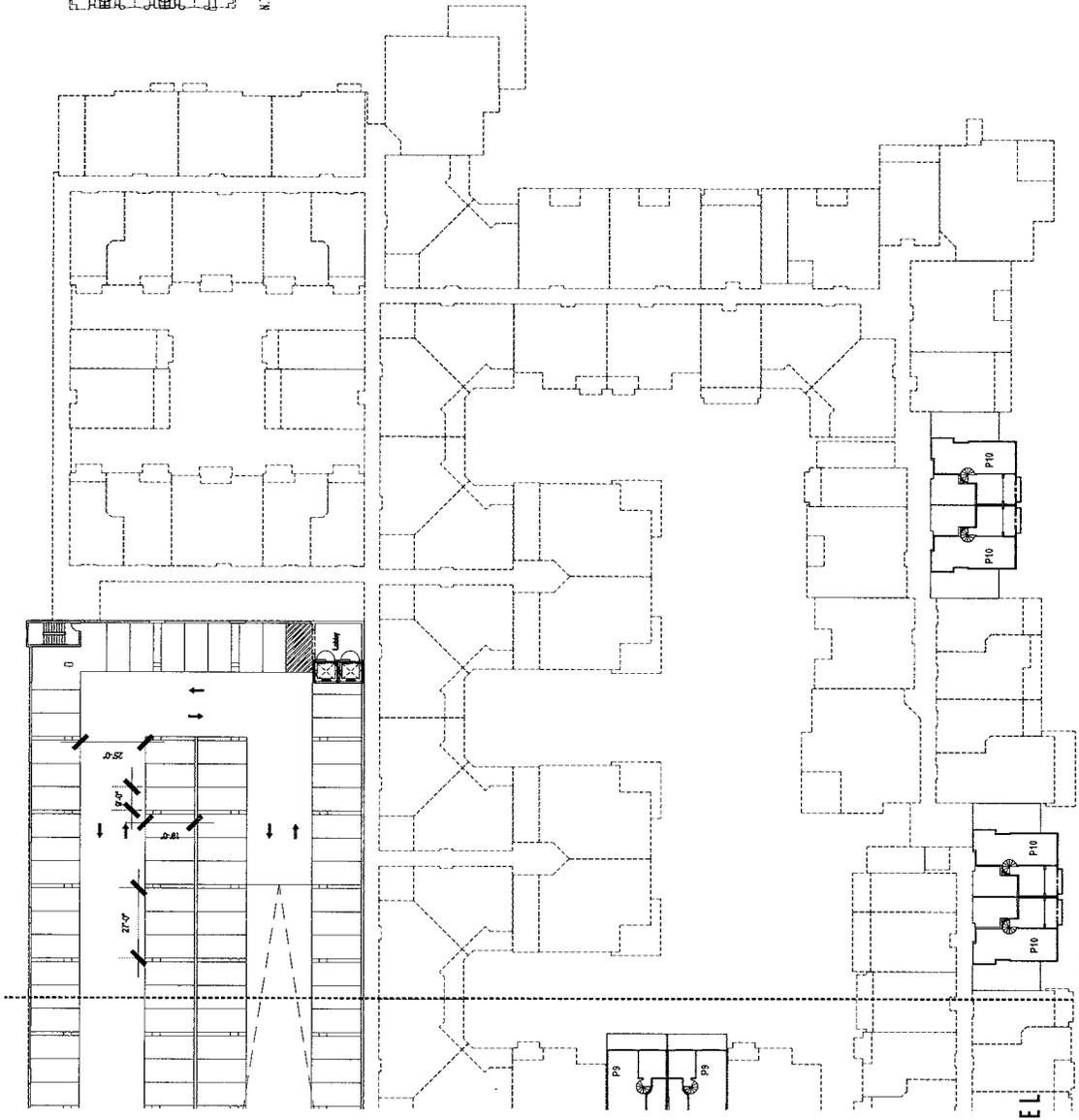
DJM CAPITAL PARTNERS, INC.
11117 JEFFERSON
HUNTINGTON BEACH, CA 92648



A3.13



Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
agp.com



KEY PLAN

SECTION "B"
MEZZANINE LEVEL
THE VILLAGE AT BELLA TERRA

BUILDING A - COMPOSITE PLAN
HUNTINGTON BEACH, CA



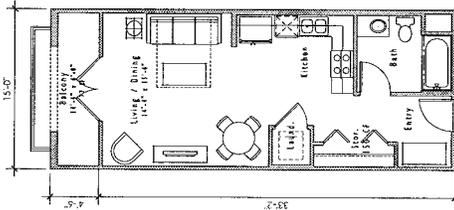
A3.14



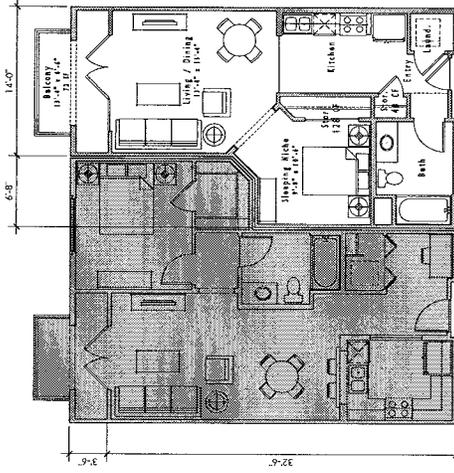
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
kgp.com

11.17.10
11.17.10

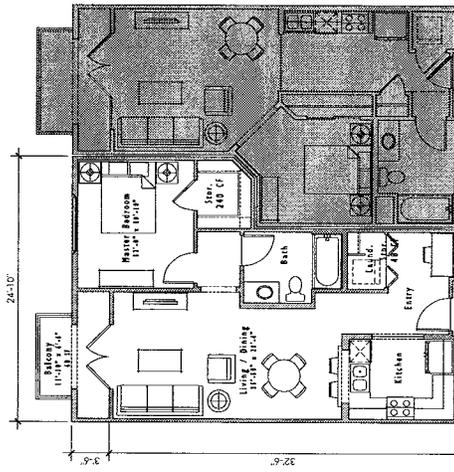
DJM
CAPITAL PARTNERS, INC.
1111 Laguna St.
Fremont, CA 94555



PLAN 1
STUDIO/1 BATH
47-530 S.F.



PLAN 2
STUDIO/1 BATH
47-586 S.F.



PLAN 3
1 BEDROOM/1 BATH
47-728 S.F.

THE VILLAGE AT BELLA TERRA



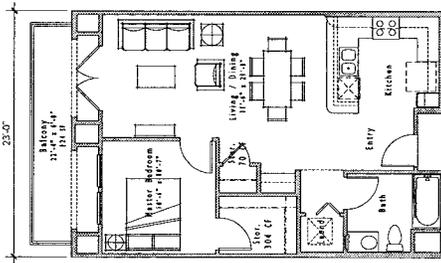
4755 Laguna Street
Van Nuys, CA 91411

UNIT PLANS

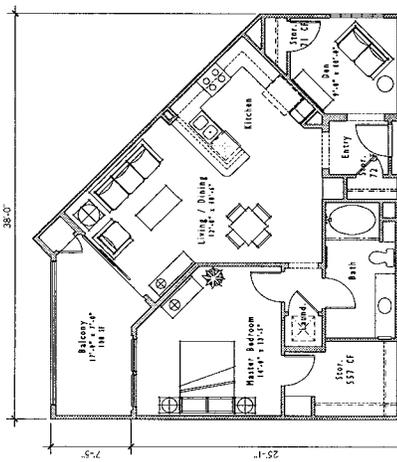
HUNTINGTON BEACH, CA

Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
kgf.com

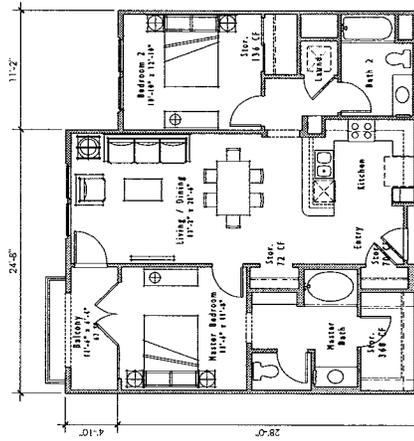




PLAN 4
1 BEDROOM/1 BATH
+/-732 S.F.



PLAN 5
1 BEDROOM + DEN/1 BATH
+/-926 S.F.



PLAN 6
2 BEDROOM/2 BATH
+/-1061 S.F.

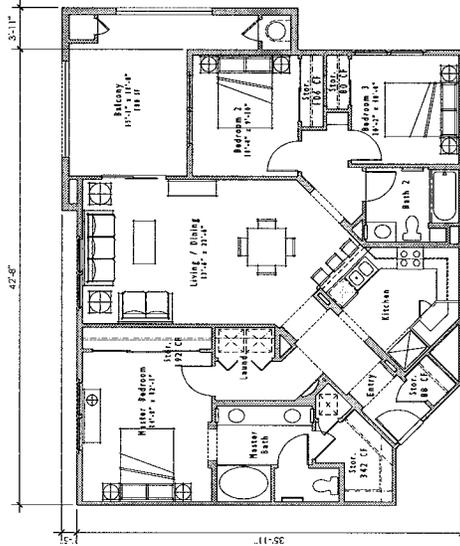
THE VILLAGE AT BELLA TERRA

DJM CAPITAL PARTNERS, INC.
222 Laguna Beach
Irvine, California 92614

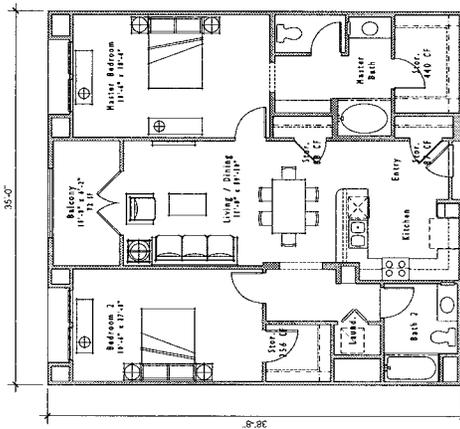
UNIT PLANS
HUNTINGTON BEACH, CA
LIST # 2004004
04.03.2010

Architecture+Planning
17922 Filch
Irvine, CA 92614
949.261.1233
kgj.com





PLAN 8
3 BEDROOM/2 BATH
+/-1364 S.F.



PLAN 7
2 BEDROOM/2 BATH
+/-1230 S.F.

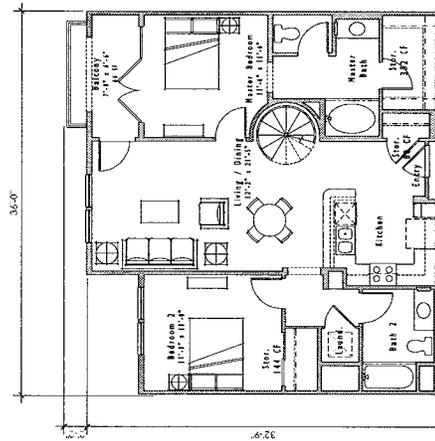
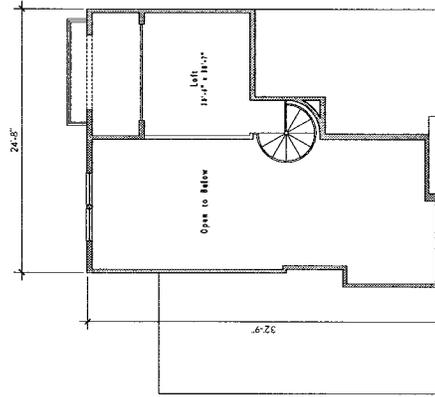


Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ajp.com

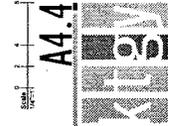
UNIT PLANS
HUNTINGTON BEACH, CA
04.01.2009
A.E.S.T. # 101-441

THE VILLAGE AT BELLA TERRA

CAPITAL PARTNERS, INC.
101 Laurel Drive
Irvine, CA 92618



PLAN 8
2 BEDROOM + LOFT/2 BATH
+ 6,121.0 SF.



A4.4



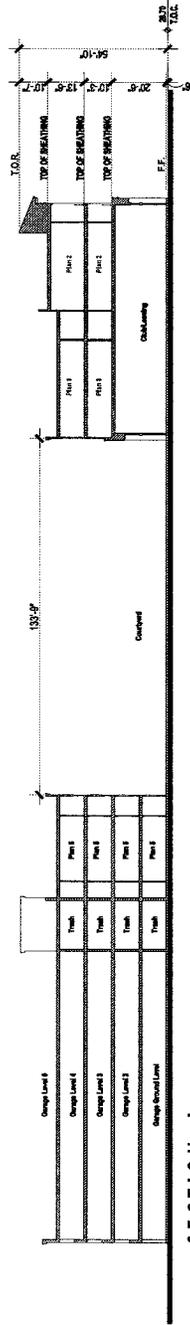
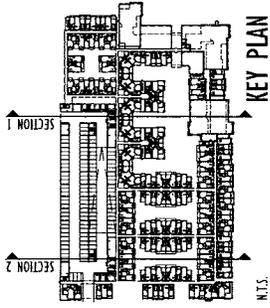
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
agp.com

UNIT PLANS

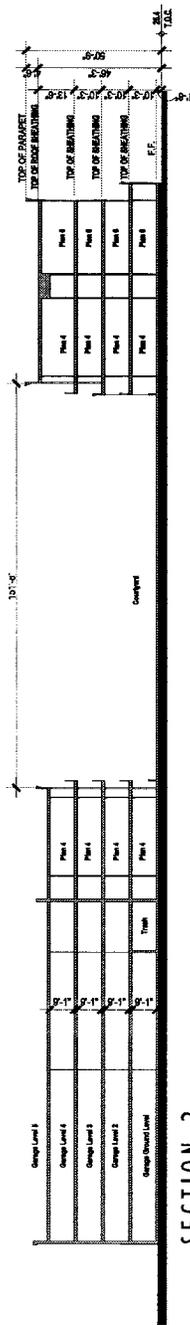
HUNTINGTON BEACH, CA
1.15.17 # 201801

THE VILLAGE AT BELLA TERRA

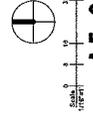
CAPITAL PARTNERS, INC.
2722 Laguna Drive
Costa Mesa, CA 92626



SECTION I



SECTION 2



A5.0



BUILDING SECTIONS
HUNTINGTON BEACH, CA

Architecture+Planning
17922 Filch
Irvine, CA 92614
949.852.1133
ktpv.com

THE VILLAGE AT BELLA TERRA



201 Capital Parc
Costa Mesa, CA 92626



RECEIVED

AUG 02 2010

Dept. of Planning
& Building

August 2, 2010

City of Huntington Beach
Planning Commission Members
2000 Main Street
Huntington Beach, Ca 92646

Subject: LEED Certification & Sustainability Practices

Esteemed Commission Members:

The City Planning staff has requested that the proposed Costco Warehouse building at the Bella Terra Shopping Center be LEED Certified as a condition of approval for our entitlement package. Although Costco appreciates Staff's effort to encourage sustainable practices, we do not agree that requiring LEED certification is the appropriate condition. In fact, many of the LEED principles are standard practice in our design, construction and operation; however, the expense and onerous filing requirements of certification are significant and do not add value or additional environmental benefit. To comply with the intent of this condition Costco proposes to design, construct and operate a LEED certifiable warehouse with all the same features and environmental benefits of a LEED certified building.

We have discussed this proposal with City staff at our regular meetings; however, although they agree this meets the intent of the provision Staff expressed concerns regarding the verification of the sustainable measures. Basically, Staff wanted some checks and balances. Understanding this, Costco is willing to pay for either a City inspector/plan checker to verify implementation of the measures or if the Commission prefers our architect or any of the other LEED accredited architects from Mulvanny G2, will provide a letter stating that the Costco Warehouse at Bella Terra is equivalent to a LEED certified building.

To understand the environmental impact of the Costco warehouse, I have listed the standard practices for a typical Costco building. Costco Wholesale encourages sustainability both inside the warehouse in its operations and in its design. In fact, what most people don't realize is that Costco has been implementing many of these sustainable measures, for many years, not because it was required, but because it makes financial sense to conserve resources and because it is the right thing to do.

In 2007, Costco Wholesale formed the Corporate Sustainability and Energy Group. This group is responsible for developing company-wide solutions to manage the various aspects of their business most directly related to sustainability. This includes data research, tracking and analysis, policy development, designing sustainable initiatives related to development, environmental, economic and social concerns. Included are a few of the sustainable practices found inside the warehouse.

ATTACHMENT NO. 13.1

Letter to the Planning Commission
July 30, 2010

The typical Costco warehouse design is designed to exceed the ASHRAE (American Society of Heating Refrigeration Air Conditioning Engineers) baseline standard. This level of efficiency is achieved by a number of design elements. This list is an attempt to document the energy efficient and sustainable design standards found in the typical Costco warehouse.

Sustainable Sites Design Standards:

- Costco site work and construction begins with an erosion and sedimentation control plan for all warehouse projects.
- Providing pedestrian connections and alternative parking scenarios, such as preferred parking for carpools or vanpools.
- Encourage employee carpooling, vanpooling and bicycle commuting through the Commute Trip Reduction (CTR) program, developed 13 years ago.
- Minimize the urban heat island effect on non-roof surfaces by providing shading across the project site through landscaping.
- Storm water management plans designed to maintain quality control and storm water discharge rates.
- Utilize Cool Roof designs to reduce heat island effect.

Water Efficiency:

- Use of native species vegetation and drip irrigation systems greatly reduces potable water consumption.
- Achievement of a 40% increased water savings over U.S. standards by using high efficient restroom fixtures.
- Utilize municipal grey water systems for irrigation whenever possible.

Energy & Atmosphere:

- Building envelopes are all insulated to meet or exceed current energy code requirements.
- Commissioning of mechanical systems.
- Utilize energy star rated skylights.
- Utilize Cool Roof designs to reduce heat transfer through the roof.
- HVAC comfort systems are controlled by a computerized building management system to maximize efficiency.
- HVAC units are high efficiency direct ducted units.
- HVAC units have phased out the use of HCFC's completely. Long before the Montreal Protocol timeline.
- Interior warehouse lighting is reduced from 100% to 66% to 33% to 0%, based on daylight contribution through the skylights. Daylight is measured by exterior and interior photo sensors.
- Parking lot and exterior lights are controlled by a photo sensor and time clock.
- Lighting is controlled by the overall project energy management system.
- Utilize high-efficiency light source and ballasts (pulse start Ceramic Metal Halide HID) and bi-level switching for fluorescent fixtures.

Letter to the Planning Commission
July 30, 2010

- Energy efficient Transformers. Square D Type EE transformers.
- Use of variable speed motors on make-up air units and booster pumps.
- Gas water heaters are direct vent and 94% efficient or greater.
- Utilize reclaim tanks to capture heat released by refrigeration equipment to heat domestic water in lieu of rejecting heat to the outside.

Materials & Resources:

- Main Building structure is a pre-engineered system that uses 100% recycled steel materials and is designed to minimize the amount of material utilized.
- Roof material is 100% recycled standing seam metal panel, designed to maximum efficiency for spanning the structure.
- Exterior skin follows the same principle, Metal is 100% recycled.
- When masonry and concrete is utilized, the materials purchased are local to the project minimizing the transportation and impact to local road networks.
- Construction waste is recycled whenever possible.
- Building roof support system is designed to accommodate potential future application of photo-voltaic panels.

Indoor Environmental Quality

- Floor sealant is No-VOC and represents over 80% of the floor area.
- Lighting systems are designed with employee controllability in mind. Lighting is controlled by timers but over-ride switches are provided for employee use.
- CO2 monitoring throughout the warehouse.
- Skylights allow day lighting in 85 % of the warehouse, this represents over 200 five by seven-foot skylights.

Internal Operations:

- Extensive recycling/reuse program implemented for warehouse and office space including tires, cardboard, grease, plastics and electronic waste.
- Avoid the use of plastic shopping bags
- Require suppliers to reduce packaging and consider alternative packaging solutions.
- Strategic location of distribution facilities to minimize miles traveled for delivery.
- Only full trucks are ever delivered.
- All Costco trucks are equipped with an engine idle shut off timer.

Environmental Mission Statement:

The highest quality products at the best price with the least impact overall to the environment.

Letter to the Planning Commission
July 30, 2010

In conclusion, Costco respectfully requests that the Planning Commission allow Costco to comply with the intent of Staff's recommendation by providing a LEED certifiable building (to be verified by either a City official or Mulvanny G2) without the added expense, time and processing of a LEED certificate. Costco would like to thank the Commission for their time and consideration as well as Staff for their tireless efforts on our behalf.

Sincerely,



Jenifer Murillo
Manager of Real Estate Development
Costco Wholesale Corporation

Cc: Jane James, City of Huntington Beach
Kellee Fritzel, City of Huntington Beach
City Council Members, City of Huntington Beach
Michael Okuma, Costco Wholesale
Jackie Frank, Costco Wholesale
Mike Dobrota, Northwest Atlantic Partners
Becky Sullivan, DJM Capital Partners

Costco Sustainability Executive Summary:

Building Construction:

After years of study and comparison of various building materials and programs, the preferred building program is the pre-engineered metal building system. By and large, pre-engineered metal buildings perform more efficiently and are a more cost effective alternative to their full height masonry counterparts. By designing a metal warehouse, fewer building materials are consumed in construction, fewer fossil fuels are burned in transportation and because the steel contains over 80% recycled content and is 100% recyclable, the use of steel proves to be a suitable material for our environment.

In addition, the use of insulated textured wall panels reduces the HVAC requirements by two 25 ton units per warehouse. A metal building structure and wall system is also a significantly lighter structure when compared to masonry or concrete building. This reduction of weight translates to a reduction of size for the building footings, further minimizing the use of unnecessary materials.

Benefits of a pre-engineered metal building:

HVAC / Textured Panel vs. Masonry Study			
Construction Material	R Value	Required Trane 25 ton AC units	\$/year saving in heat per year Winter environments
8" CMU	R-4	18	-
10" CMU	R-5	18	\$1,400
12" CMU	R-8	17	\$2,950
2" TEXTURE WALL	R-16	16	\$11,100
3" TEXTURE WALL	R-29	16	\$12,000
4" TEXTURE WALL	R-32	16	\$12,400

Resource & Energy Efficiency:

Costco's daylighting program has proven to shave hundreds of kilowatt hours off the energy load of the warehouse. Each warehouse includes over 200 skylights placed strategically throughout the metal roof. Photo sensors are placed at various locations on the roof as well as inside a number of skylights to accurately measure the amount of natural light entering the building. This program allows lights to automatically shut off when they are not needed.

Costco employs a Heat-Reclaim system in all warehouses. The heat is captured from the refrigeration lines and used to heat water for the building. In some warehouses Costco also captures condensation from the lines, treats the water and discharges it to the storm drain, reducing the impact on the municipal sewer lines. Costco also specifies high efficient restroom fixtures, resulting in a savings of 40% beyond the building standard.

Internal Operations / Waste Minimization:

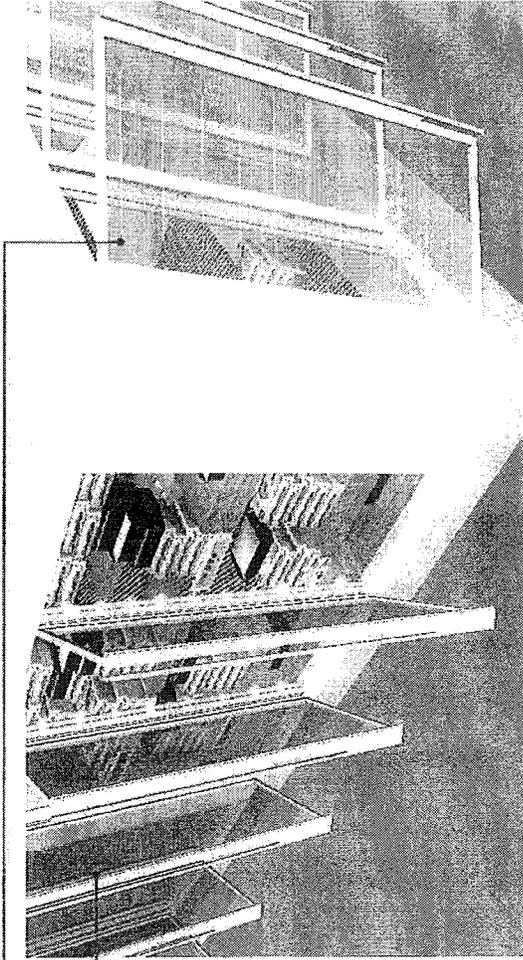
In 2007 Costco Wholesale created an in-house Corporate Sustainability team, whose focus is to reduce waste, improve efficiency and minimize the impact commercial construction has on the environment. The program includes working with suppliers to improve packaging and product manufacturing, recycling of all waste, efficient truck delivery and routing schedules, reducing the number of deliveries per warehouse and a ban against plastic shopping bags.

LED LIGHTING

- LED LIGHTING AT JEWELRY CASES AND FREEZER/COOLERS
- REDUCES ENERGY CONSUMPTION AT AN AVERAGE U.S. WAREHOUSE BY 50,000 KWH ANNUALLY.

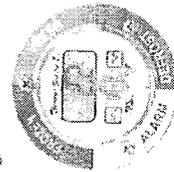
ANTI-SWEAT CONTROLS

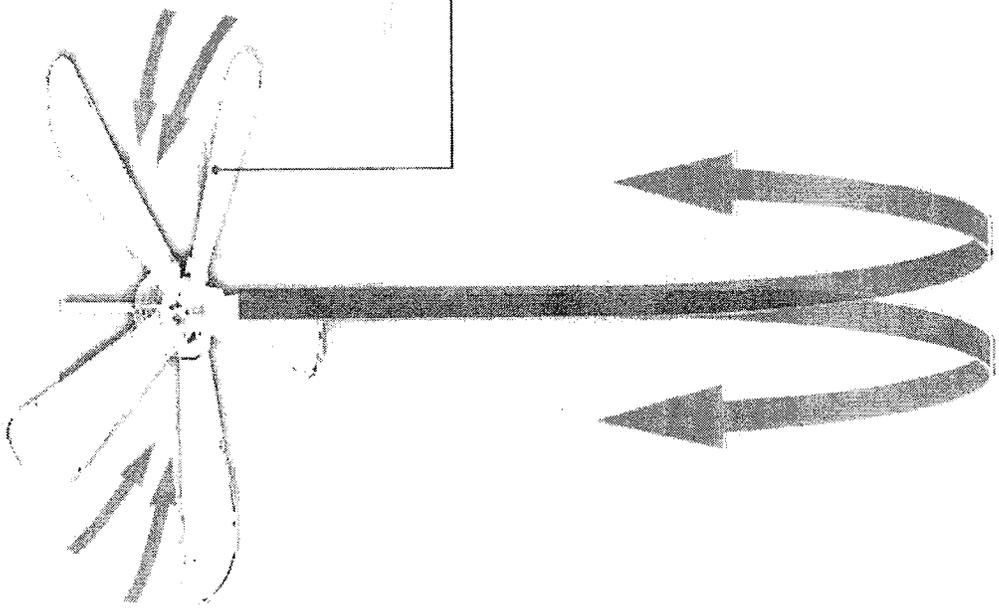
- ANTI-SWEAT CONTROLS-REDUCE CONDENSATION
- REDUCES ENERGY CONSUMPTION AT AN AVERAGE U.S. WAREHOUSE BY 120,000 KWH ANNUALLY.



ENERGY CONTROLS

LOCALIZED REFRIGERATION SENSORS
MANAGE ENERGY REQUIREMENTS



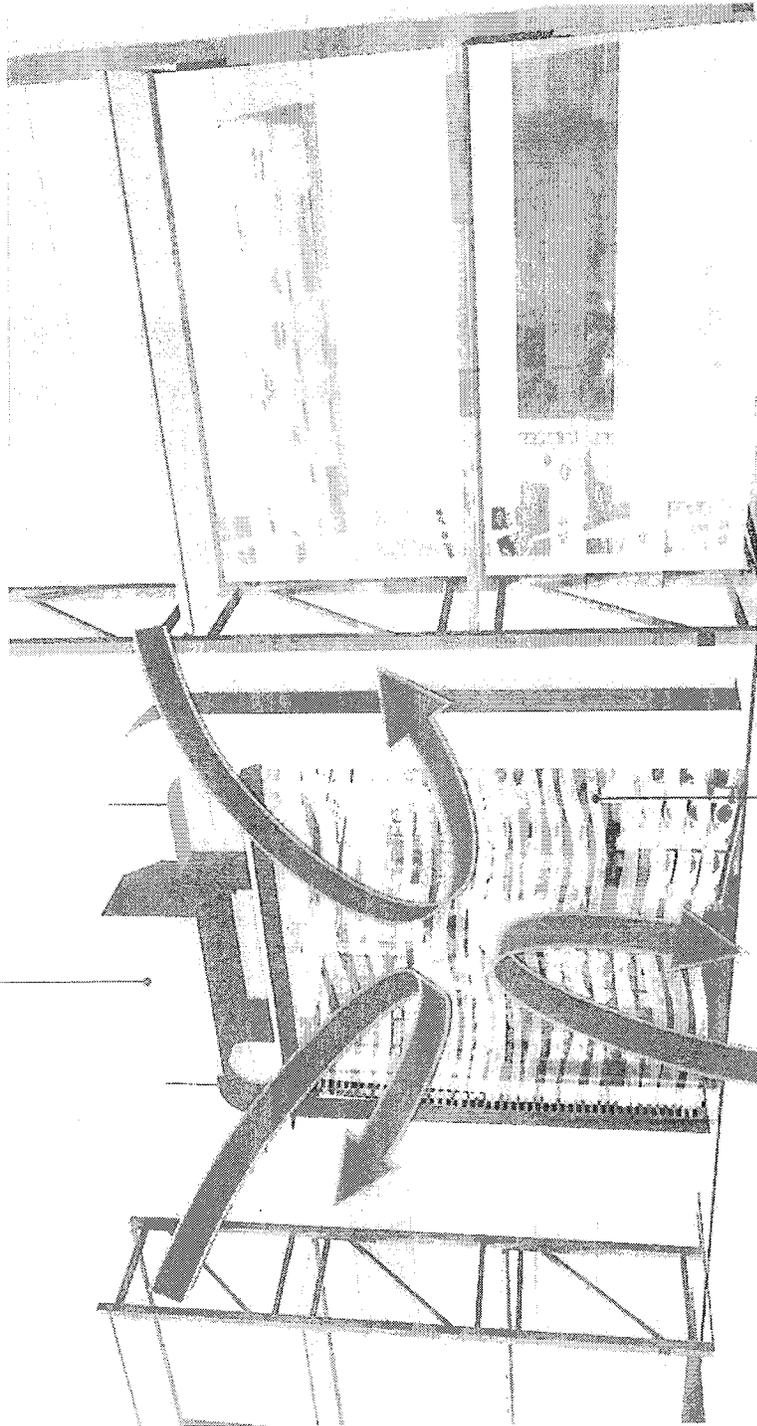


DESTRATIFICATION OF AIR

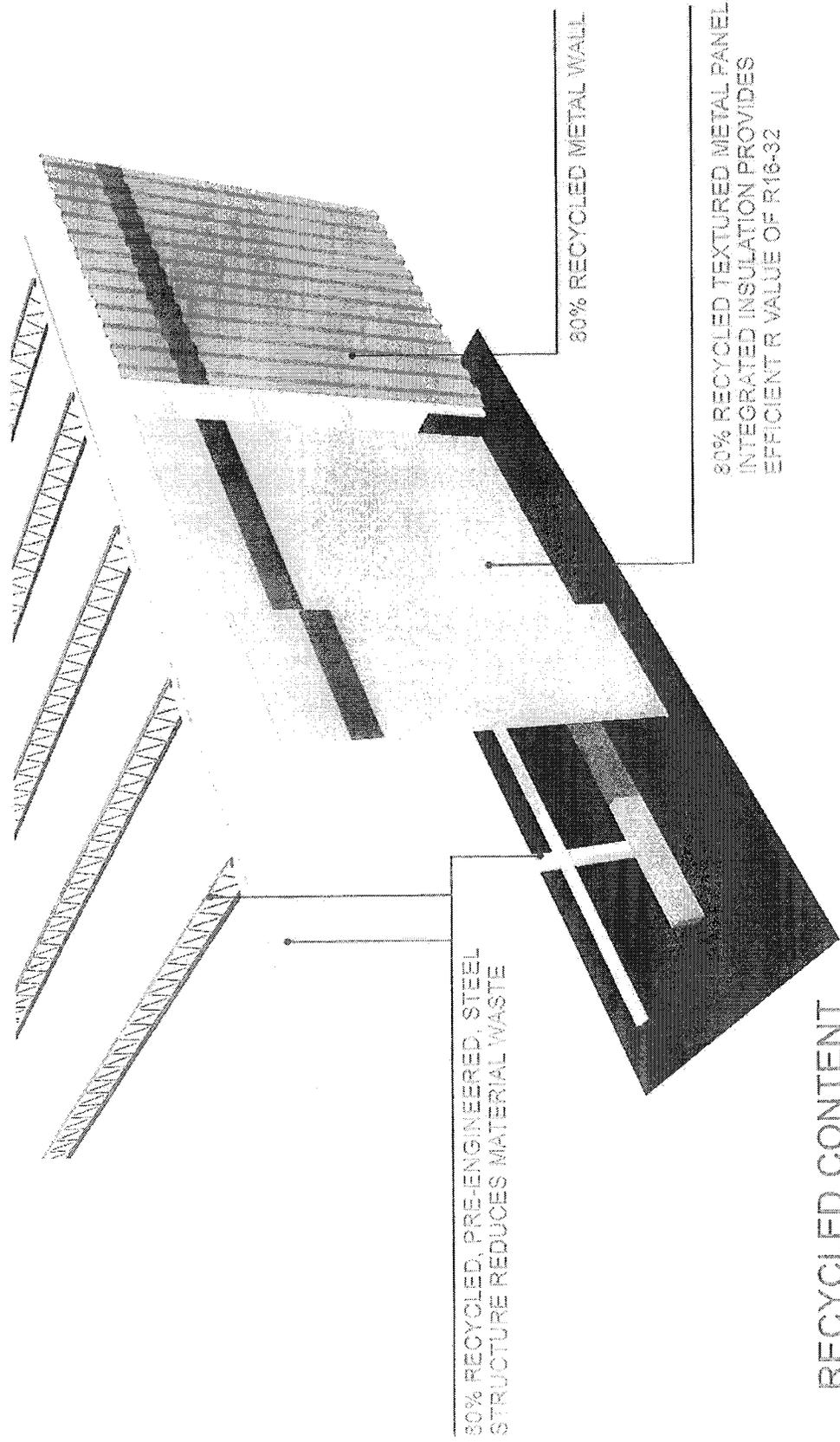
LARGE FANS TO MOVE WARM AIR AT THE
CEILING DOWN TO THE FLOOR

REDUCTION OF ENERGY LOAD FOR HVAC
UNIT

AIR DOOR

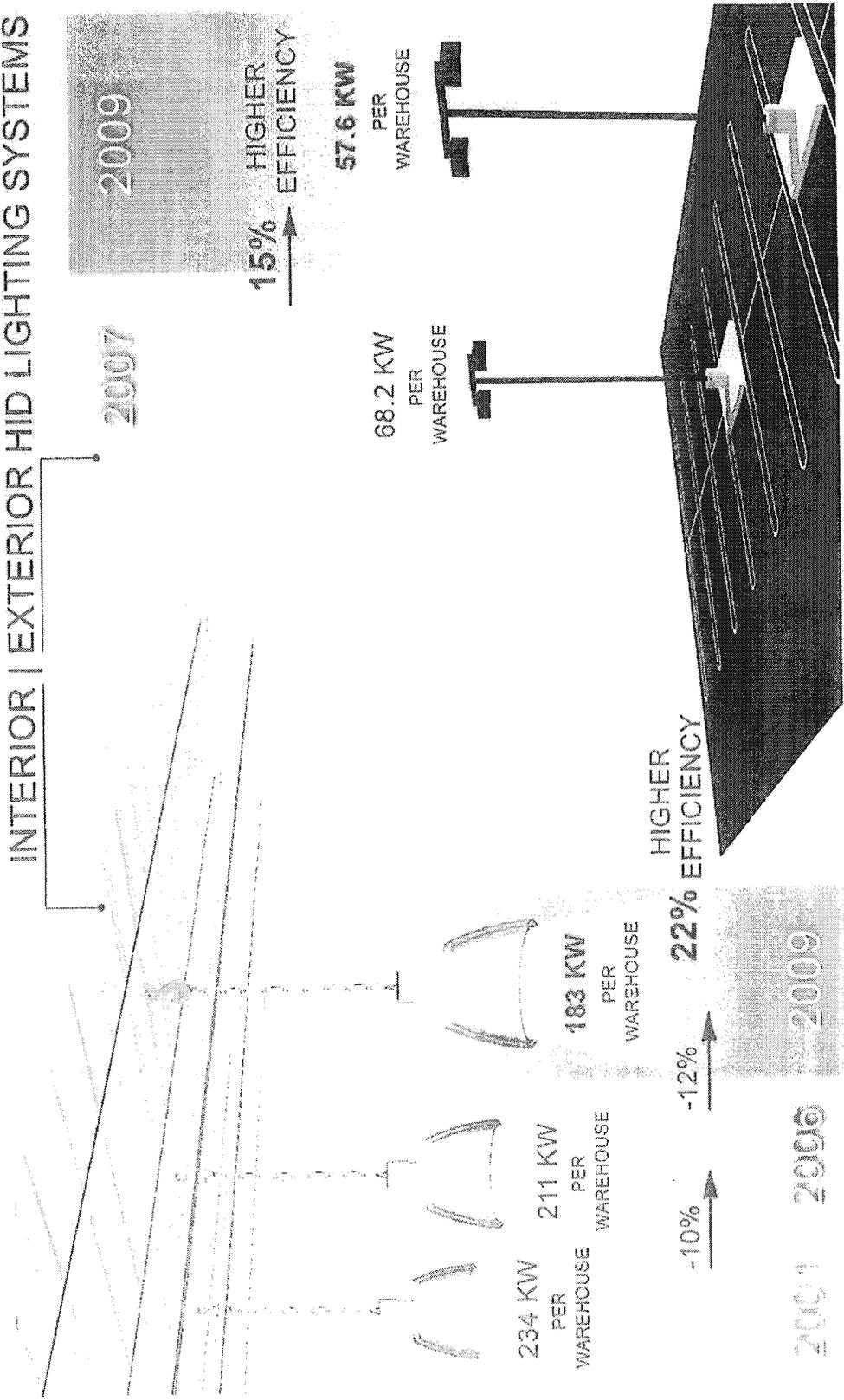


AIR FLOW OF DOOR CONTAINS
COOL AIR IN PRODUCE COOLER



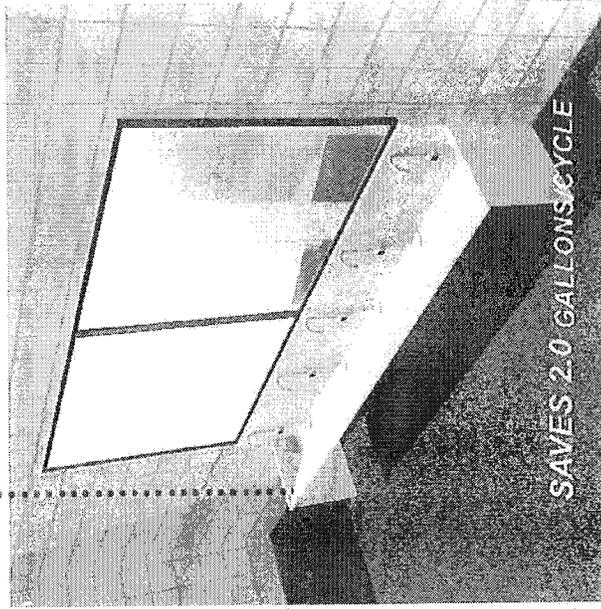
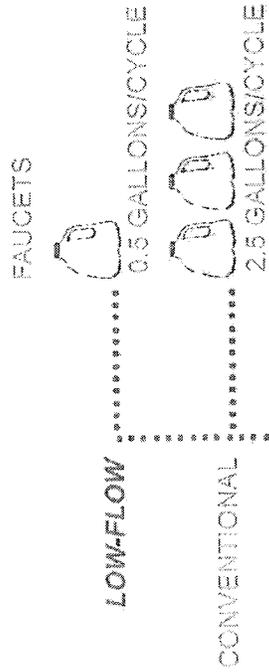
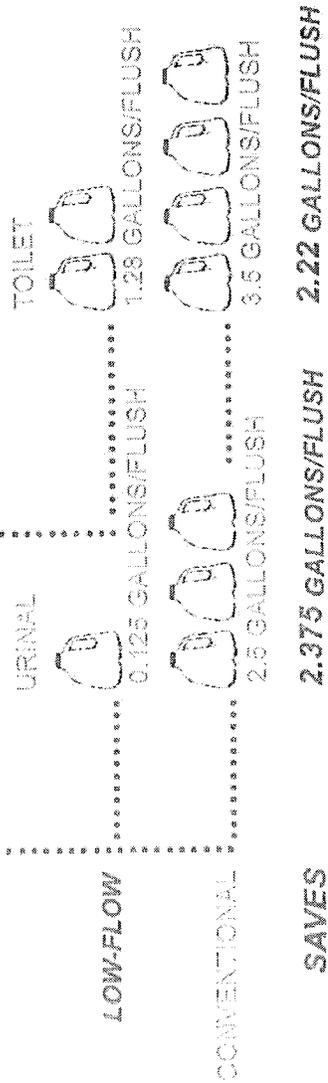
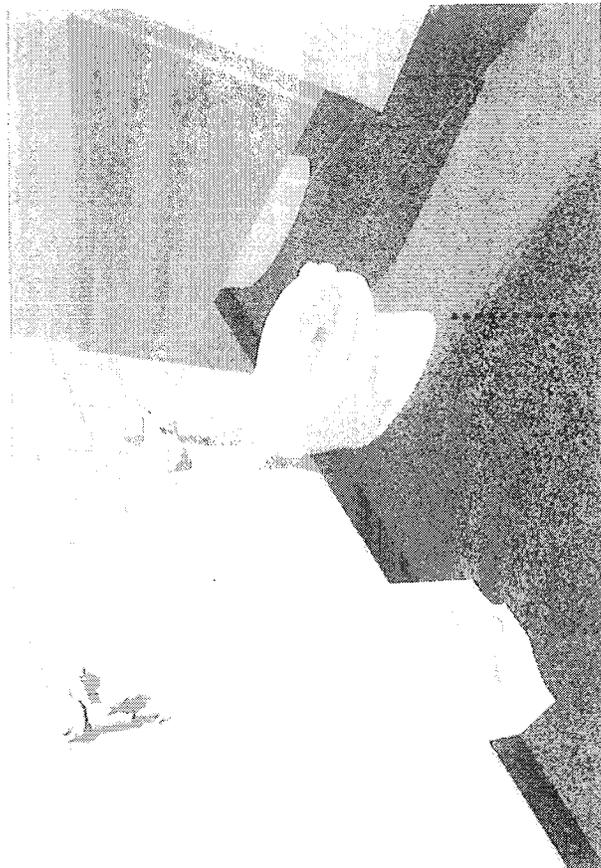
RECYCLED CONTENT

INTERIOR | EXTERIOR HID LIGHTING SYSTEMS

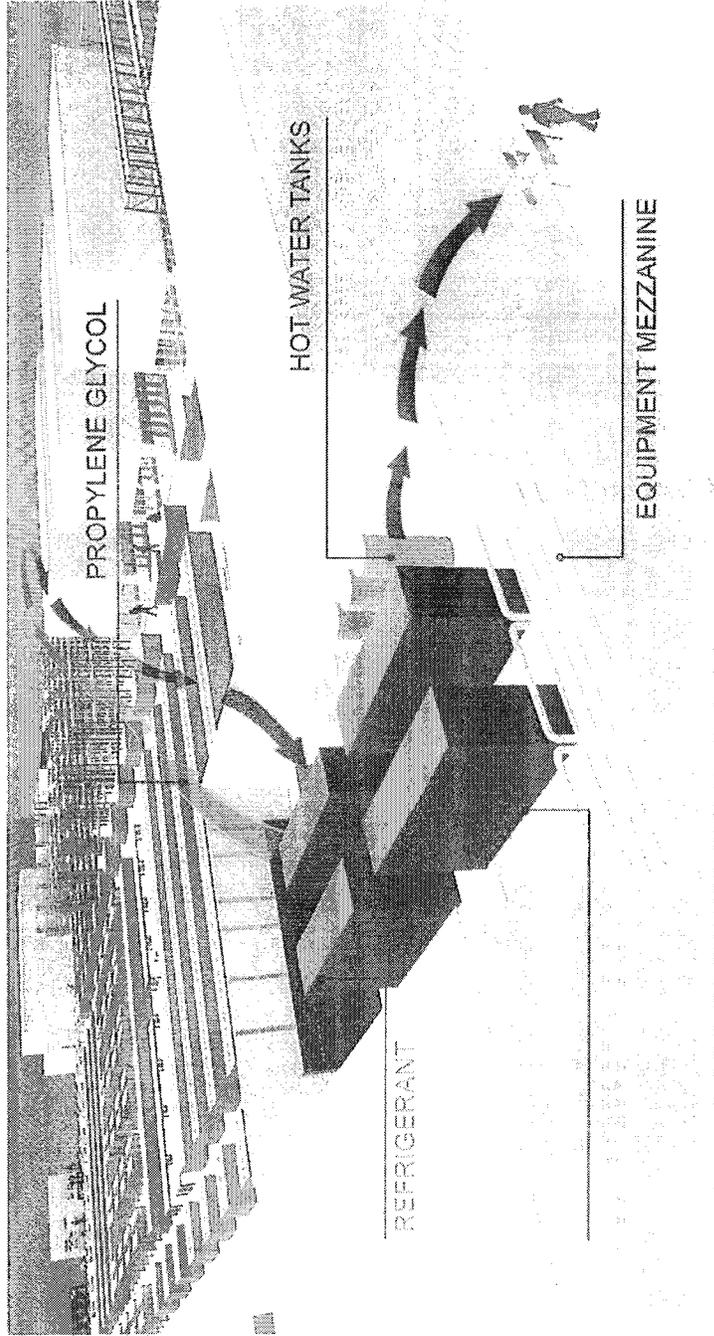


LOW-FLOW FIXTURES

HIGH EFFICIENCY RESTROOM FIXTURES SAVE 40% MORE WATER THAN REQUIRED BY INDUSTRY BUILDING STANDARDS.

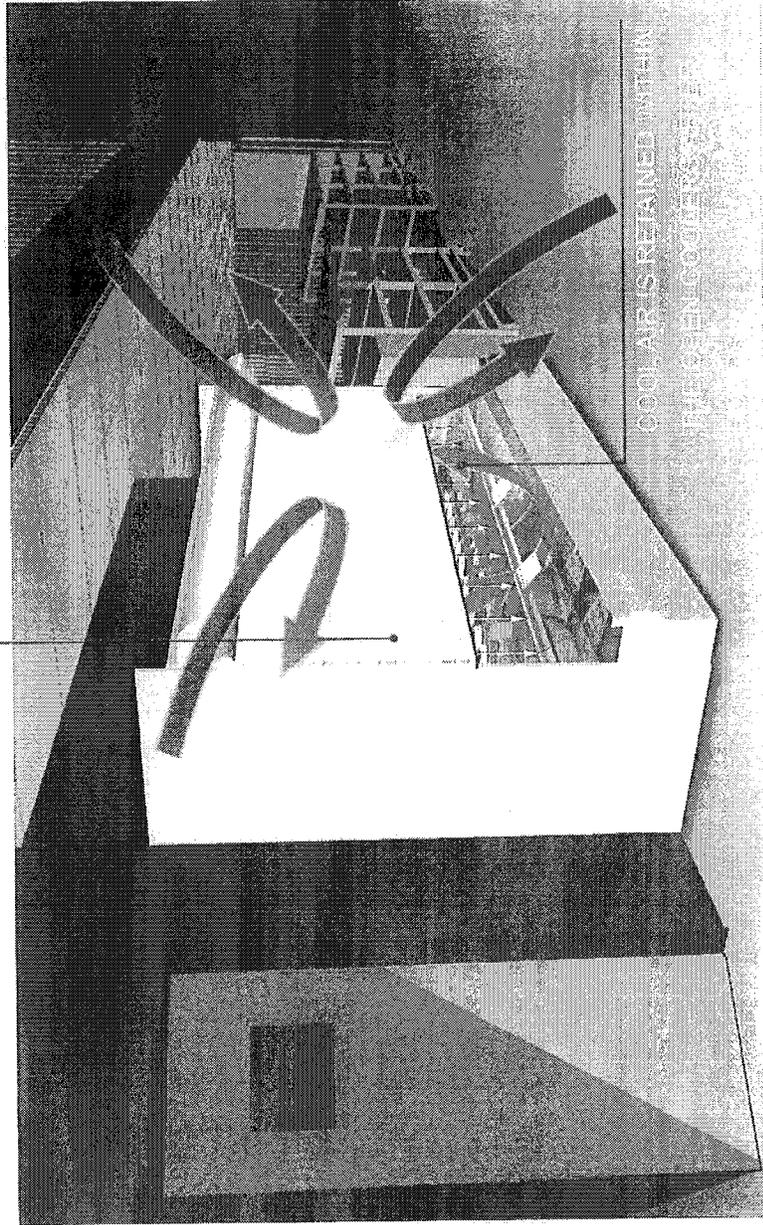


SECONDARY LOOP REFRIGERATION



- REDUCES REFRIGERANT (A HIGH GHG CHEMICAL) NEEDED FOR REFRIGERATION SYSTEMS
- MOST OF HOT WATER REQUIRED FOR MEAT/DEL./BAKERY DERIVED FROM WASTE HEAT OFF REFRIGERATION SYSTEMS

NIGHT SCREENS



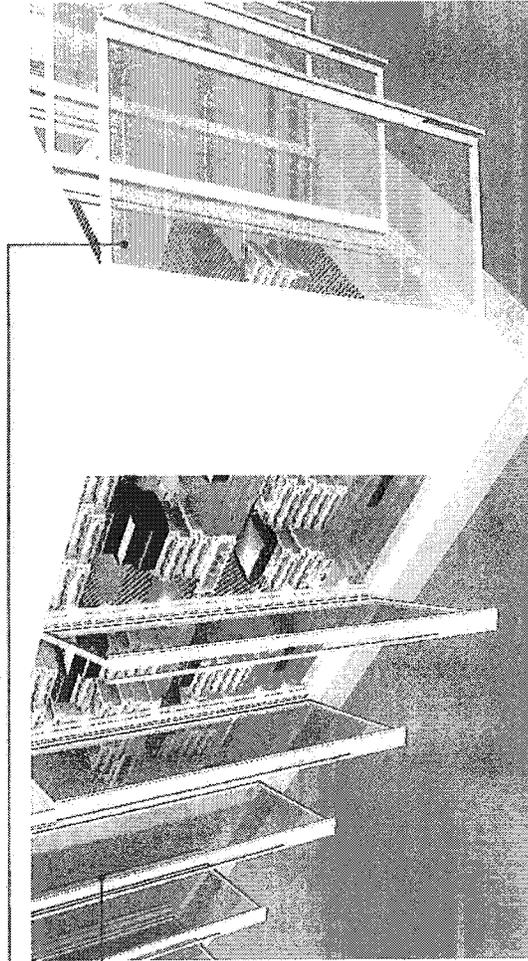
- NIGHT COVERS ARE PLACED ON FLOWER COOLERS, AND VERTICAL DELI CASES AFTER HOURS OF OPERATION, REDUCING COOLING LOSS
- REDUCES ENERGY CONSUMPTION OF AN AVERAGE U.S. WAREHOUSE BY 22,150 KWH ANNUALLY

LED LIGHTING

- LED LIGHTING AT JEWELRY CASES AND FREEZER/COOLERS
- REDUCES ENERGY CONSUMPTION AT AN AVERAGE U.S. WAREHOUSE BY 50,000 KWH ANNUALLY.

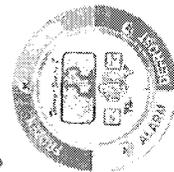
ANTI-SWEAT CONTROLS

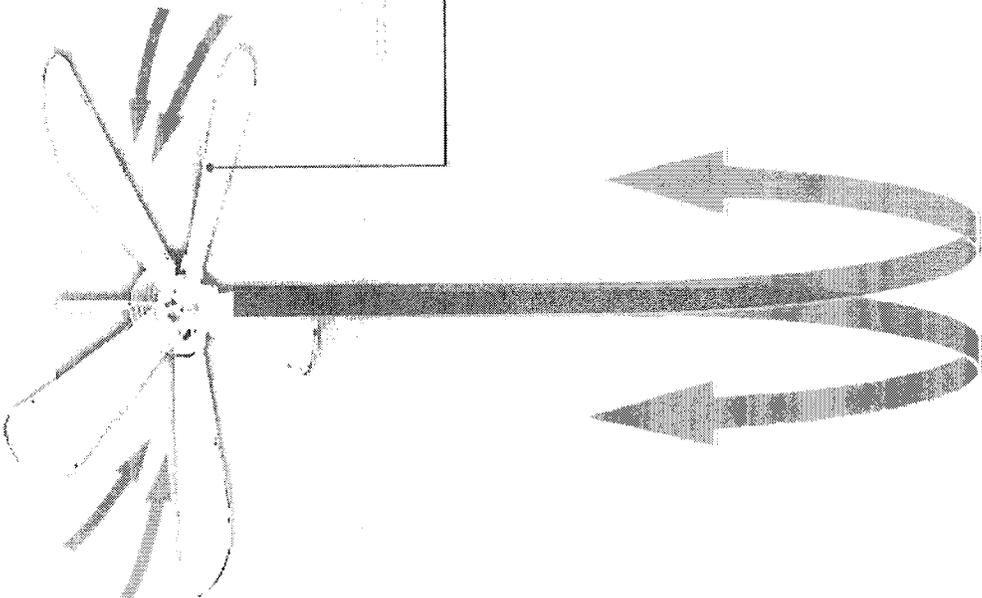
- ANTI-SWEAT CONTROLS-REDUCE CONDENSATION
- REDUCES ENERGY CONSUMPTION AT AN AVERAGE U.S. WAREHOUSE BY 120,000 KWH ANNUALLY.



ENERGY CONTROLS

LOCALIZED REFRIGERATION SENSORS
MANAGE ENERGY REQUIREMENTS



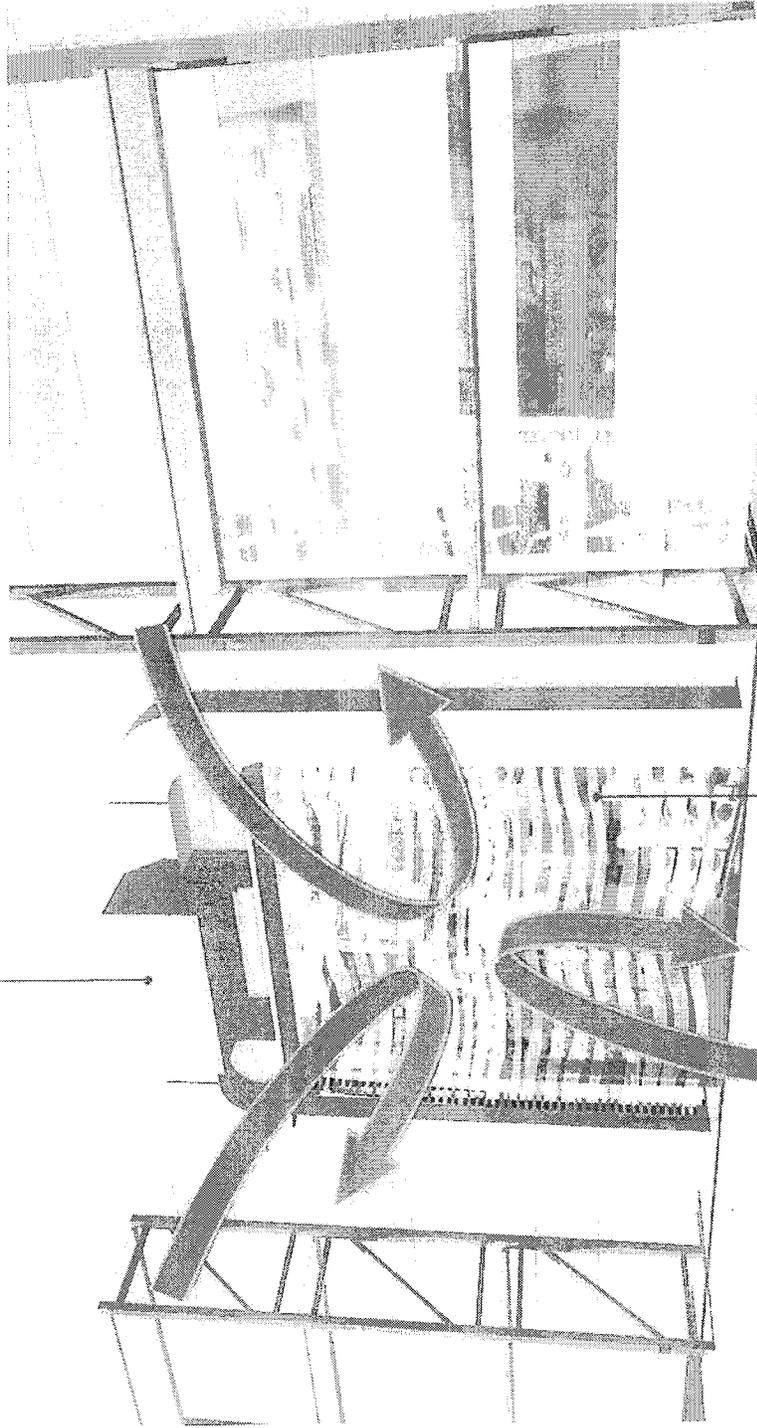


DESTRATIFICATION OF AIR

LARGE FANS TO MOVE WARM AIR AT THE
CEILING DOWN TO THE FLOOR

REDUCTION OF ENERGY LOAD FOR HVAC
UNIT

AIR DOOR



AIR FLOW OF DOOR CONTAINS
COOL AIR IN PRODUCE COOLER

Received via email
from Becky Sullivan,
DJM,
08.11.2010

Multifamily GreenPoint Rated Checklist

The GreenPoint Rated checklist tracks green features incorporated into the home. A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build It Green. GreenPoint Rated is provided as a public service by Build It Green, a professional non-profit whose mission is to promote healthy, energy and resource efficient buildings in California.

Current Point Total	63
---------------------	----

The minimum requirements for a GreenPoint Rated home are: Earn a total of 50 points or more; obtain the following minimum points per category: Community (6), Energy (30), Indoor Air Quality/Health (5), Resources (6), and Water (3); and meet the prerequisites B1a (50% construction waste diversion), A8a. (exceed Title 24 requirements by 15%), C10a. (3-year subcontractor guarantee and 20-year manufacturer warranty for shingle roofing), and F1 (Incorporate Green Point Rated checklist in blueprints).

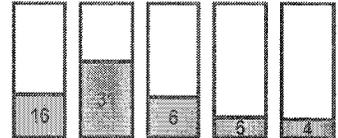


The green building practices listed below are described in the GreenPoint Rated Multifamily Rating Manual. For more information please visit www.builditgreen.org/greenpointrated

Multifamily version 1.7

Enter Total Conditioned Floor Area of the Project:
Enter Total Non-Residential Floor Area of Project:
Percent of Project Dedicated to Residential Use

159,678
13,248
100%



Bella Terra		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
A. PLANNING & DESIGN			Possible Points				
1. Infill Sites							
Yes	a. Project is Located Within an Urban Growth Boundary & Avoids Environmentally Sensitive Sites	1	1				
No	b. Project Includes the Redevelopment of At Least One Existing Building	0				1	
45	c. Housing Density of 15 Units Per Acre or More (1 pt for every 5 u/a greater than 15 u/a) Enter Project Density Number (in Units Per Acre)	7	10				
Yes	d. Locate Within Existing Community that has Sewer Line & Utilities in Place	1	1				
No	e. Project Redevelops a Brownfield Site or is Designated a Redevelopment Area by a City	0	1				
f. Site Has Pedestrian Access Within 1/2 Mile to Neighborhood Services (1 pt for 3 or more, 2 pts for 10 or more):							
1) Bank							
2) Place of Worship							
3) Full Scale Grocery/Supermarket							
4) Day Care							
5) Cleaners							
6) Fire Station							
7) Hair Care							
8) Hardware							
9) Laundry							
10) Library							
11) Medical/Dental							
12) Senior Care Facility							
13) Public Park							
14) Pharmacy							
15) Post Office							
16) Restaurant							
17) School							
18) After School Programs							
19) Commercial Office							
20) Community Center							
21) Theater/Entertainment							
22) Convenience Store Where Meat & Produce are Sold.							
Yes	5 or more services within 1/2	1	1				
Yes	10 or more services within 1/2	1	1				
Yes	g. Development is Located within 1/2 Mile of a Major Transit Stop.	2	2				
h. Reduced Parking Capacity:							
No	Less than 1.5 Parking Spaces Per Unit	0	1				
No	Less than 1.0 Parking Spaces Per Unit	0	1				
2. Mixed-Use Developments							
Yes	a. At least 2% of Development Floorspace Supports Mixed Use (Non-Residential Tenants)	1	1				
No	b. Half of Above Non-Residential Floorspace is Dedicated to Residents of the Development	0	1				
3. Building Placement & Orientation							
No	a. Protect Soil & Existing Plants & Trees	0	1				
4. Design for Walking & Bicycling							
No	a. Sidewalks Are Physically Separated from Roadways & Are 5 Feet Wide	0	1				
No	b. Traffic Calming Strategies Are Installed by the Developer	0	1				
No	c. Provide Covered & Secure Bicycle Storage for 15% of Residents	0	1				
No	d. Provide Secure Bicycle Storage for 5% of Non-Residential Tenant Employees & Visitors	0	1				
5. Social Gathering Places							
Yes	a. Outdoor Gathering Places for Residents (Average of 50 sf Per Unit Or More)	1	1				
No	b. Outdoor Gathering Places Provide Natural Elements (For compact sites only)	0	1				
6. Design for Safety and Natural Surveillance							

Bella Terra		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
No	a. All Main Entrances to the Building and Site are Prominent and Visible from the Street	0	1				
Yes	b. Residence Entries Have Views to Callers (Windows or Double Peep Holes) & Can Be Seen By Neighbors	1	1				
7. Landscaping							
No	<i>Is the landscape area <10% of the total site area? (Yes/No) ; Projects with <10% landscape area can only get up to 3 points in this section.</i>						
No	a. No Plant Species will Require Shearing	0				1	
Yes	b. No Plantings are Listed on the Invasive Plant Inventory by the California Invasive Plant Council	1				1	
TBD	c. Specify Drought-tolerant California Natives, Mediterranean or Other Appropriate Species	0					1
d. Create Drought Resistant Soils:							
Yes	i. Mulch All Planting Beds to a Depth of 2 Inches or Greater as Per Local Ordinance	1					1
Yes	ii. Amend with 2 Inches of Compost or as per Soil Analysis to Reach 3.5% Soil Organic Matter	1					1
e. Design & Install High-Efficiency Irrigation System							
TBD	i. Specify Smart (Weather-Based) Irrigation Controllers	0					1
Yes	ii. Specify Drip, Bubblers or Low-Flow Sprinklers	1					1
TBD	f. Group Plants by Water Needs (Hydrozones) in Planting Plans & Identify Hydrozones on Irrigation Plan	0					1
g. Minimize Turf in Landscape Installed by Builder							
TBD	i. Do Not Specify Turf on Slopes Exceeding 10% or in Areas Less Than 8 Feet Wide	0					1
No	ii. Less than 30% of All Landscaped Area is Specified as Turf AND All Turf has Water Requirement less Than 5 Gallons	0					1
8. Building Performance Exceeds Title 24 -							
<i>Enter the Percent Above Title 24 for Residential and Non-Residential Portions of the Project.</i>							
15%	a. Residences: 2 points for Every 1% Above 2005 Title 24 (15% Required)	30		30			
0%	b. Non- Residential Space: 2 Points for Every 1% Above 2005 Title 24 - Not Required	0		0			
9. Cool Site							
No	a. At least 30% of the Site Includes Cool Site Techniques	0	1				
10. Adaptable Buildings							
a. Include Universal Design Principles in Units							
No	50% of Units	0	1				
No	80% of Units	0	1				
No	b. Live/Work Units Include A Dedicated Commercial Entrance	0	1				
11. Affordability							
a. A Percentage of Units are Dedicated to Households Making 80% or Less of AMI							
No	10% of All Units	0	1				
No	20%	0	1				
No	30%	0	1				
No	50% or More	0	1				
No	b. Development Includes Multiple Bedroom Units (At least 1 Unit with 3BR or More at or Less Than 80% of Total Units)	0	2				
		Total Available Points In Planning & Design: 56+		50			
B. SITE		Possible Points					
1. Construction & Demolition Waste Management							
Divert a Portion of all Construction & Demolition Waste:							
Yes	<i>Required</i> : Divert 50%	0				Y	
No	Divert 65%	0				2	
No	Divert 80% or more	0				2	
2. Construction Material Efficiencies							
No	a. Lumber is Delivered Pre-Cut from Supplier (80% or More of Total Board Feet)	0				1	
b. Components of the Project Are Pre-Assembled Off-Site & Delivered to the Project							
No	25% of Total Square Footage	0				2	
No	50% of Total Square Footage	0				2	
No	75% of Total Square Footage or More	0				2	
3. Construction Indoor Air Quality (IAQ) Management Plan							
No	a. An IAQ Management Plan is Written & Followed for the Project	0			2		
		Total Available Points In Site: 13		0			
C. STRUCTURE		Possible Points					
1. Recycled Aggregate							
No	a. Minimum 25% Recycled Aggregate (Crushed Concrete) for Fill, Backfill & Other Uses	0				1	
2. Recycled Flyash in Concrete							
a. Flyash or Slag is Used to Displace a Portion of Portland Cement in Concrete							
No	20%	0				1	
No	30% or More	0				1	

Bella Terra		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
7. Low-Mercury Lamps							
Yes	a. Low-Mercury Products Are Installed Wherever Linear Fluorescent Lamps Are Used	1				1	
No	b. Low-Mercury Products Are Installed Wherever Compact Fluorescent Lamps Are Used	0				2	
8. Light Pollution Reduction							
No	a. Exterior Luminaires Emit No Light Above Horizontal OR Are Dark Sky Certified	0	1				
No	b. Control light Trespass Onto Neighboring Areas Through Appropriate Fixture Selection	0	1				
9. Onsite Electricity Generation							
No	a. Pre-Wire for Photovoltaics & Plan for Space (Clear Areas on Roof & in Mechanical Room)	0				1	
	b. Install Photovoltaics to Offset a Percent of the Project's Total Estimated Electricity Demand						
No	10%	0	2	2			
No	20%	0	2	2			
No	30% or more	0	2	2			
No	c. Educational Display is Provided in a Viewable Public Area	0	1				
10. Elevators							
No	a. Gearless Elevators Are Installed	0		1			
11. ENERGY STAR® Appliances							
	a. Install ENERGY STAR Refrigerators in All Locations						
No	Install ENERGY STAR-Qualified and <25cuft	0		1			
No	Install ENERGY STAR-Qualified and <20cuft	0		1			
	b. Install ENERGY STAR Dishwashers in All Locations						
No	All Dishwashers Are ENERGY STAR-qualified	0		1			
No	Residential-grade Dishwashers Use No More than 6.5 Gallons Per Cycle	0		1			1
No	c. Install ENERGY STAR Clothes Washers In All Locations	0		1			2
No	d. Install Ventless Natural Gas Clothes Dryers in Residences	0			1		
12. Central Laundry							
No	a. Central Laundry Facilities Are Provided for All Occupants	0				1	
13. Water-Efficient Fixtures							
Yes	a. All Showerheads Use 2.0 Gallons Per Minute (gpm) or Less	2		1			1
	b. High-Efficiency Toilets Use 1.28 gpf or Less or Are Dual Flush						
No	In All Residences	0					2
No	In All Non-Residential Areas	0					2
	c. Install High Efficiency Urinals (0.5 gpf or less) or No-Water Urinals Wherever Urinals Are Specified:						
No	Average flush rate is 0.5 gallons per flush or less	0					1
No	Average flush rate is 0.1 gallons per flush or less	0					1
	d. Flow Limiters Or Flow Control Valves Are Installed on All Faucets						
No	Residences: Kitchen - 2.0 gpm or less	0		1			1
No	Non-Residential Areas: Kitchen - 2.0 gpm or less	0		0			0
No	Residences: Bathroom Faucets- 1.5 gpm or less	0		1			1
No	Non-Residential Areas: Bathroom Faucets - 1.5 gpm or less	0		0			0
No	e. Non-Residential Areas: Install Pre-Rinse Spray Valves in Commercial Kitchens - 1.6 gpm or less	0					1
14. Source Water Efficiency							
No	a. Use Recycled Water for Landscape Irrigation or to Flush Toilets/Urinals	0					2
No	b. Use Captured Rainwater for Landscape Irrigation or to Flush 5% of Toilets &/or Urinals	0					4
No	c. Water is Submetered for Each Residential Unit & Non-Residential Tenant	0					4
		Total Available Points in Systems: 70					
		3					
E. FINISHES AND FURNISHINGS			Possible Points				
1. Construction Indoor Air Quality Management							
No	a. Perform a 2-Week Whole Building Flush-Out Prior to Occupancy	0			1		
2. Entryways							
No	a. Provide Permanent Walk-Off Mats and Shoe Storage at All Home Entrances	0			1		
No	b. Permanent Walk-Off Systems Are Provided at All Main Building Entrances & In Common Areas	0			1		
3. Recycling & Waste Collection							
No	a. Residences: Provide Built-In Recycling Center In Each Unit	0				2	

Bella Terra

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
4. Use Low/No-VOC Paints & Coatings							
<input type="checkbox"/>	a. Low-VOC Interior Paints (<50 gpl VOCs (Flat) and <150 gpl VOCs (Non-Flat))						
<input type="checkbox"/>	In All Residences	1			1		
<input type="checkbox"/>	In All Non-Residential Areas:	0			0		
<input type="checkbox"/>	b. Zero-VOC: Interior Paints (<5 gpl VOCs (Flat))						
<input type="checkbox"/>	In All Residences	0			1		
<input type="checkbox"/>	In All Non-Residential Areas:	0			0		
<input type="checkbox"/>	c. Wood Coatings Meet the Green Seal Standards for Low-VOCs						
<input type="checkbox"/>	In All Residences	2			2		
<input type="checkbox"/>	In All Non-Residential Areas:	0			0		
<input type="checkbox"/>	d. Wood Stains Meet the Green Seal Standards for Low-VOCs						
<input type="checkbox"/>	In All Residences	2			2		
<input type="checkbox"/>	In All Non-Residential Areas:	0			0		
<input type="checkbox"/>	5. Use Recycled-Content Exterior Paint						
<input type="checkbox"/>	a. Use Recycled Content Paint on 50% of All Exteriors	0				1	
<input type="checkbox"/>	6. Low-VOC Construction Adhesives						
<input type="checkbox"/>	a. Use Low-VOC Construction Adhesives (<70 gpl VOCs) for All Adhesives	1			1		
<input type="checkbox"/>	7. Environmentally Preferable Materials for Interior Finish						
Use Environmentally Preferable Materials for Interior Finish: A) FSC-Certified Wood B) Reclaimed Lumber C) Rapidly Renewable D) Recycled-Content or E) Finger-Jointed							
<input type="checkbox"/>	a. Residences: At Least 50% of Each Material:						
<input type="checkbox"/>	i. Cabinets	0				1	
<input type="checkbox"/>	ii. Interior Trim	0				1	
<input type="checkbox"/>	iii. Shelving	0				1	
<input type="checkbox"/>	iv. Doors	0				1	
<input type="checkbox"/>	v. Countertops	0				1	
<input type="checkbox"/>	b. Non-Residential Areas: At Least 50% of Each Material:						
<input type="checkbox"/>	i. Cabinets	0				0	
<input type="checkbox"/>	ii. Interior Trim	0				0	
<input type="checkbox"/>	iii. Shelving	0				0	
<input type="checkbox"/>	iv. Doors	0				0	
<input type="checkbox"/>	v. Countertops	0				0	
<input type="checkbox"/>	8. Reduce Formaldehyde in Interior Finish Materials						
Reduce Formaldehyde in Interior Finish Materials (Section 01350) for At Least 90% of Each Material Below:							
<input type="checkbox"/>	a. Residences:						
<input type="checkbox"/>	i. Cabinets	0			1		
<input type="checkbox"/>	ii. Interior Trim	0			1		
<input type="checkbox"/>	iii. Shelving	0			1		
<input type="checkbox"/>	iv. Subfloor	0			1		
<input type="checkbox"/>	b. Non-Residential Areas:						
<input type="checkbox"/>	i. Cabinets	0			0		
<input type="checkbox"/>	ii. Interior Trim	0			0		
<input type="checkbox"/>	iii. Shelving	0			0		
<input type="checkbox"/>	iv. Subfloor	0			0		
<input type="checkbox"/>	9. Environmentally Preferable Flooring						
Use Environmentally Preferable Flooring: A) FSC-Certified or Reclaimed Wood B) Rapidly Renewable Flooring Materials C) Recycled-Content Ceramic Tiles D) Exposed Concrete as Finished Floor or E) Recycled-Content Carpet. Note: Flooring Adhesives Must Have <70 gpl VOCs.							
<input type="checkbox"/>	a. Residences:						
<input type="checkbox"/>	i. Minimum 15% of Floor Area	0				1	
<input type="checkbox"/>	ii. Minimum 30% of Floor Area	0				1	
<input type="checkbox"/>	iii. Minimum 50% of Floor Area	0				1	
<input type="checkbox"/>	iv. Minimum 75% of Floor Area	0				1	
<input type="checkbox"/>	b. Non-Residential Areas:						
<input type="checkbox"/>	i. Minimum 15% of Floor Area	0				0	
<input type="checkbox"/>	ii. Minimum 30% of Floor Area	0				0	
<input type="checkbox"/>	iii. Minimum 50% of Floor Area	0				0	
<input type="checkbox"/>	iv. Minimum 75% of Floor Area	0				0	
<input type="checkbox"/>	10. Low-Emitting Flooring						
<input type="checkbox"/>	a. Residences: Flooring Meets Section 01350 or CRI Green Label Plus Requirements-50% Min.	0			1		

Bella Terra		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
No	b. Non-Residential Areas: Flooring Meets Section 01350 or CRI Green Label Plus Requirements (50% Minimum)	0			0		
11. Durable Cabinets							
Install Durable Cabinets in All:							
No	a. Residences	0				1	
No	b. Non-Residential Areas	0				0	
12. Furniture & Outdoor Play Structures							
No	a. Play Structures & Surfaces Have an Overall Average Recycled Content Greater Than 20%	0				1	
No	b. Environmentally Preferable Exterior Site Furnishings	0				1	
No	c. At Least 25% of All newly Supplied Interior Furniture has Environmentally Preferable Attributes	0			1		
13. Vandalism Deterrence							
No	a. Project Includes Vandalism Resistant Finishes and Strategies	0	1				
Total Available Points In Finishes and Furnishings: 32		6					
F. OTHER			Possible Points				
1. Incorporate GreenPoint Checklist in Blueprints							
Yes	a. <i>Required:</i> Incorporate GreenPoint Checklist in Blueprints	0	Y				
2. Operations & Maintenance Manuals							
No	a. Provide O&M Manual to Building Maintenance Staff	0		1			
No	b. Provide O&M Manual to Occupants	0		1			1
3. Transit Options							
No	a. Residents Are Offered Free or Discounted Transit Passes	0	2				
4. Educational Signage							
No	a. Educational Signage Highlighting & Explaining the Project's Green Features is Included	0	1				
5. Vandalism Management Plan							
No	a. Project Includes a Vandalism Management Plan for Dealing with Disturbances Post-Occupancy	0	1				
6. Innovation: List innovative measures that meet the green building objectives. Enter up to a 4 Points in each category. Points will be evaluated by Build It Green and the GreenPoint Rater.							
No	a. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
No	b. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
No	c. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
No	d. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
No	e. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
No	f. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
No	g. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
No	h. Describe Innovation Here, and Enter Possible Points in Columns P-T	0					
Total Available Points In Innovation: 74		0					
Summary							
Points Achieved from Specific Categories			16	31	6	6	4
Current Point Total			63				
Project Has Met All Recommended Minimum Requirements							

RECEIVED
AUG 17 2010
Dept. of Planning
& Building

August 17, 2010

Ms. Becky Sullivan
BTDJM Phase II Associates, LLC
922 Laguna Street
Santa Barbara, CA 93101

LLG Reference No. 2.07.2892.2

Subject: **Updated Parking Demand Analysis for The Village at Bella Terra
with Costco (Phase II)**
Huntington Beach, California

Dear Ms. Sullivan:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this *Updated Parking Demand Analysis for The Village at Bella Terra (Phase II)* located in the City of Huntington Beach, California. Bella Terra Phase I (Area A) is an existing regional shopping center with a mixture of entertainment, restaurant, and retail uses located north of Edinger Avenue, south of Center Avenue and west of Beach Boulevard and The Village site is located adjacent to the west of Phase I.

This parking demand analysis evaluates The Village at Bella Terra's parking requirements based on the City of Huntington Beach Zoning Code and Beach & Edinger Corridor Specific Plan, the methodology outlined in Urban Land Institute's (ULI) *Shared Parking 2nd Edition*, and parking utilization surveys of the existing parking structure within Bella Terra Phase I. Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

Project Location and Description

The Village at Bella Terra is a proposed expansion to the existing Bella Terra shopping center located immediately west of Bella Terra Phase I, north of Edinger Avenue, and south of Center Avenue in the City of Huntington Beach. **Figure 1**, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the entire Bella Terra project site and depicts the surrounding street system.

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law &
Greenspan, Engineers

1580 Corporate Drive
Suite 122
Costa Mesa, CA 92626
714.641.1587 T
714.641.0139 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

ATTACHMENT NO. 15.1

An LGZWB Company Founded 1966

Table 1, located at the rear of this letter report following the figures, presents a summary of The Village at Bella Terra development tabulation uses as well as 15,495 square feet (SF) of existing Bella Terra Phase I development, which has been included in the parking demand analysis because of its proximity within the footprint of The Village development and the fact that the existing adjacent parking field will be shared with The Village at Bella Terra. As shown in *Table 1*, the proposed Project will add approximately of 184,113 square-feet (SF) of retail/commercial floor area and 468 residential units. The 184,113 SF of retail/commercial floor area consists of 15,000 SF retail use, 15,000 SF restaurant use, and a 154,113 Costco store. The proposed development also includes demolishing the existing 90,700 SF Mervyn's and adjacent shops and replacing it with a 154,113 SF Costco resulting in a net increase of 63,413 SF attributable to the Costco of the new 184,113 SF.

The existing and proposed mix of uses within The Village for the parking analysis consists of 468 multi-family dwelling units, 29,161 SF of restaurant uses (15,000 SF + 14,161 SF), and 170,447 SF of retail/commercial uses (154,113 SF + 15,000 SF + 1,334 SF) with a parking supply of 1,172 parking spaces. The 1,172-space parking supply consists of 395 proposed surface parking spaces for The Village, excluding Costco parking, and 777 parking spaces for Costco (the 777 Costco parking spaces consist of 557 surface parking spaces and 220 parking spaces within the existing Bella Terra parking structure). In addition, 700 reserved residential spaces are proposed within a new five story parking structure on The Village site. It should be noted that the residential guest parking spaces are included in the 700 residential private parking space inventory. *Figure 2*, attached, presents the proposed site plan for The Village at Bella Terra as well as the existing adjacent portion of Bella Terra Phase I development that is included in this parking analysis. The existing adjacent portion of Bella Terra Phase I development consists of 15,495 SF along Edinger Avenue and 46,738 SF west of the Burlington Coat Factory, which will likely park in the parking structure once the Project is completed.

Parking Supply-Demand Analysis

This parking analysis for The Village at Bella Terra involves determining the expected parking needs, based on the size and type of proposed development components, versus the parking supply. In this case, there are two methods that were utilized to estimate the site's peak parking demands. These methods include:

- Application of City code requirements (which typically treat each use in the shopping center as a "stand alone" use at maximum demand); and

- Application of parking survey information combined with the ULI shared parking methodology, which combines actual parking demand data from the existing parking structure in Bella Terra Phase I with the existing and proposed Phase II (The Village & Costco area) uses based on City code and ULI time of day profiles. In addition, this methodology was also utilized to provide a parking demand analysis for buildout of Bella Terra, which combined actual parking demand data from the existing parking structure in Bella Terra Phase I with the existing and proposed Phase II uses plus the existing vacant and proposed Phase I uses based on City code and ULI time of day profiles.

The shared parking methodology is certainly applicable to a development such as The Village at Bella Terra, as the individual land uses (i.e., retail, restaurant/food, and residential guest uses) experience peak demands at different times of the day.

City of Huntington Beach Parking Code Requirements

The City of Huntington Beach parking requirements for The Village at Bella Terra are based on the City's requirements as outlined in *Chapter 231.04, Off-street Parking & Loading Spaces Required* of the City of Huntington Beach Municipal Code and the *Beach & Edinger Corridor Specific Plan*. The City's Municipal Code and/or Beach & Edinger Corridor Specific Plan (BECSP) specify the following parking requirements for residential uses, restaurant uses, and retail uses:

- Residential, studio/one bedroom: 1 enclosed space per unit
- Residential, 2 bedrooms: 1.5 spaces per unit (BECSP)
- Residential, 3 bedrooms: 2.0 spaces per unit (BECSP)
- Residential, Guest: 0.2 space per unit (BECSP)
- Restaurant, with more than 12 seats: 1 space per 100 square-feet of gross floor area (SF-GFA) when on a site with 3 or more uses.
- Retail: 1 space per 200 SF-GFA.

Table 2 summarizes the parking requirements for the existing and proposed mix of tenants at The Village at Bella Terra using the above-referenced City code parking ratios divided between the residential uses (private) and non-residential uses (public). As shown, direct application of City code parking ratios to the residential component of the Project results in a total residential parking requirement of 664 parking spaces. With a proposed private parking supply of 700 spaces, a theoretical parking surplus of 36 spaces is forecast. Next, direct application of City code parking ratios to the non-residential component of the Project results in a total non-residential parking requirement of 1,144 parking spaces. With a proposed public parking supply of 1,172

spaces, a theoretical parking surplus of 28 spaces is forecast. In addition, **Table 2A** summarizes the land use summary and City Code parking requirements for the entire Bella Terra development at buildout. As shown in *Table 2A*, Bella Terra at Buildout will consist of approximately 875,585 SFGLA with a City Code parking requirement of 5,734 parking spaces. With a proposed public parking supply of 3,700 non-residential parking spaces, a theoretical parking deficiency of 2,034 parking spaces is forecast.

However, as previously mentioned, there is an opportunity to share parking spaces based on the utilization profile of each land use component as well as determine the actual amount of available parking based on parking utilization surveys of the parking structure.

The following section calculates the parking requirements for the proposed project based on the shared parking methodology approach.

Shared Parking Analysis

Based on the mix of uses proposed for The Village at Bella Terra project, the parking demand can be calculated using shared parking criteria as established by the Urban Land Institute (ULI) which lays out a calculation matrix for computing the project's realistic parking needs. The shared parking calculations included in this report are based on the proposed land uses/mix of tenants for The Village at Bella Terra, and reflects the development tabulations presented in *Table 1*.

Shared Parking Rationale and Basis

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day or day of week), rather than individual peak ratios as represented in the City of Huntington Beach Zoning Code (*Chapter 231.04, Off-Street Parking and Loading Spaces Required*).

The analytical procedures for Shared Parking Analyses are well documented in the Shared Parking publication by the Urban Land Institute (ULI) and have been previously accepted by the City of Huntington Beach. As for other local application, the City of Costa Mesa, and the City of Irvine, among others, has adopted Shared Parking procedures into their Zoning Ordinances based on the ULI techniques and individual parking studies, which validate and/or refine the ULI demand projections and profiles.

Shared parking calculations for The Village at Bella Terra project utilize peak parking ratios and hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the proposed The Village at Bella Terra project.

Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to The Village at Bella Terra are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2nd Edition*. The ULI publication presents hourly parking demand profiles for seven general land uses: office, retail, restaurant, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project.

One of the primary project components of The Village at Bella Terra is retail space, the ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile, and are applied to the City's retail parking ratio of 1 space per 200 SF-GLA. Peak demand for retail uses occurs between 1:00 PM & 2:00 PM on weekdays, and 2:00 PM & 4:00 PM on weekends.

The ULI *Shared Parking* publication includes a fine/casual dining profile that is used in this analysis for the total new restaurant area. Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline. To estimate the fine/casual restaurant parking demand, a parking ratio of 1 space per 100 SF (which matches City code) is utilized. For fine/casual dining uses, the peak demand occurs between 7:00 PM & 10:00 PM on weekdays, and 8:00 PM & 9:00 PM weekends.

In addition, based on the location of the parking field for the proposed Costco and the anticipated parking demand profile for Costco, the 777 parking spaces allocated for Costco were not assumed to be shared in the Phase II parking analyses, but were assumed to be shared in the Bella Terra at Buildout analyses.

Parking Survey Analysis

Due to the proximity of the existing parking structure with Bella Terra Phase I to The Village, parking utilization surveys were conducted on two weekdays and one weekend day by City Traffic Counters in order to determine the current parking demand in the existing 1,537-space parking structure. The parking surveys were performed at one-hour intervals between 9:00 AM and 10:00 PM on Saturday April 17, 2010, Thursday April 22, 2010, and Friday April 23, 2010 and. The parking surveys consisted of counting the number of parked vehicles within each level for the entire parking structure. The location of the parking structure is shown in *Figure 3* and currently consists of 1,537 parking spaces within six floors.

The results of the weekday and weekend parking surveys are summarized in *Table 3*. The table presents the parking demand at the parking structure for each one-hour of the weekday and weekend count date. As shown in *Table 3*, the study location experienced a weekday peak parking demand of *667 parked vehicles (43.4% utilization)* within the entire parking structure at 9:00 PM on a Friday. Also, as shown in *Table 3*, the study site experienced a weekend peak parking demand of *760 parked vehicles (49.4% utilization)* within the entire parking structure that occurred at 9:00 PM on a Saturday.

Survey Data Shared Parking Demand Analysis and Results

In order to determine the most realistic peak-parking requirement for the proposed Village at Bella Terra, including the proposed Costco as well as the existing adjacent retail and restaurant uses proximate to the Phase II site and existing parking structure, utilization of the survey data for the existing parking structure is combined with the parking demand within the shared parking model for The Village and existing adjacent retail and restaurant uses. The parking supply utilized in The Village survey shared parking analysis, excluding the Costco parking supply, consists of 1,712 parking spaces (395 proposed surface parking spaces for The Village and 1,317 parking spaces within the existing Bella Terra parking structure (1,537 total parking structure spaces minus 220 spaces allocated to Costco).

The Village at Bella Terra Analysis

Table 4, and **Table 5** present an approach which applies the City code parking requirement and site-specific time of day parking profiles to The Village uses and existing adjacent uses either within or proximate to The Village site, for the weekday (Thursday and Friday, respectively) time frame while directly applying the parking survey results as a time of day parking profile for the existing parking structure within the Bella Terra Phase I development. In addition, **Table 6** presents the City code parking requirement and site-specific time of day parking profiles to The Village uses and existing adjacent uses either within or proximate to The Village site, for the weekend day (Saturday) time frame while directly applying the parking survey results as a time of day parking profile for the existing parking structure within the Bella Terra Phase I development. Please note that a contingency factor, 40% for weekday and 40% for weekend, has been applied to the parking survey data, which consists of 25% to account for daily and/or seasonal variations in parking demand of the parking structure to achieve a 90% occupancy condition based on monthly variation data provided in ULI *Shared Parking, 2nd Edition* publication plus a 15% contingency to account for economic variation. In addition, to account for economic variation within the Phase I parking demand, a 15% contingency (167 spaces) of the existing Phase I supply of 1,233 spaces at 90% occupancy (1,110 spaces) was also applied to the parking structure demand at the retail profile. As stated above, the 777 parking spaces allocated for Costco were not assumed to be shared in the Phase II parking analyses.

As shown in **Table 4**, the peak-parking requirement for the proposed Village at Bella Terra, excluding Costco, and existing adjacent uses during a peak December weekday (Thursday), totals 952 parking spaces (56% peak occupancy) and occurs at 7:00 PM. Next, as shown in **Table 5**, the peak parking requirement for the proposed Village at Bella Terra, excluding Costco, and existing adjacent uses during a peak December Friday totals 1,498 parking spaces (88% peak occupancy) and occurs at 8:00 PM. Finally, As shown in **Table 6**, the peak parking requirement for the proposed Village at Bella Terra excluding Costco, and existing adjacent uses during a peak December weekend day (Saturday) totals 1,593 parking spaces (93% peak occupancy) and also occurs at 8:00 PM. As shown in **Table 4** through **Table 6**, the peak parking occupancy is below the peak design rate of 95% for a December condition. It should be noted that the non-December peak parking demand is likely at least 25% less than the peak parking demand forecast in **Tables 4, 5, & 6**. **Appendix A** contains the shared parking analysis calculation worksheets for the weekday and weekend day parking scenarios associated with **Tables 4, 5, & 6**.

The Costco parking demand analysis, which consists of a 771-space parking demand and 6-space surplus, is presented in the last three columns of *Table 4*, *Table 5* and *Table 6*.

As a result, based on review of *Table 4*, *Table 5* and *Table 6*, The Village parking survey shared peak parking demand for the proposed Village at Bella Terra, existing adjacent uses, and the existing parking structure is **1,593 parking spaces** and occurs at 8:00 PM on a weekend day. With a proposed on-site parking supply of 1,712 parking spaces, a minimum weekend (Saturday) **parking surplus of 119 spaces** and a minimum weekday (Friday) **parking surplus of 214 spaces** is forecast. Consequently, the parking survey data shared parking demand analysis indicates that there is adequate parking to accommodate the proposed Village at Bella Terra with Costco development.

Bella Terra at Buildout Analysis

Table 7, and *Table 8* present an approach which applies the City code parking requirement and site-specific time of day parking profiles to Bella Terra at Buildout, which consists of The Village uses, including Costco, the existing adjacent uses either within or proximate to The Village site, the residential guest parking demand, and the vacant/proposed uses within Bella Terra Phase I, for the weekday (Thursday and Friday, respectively) time frame while directly applying the parking survey results as a time of day parking profile for the existing parking structure within the Bella Terra Phase I development. In addition, *Table 9* presents the City code parking requirement and site-specific time of day parking profiles to Bella Terra at Buildout, which consists of The Village uses, including Costco, the existing adjacent uses either within or proximate to The Village site, and the vacant/proposed uses within Bella Terra Phase I for the weekend day (Saturday) time frame while directly applying the parking survey results as a time of day parking profile for the existing parking structure within the Bella Terra Phase I development. Please note that a 40% contingency factor has been applied to the parking structure survey data and a 15% contingency factor to the existing Phase I peak demand consistent with The Village at Bella Terra analysis above in *Tables 4* through *6*. It should be further noted all of the existing vacant uses with Bella Terra, including the proposed Whole Foods market are assumed to park within the Phase II parking supply. *Figure 4*, attached, presents the proposed site plan for Bella Terra at Buildout.

As shown in *Table 7*, the peak-parking requirement for Bella Terra at Buildout, excluding the residential parking demand, during a peak December weekday (Thursday), totals 1,879 parking spaces (75% peak occupancy) and occurs at 7:00 PM. Next, as shown in *Table 8*, the peak parking requirement for the proposed Village at Bella Terra, excluding the residential parking demand, during a peak December Friday

totals 2,304 parking spaces (93% peak occupancy) and occurs at 8:00 PM. Finally, as shown in *Table 9*, the peak parking requirement for the proposed Village at Bella Terra, excluding the residential parking demand, during a peak December weekend day (Saturday) totals 2,341 parking spaces (94% peak occupancy) and also occurs at 8:00 PM. As shown in *Table 7* through *Table 9*, the peak parking occupancy is below the peak design rate of 95% for a December condition. It should be noted that the non-December peak parking demand is likely at least 25% less than the peak parking demand forecast in *Tables 7, 8, & 9*. **Appendix B** contains the shared parking analysis calculation worksheets for the weekday and weekend day parking scenarios associated with *Tables 7, 8, & 9*.

The reserved residential parking demand analysis, which consists of a 664-space peak parking demand and 36-space surplus, is presented in the last three columns of *Table 7*, *Table 8* and *Table 9*.

As a result, based on review of *Table 7*, *Table 8* and *Table 9*, The Village survey shared peak parking demand for Bella Terra at Buildout is **2,341 parking spaces** and occurs at 8:00 PM on a peak December weekend day (Saturday). With a proposed on-site parking supply of 2,489 parking spaces, a minimum weekend (Saturday) **parking surplus of 148 spaces** and a minimum weekday (Friday) **parking surplus of 185 spaces** is forecast. Consequently, the parking survey data shared parking demand analysis indicates that there is adequate parking to accommodate the Bella Terra at Buildout with Costco development.

Summary of Findings and Conclusions

1. The proposed Village at Bella Terra project involves the construction of 468 multi-family residential units and 184,113 square-feet (SF) of retail/commercial floor area. The 184,113 SF of retail/commercial floor area consists of 15,000 SF retail use, 15,000 SF restaurant use, and a 154,113 Costco store. The proposed development also includes demolishing the existing 90,700 SF Mervyn's and adjacent shops. The Village at Bella Terra proposes a parking supply of 1,144 public parking spaces for the non-residential uses and 700 private parking spaces reserved for the residential units.
2. Direct application of City code and Beach & Edinger Corridor Specific Plan parking ratios to the residential component of the Project results in a total residential parking requirement of **664 parking spaces**. With a proposed private parking supply of 700 spaces, a theoretical parking **surplus of 36 spaces** is forecast. Next, direct application of City code parking ratios to the non-residential component of the

Project results in a total non-residential parking requirement of **1,144 parking spaces**. With a proposed public parking supply of 1,172 spaces, a theoretical parking *surplus* of **28 spaces** is forecast.

3. The parking survey data indicates that the peak parking demand within the existing 1,537-spaces parking structure (*Table 3*) during a weekday (Friday) totals **667 parking spaces** (43.4% utilization) and occurs at 9:00 PM. In addition, the peak parking demand within the existing parking structure (*Table 3*) during a weekend (Saturday) totals **760 parking spaces** (49.4% utilization) and also occurs at 9:00 PM. With a proposed parking supply of 1,537 parking spaces, a minimum parking surplus of **870 parking spaces** and **777 parking spaces** is forecast for the entire parking structure on a typical peak weekday and weekend day, respectively.
4. The Survey Data Shared Parking Analysis indicates that the peak parking demand for The Village at Bella Terra, excluding Costco, plus the existing adjacent uses during a peak December weekday (Thursday: *Table 4*) totals **952 parking spaces** (56% peak occupancy) and occurs at 9:00 PM. With a proposed parking supply of 1,712 parking spaces, a minimum parking *surplus* of **760 parking spaces** is forecast on a peak December weekday. Next, the peak parking requirement for the proposed Village at Bella Terra, excluding Costco, and existing adjacent uses during a peak December Friday (*Table 5*) totals **1,498 parking spaces** (88% peak occupancy) and occurs at 8:00 PM. With a proposed parking supply of 1,712 parking spaces, a minimum parking *surplus* of **214 parking spaces** is forecast on a peak December Friday. Finally, the peak parking requirement for the proposed Village at Bella Terra excluding Costco, and existing adjacent uses during a peak December weekend day (Saturday: *Table 6*) totals **1,593 parking spaces** (93% peak occupancy) and also occurs at 8:00 PM. With a proposed parking supply of 1,712 parking spaces, a minimum parking *surplus* of **119 parking spaces** is forecast on a peak December weekend day. The Costco parking demand analysis, which consists of a **771-space** parking demand and **6-space surplus**, is presented in the last three columns of *Table 4*, *Table 5*, and *Table 6*.
5. The Survey Data Shared Parking Analysis indicates that the peak parking demand for Bella Terra at Buildout, including Costco, during a peak December weekday (Thursday: *Table 7*) totals **1,879 parking spaces** (75% peak occupancy) and occurs at 7:00 PM. With a proposed parking supply of 2,489 parking spaces, a minimum parking *surplus* of **610 parking spaces** is forecast on a peak December weekday. Next, the peak parking requirement for Bella Terra at Buildout, including Costco, during a peak December Friday (*Table 8*) totals **2,304 parking spaces** (93% peak occupancy) and occurs at 8:00 PM. With a proposed parking supply of 2,489

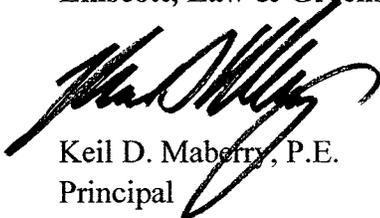
parking spaces, a minimum parking **surplus** of **185 parking spaces** is forecast on a peak December Friday. Finally, the peak parking requirement for Bella Terra at Buildout, including Costco, during a peak December weekend day (Saturday: *Table 9*) totals **2,341 parking spaces** (94% peak occupancy) and also occurs at 8:00 PM. With a proposed parking supply of 2,489 parking spaces, a minimum parking **surplus** of **148 parking spaces** is forecast on a peak December weekend day. The reserved residential parking demand analysis, which consists of a **664-space** peak parking demand and **36-space surplus**, is presented in the last three columns of *Table 7, Table 8* and *Table 9*.

As a result, based on all of the parking analyses conducted for the proposed Village at Bella Terra with Costco development and Bella Terra at Buildout scenarios, adequate parking will be provided within the proposed parking supply.

* * * * *

We appreciate the opportunity to prepare this parking demand analysis for the BTDJM Phase II Associates, LLC. Should you have any questions or need additional assistance, please do not hesitate to call me at (714) 641-1587.

Very truly yours,
Linscott, Law & Greenspan, Engineers


Keil D. Maberry, P.E.
Principal



Attachments

cc: file

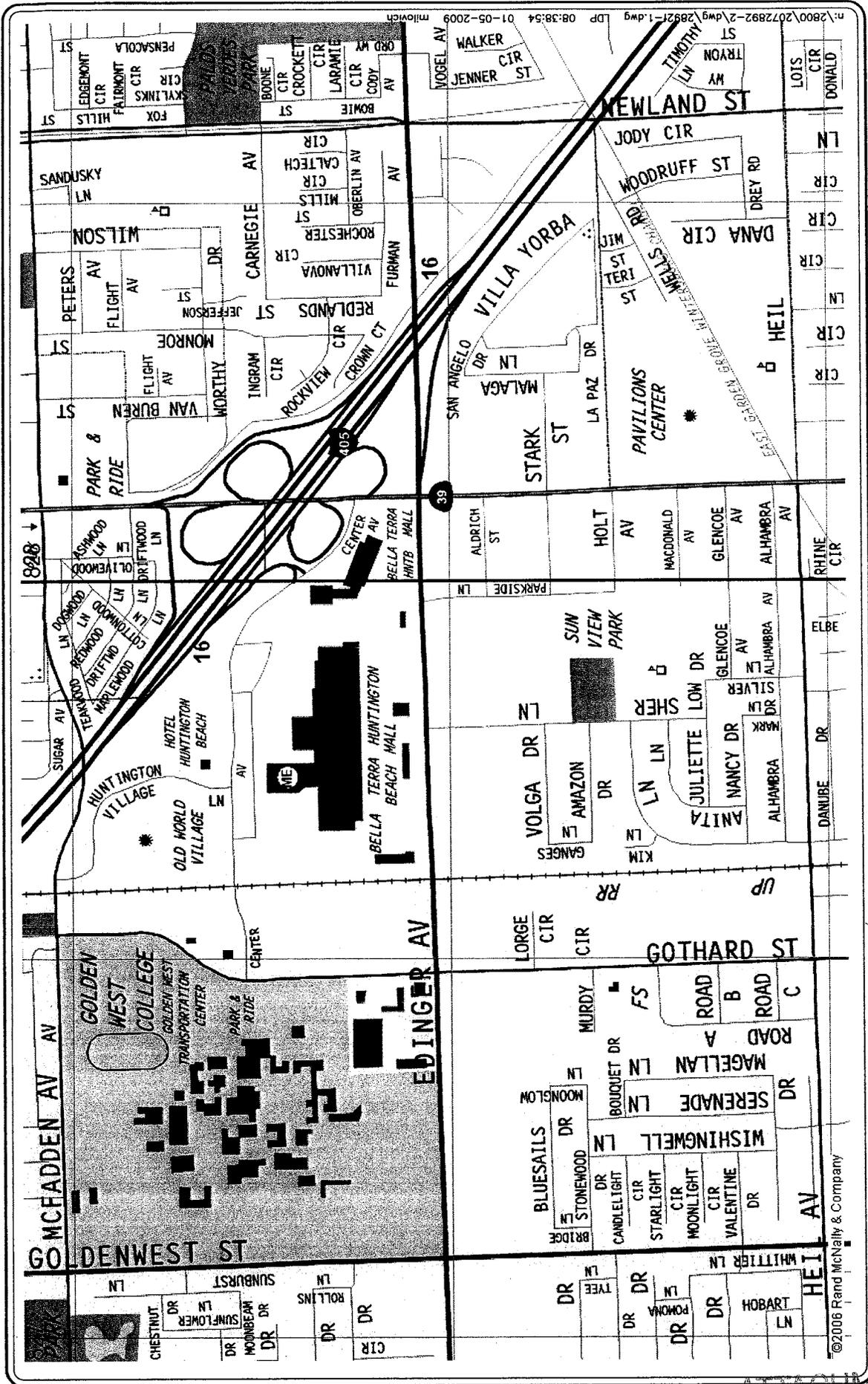


FIGURE 1
VICINITY MAP
THE VILLAGE AT BELLA TERRA, HUNTINGTON BEACH

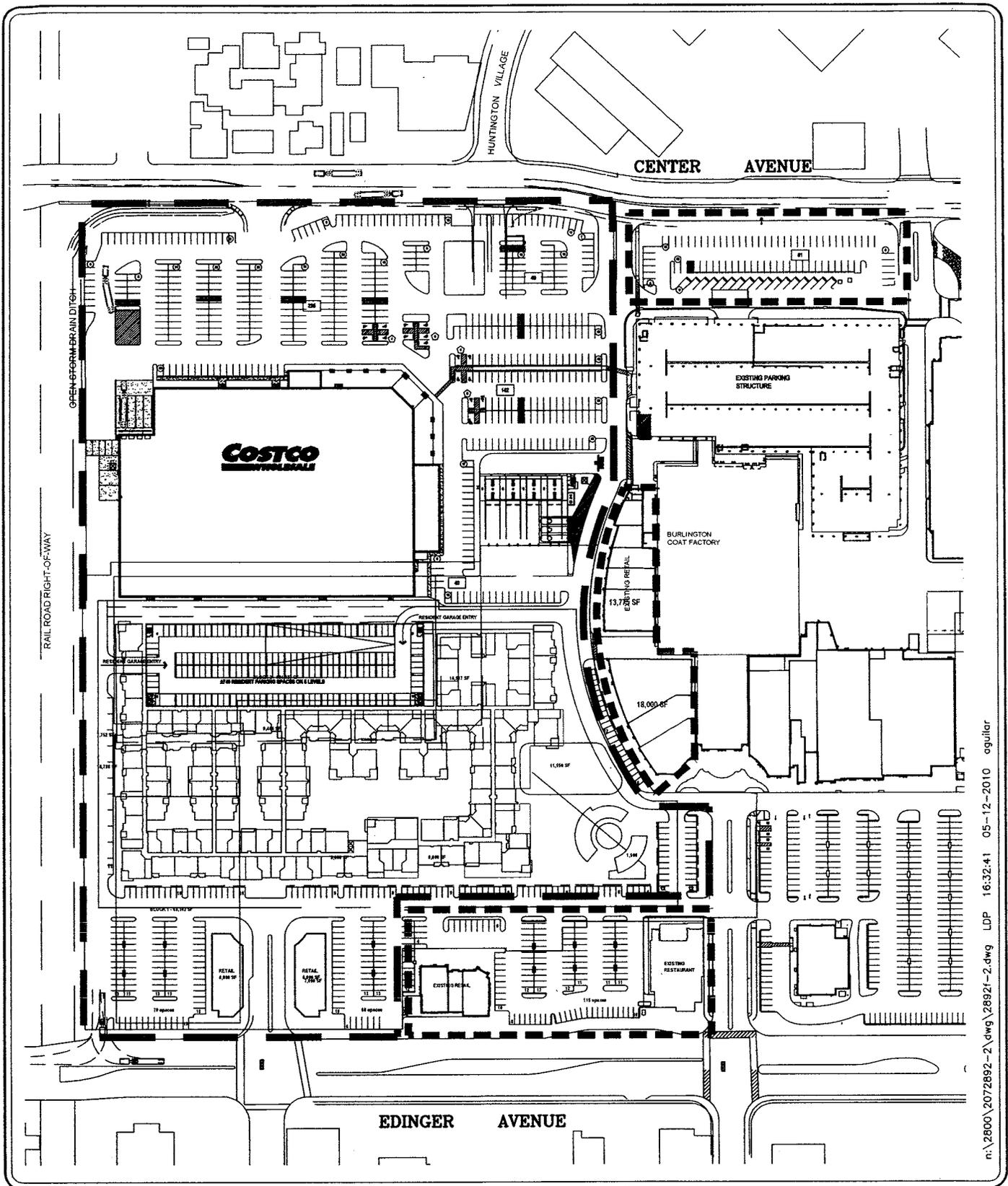
SOURCE: THOMAS BROS.



NO SCALE

LINSCOTT
LAW &
GREENSPAN
engineers

©2006 Rand McNally & Company



n:\2800\2072892-2\dwg\2892f-2.dwg LDP 16:32:41 05-12-2010 agular

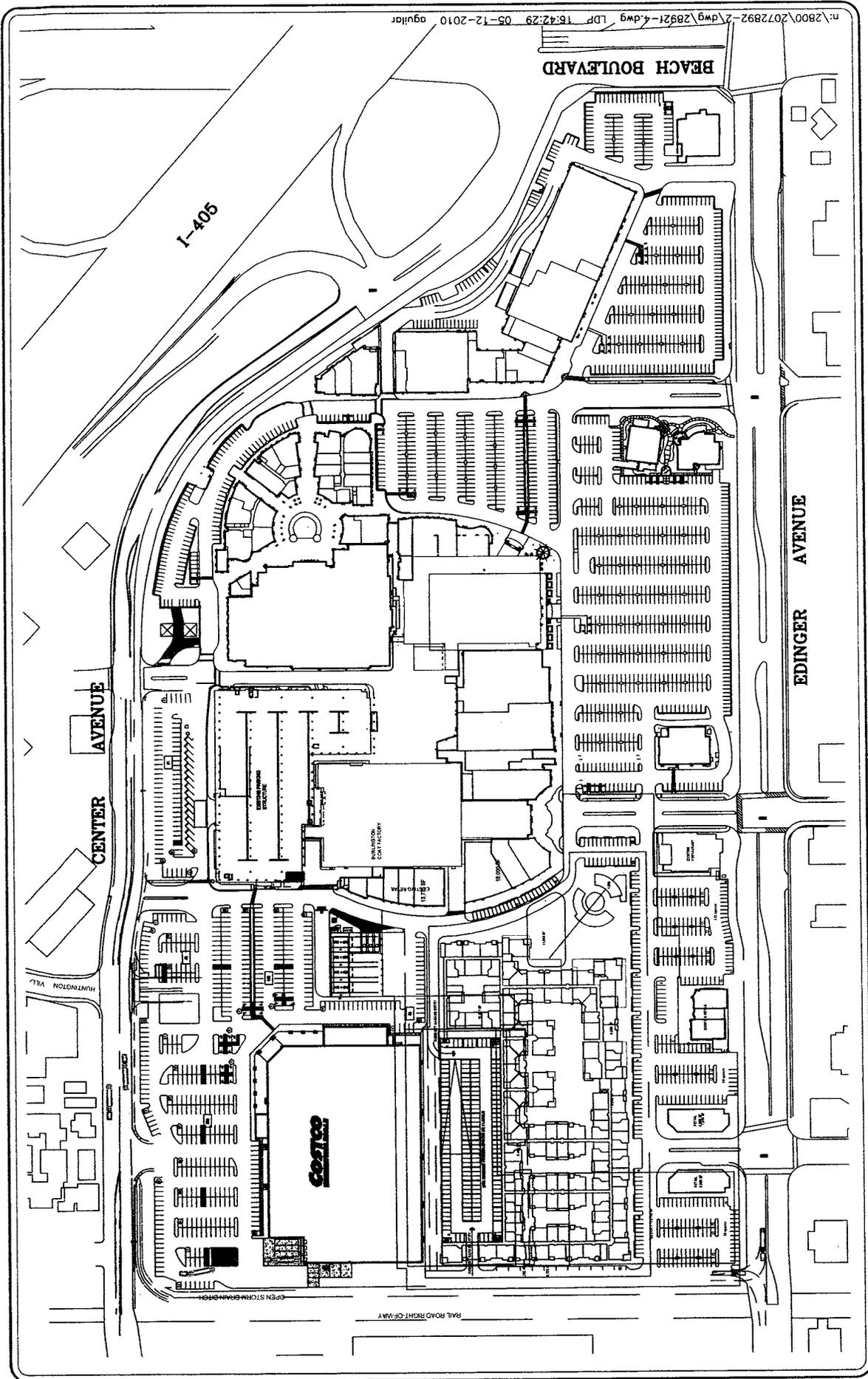
LINSCOTT
LAW &
GREENSPAN
engineers



- KEY**
- = THE VILLAGE AT BELLA TERRA
 - = EXISTING AREA INCLUDED IN PARKING ANALYSIS

FIGURE 2

PROPOSED SITE PLAN
THE VILLAGE AT BELLA TERRA, HUNTINGTON BEACH



n:\2800\2072892-2\dwg\2892t-4.dwg LDP 16:42:29 05-12-2010 ogular

FIGURE 4
BELLA TERRA BUILDOUT SITE PLAN
 THE VILLAGE AT BELLA TERRA, HUNTINGTON BEACH



NO SCALE

**LINSCOTT
 LAW &
 GREENSPAN**
engineers

Table 1
LAND USE SUMMARY [1]
The Village at Bella Terra, Huntington Beach

Location	Proposed Residential	Existing Restaurant/Retail	Proposed Restaurant	Proposed Retail
Existing - Phase I [2]		15,495 SF		
The Village - Phase II	468 DU		15,000 SF	15,000 SF
Costco				154,113 SF
Total	468 DU	15,495 SF	15,000 SF	169,113 SF
			<i>Proposed Restaurant & Retail</i>	<i>184,113 SF</i>
			<i>Existing Restaurant & Retail</i>	<i>15,495 SF</i>
			Total	199,608 SF

Notes:

[1] Source: *BTDJM Phase II Associates, LLC.*

[2] The existing land uses (Pei Wei, MMM Wireless, Corner Bakery & King's Fish House) from Phase I are included in the parking analysis for The Village (Phase II).

Table 2
CITY CODE PARKING REQUIREMENT [1]
The Village at Bella Terra, Huntington Beach

Land Use	Size	City of Huntington Beach Code Parking Ratio	City Code Spaces Required
<i>Residential</i>			
Studio/1-Bedroom	294 DU	1 enclosed space per DU	294
2-Bedroom	144 DU	1.5 spaces per DU [2]	216
3-Bedroom	30 DU	2.0 spaces per DU [2]	60
Residential Guests	468 DU	0.2 space per DU [2]	94
<i>Residential Total:</i>			<i>664</i>
<i>Public</i>			
Restaurant (with more than 12 seats) [3]	29,161 SF	1 space per 100 SF GFA (when on a site with 3 or more uses)	292
Retail [4]	170,447 SF	1 space per 200 SF GFA	852
<i>Public Total:</i>			<i>1,144</i>
Total Residential Parking Code Requirement			664
Proposed Residential Parking Supply			700
Parking Surplus/(Deficiency)			36
Total Retail/Commercial Parking Code Requirement			1,144
Proposed Retail/Commercial Parking Supply			1,172
Parking Surplus/(Deficiency)			28

Notes:

[1] Source: Chapter 231.04, Off-street Parking & Loading Spaces Required, City of Huntington Beach Zoning and Subdivision Ordinance.

[2] Source: Beach & Edinger Corridor Specific Plan.

[3] The fine/casual dining square footage includes the proposed Village project [15,000 SF] and the existing land use (Pei Wei, Corner Bakery, and King's Fish House) [14,161 SF].

[4] The retail square footage includes the proposed Village project [154,113 SF + 15,000 SF] and the existing land use (MMM Wireless) [1,334 SF].

**TABLE 2A
LAND USE SUMMARY AND CODE PARKING REQUIREMENTS
Bella Terra @ Buildout, Huntington Beach**

Parking Land Use Category	Gross Leasable Area (GLA)	Parking Code Ratio	City Code Spaces Required
<i>Existing Bella Terra</i>			
Anchor Retail	424,702 SF ¹	1 space per 200 SF GFA	2,124
Specialty Retail	123,171 SF ²	1 space per 200 SF GFA	616
Full Service Resturant	46,867 SF	1 space per 100 SF GFA	469
Café	19,463 SF ³	1 space per 100 SF GFA	195
Multiplex Theater	77,269 SF (4,003 Seats)	1 space per 3 seats	1,334
<i>Existing Bella Terra Total (Phase I):</i>	<i>691,472 SF</i>		<i>4,738</i>
<i>Proposed Village at Bella Terra (Phase II)</i>			
Costco (Anchor Retail)	154,113 SF	1 space per 200 SF GFA	771
Retail (Specialty Retail)	15,000 SF	1 space per 200 SF GFA	75
Restaurant (Full Service Restaurant)	15,000 SF	1 space per 100 SF GFA	150
<i>Proposed Village at Bella Terra Total (Phase II):</i>	<i>184,113 SF²</i>		<i>996</i>
Total Proposed Project	875,585 SF		5,734

¹ For the purposes of this analysis, the existing Anchor Retail SF does not include the Mervyns building (82,000 SF) to be razed, but does include the additional retail parking demand SF in the proposed Whole Foods building (6,110 SF)

² For the purposes of this analysis, the existing Specialty Retail SF does not include the 8,700 SF within the Mervyns building to be razed

³ For the purposes of this analysis, the existing Cafe SF includes the 1,100 SF dining area within the proposed Whole Foods building

Table 3
Parking Survey Summary [1], [2]
The Village at Bella Terra, Huntington Beach

Time of Day	Saturday, April 17		Thursday, April 22		Friday, April 23	
	Number of Parked Cars	Percent Utilization [3]	Number of Parked Cars	Percent Utilization [3]	Number of Parked Cars	Percent Utilization [3]
9:00 AM	37	2.4%	71	4.6%	59	3.8%
10:00 AM	84	5.5%	102	6.6%	111	7.2%
11:00 AM	152	9.9%	135	8.8%	183	11.9%
12:00 PM	254	16.5%	200	13.0%	256	16.7%
1:00 PM	344	22.4%	233	15.2%	323	21.0%
2:00 PM	361	23.5%	223	14.5%	333	21.7%
3:00 PM	397	25.8%	233	15.2%	314	20.4%
4:00 PM	426	27.7%	223	14.5%	336	21.9%
5:00 PM	448	29.1%	205	13.3%	347	22.6%
6:00 PM	524	34.1%	213	13.9%	448	29.1%
7:00 PM	645	42.0%	232	15.1%	536	34.9%
8:00 PM	735	47.8%	269	17.5%	663	43.1%
9:00 PM	760	49.4%	328	21.3%	667	43.4%
10:00 PM	756	49.2%	371	24.1%	638	41.5%

Notes:

- [1] On-site parking surveys conducted by City Traffic Counters.
- [2] **Bold, highlighted** cells represent peak observed parking demands.
- [3] Parking utilization percentages calculated based on an existing on-site parking availability of 1,537 spaces in the parking structure.

PAGE IS BLANK

Table 4
WEEKDAY (THURSDAY) SURVEY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use Size	Parking Structure		Existing Bella Terra Phase I [6]		The Village (Commercial) [2]		Total Spaces =		Comparison w/ Village/Structure Parking Supply [7]		Costco (Non-Shared)		Comparison w/ Residential Parking Supply		Total Site Demand
	1,537 Spc. (Supply)	Observed Hourly Parking Demand	46,738 KSF 5.0 /KSF 401 Spc.	Number of Spaces	45,495 KSF 317 Spc.	Number of Spaces	718 Shared Parking Demand	Surplus (Deficiency)	Percent Spaces Occupied	Number of Spaces	Surplus (Deficiency)	777 Spc. [4]	Surplus (Deficiency)		
9:00 AM	71	28	156	53	53	308	1,404	18%	771	6	6	1,079			
10:00 AM	102	41	251	103	103	497	1,215	29%	771	6	6	1,268			
11:00 AM	135	54	316	161	161	666	1,046	39%	771	6	6	1,437			
12:00 PM	200	80	348	234	234	862	850	50%	771	6	6	1,633			
1:00 PM	233	93	361	236	236	923	789	54%	771	6	6	1,694			
2:00 PM	223	89	348	215	215	875	837	51%	771	6	6	1,646			
3:00 PM	233	93	332	159	159	817	895	48%	771	6	6	1,588			
4:00 PM	223	89	332	178	178	822	890	48%	771	6	6	1,593			
5:00 PM	205	82	345	236	236	868	844	51%	771	6	6	1,639			
6:00 PM	213	85	345	274	274	917	795	54%	771	6	6	1,688			
7:00 PM	329	133	415	282	282	1,097	760	56%	771	6	6	1,723			
8:00 PM	269	108	296	274	274	947	765	55%	771	6	6	1,718			
9:00 PM	328	131	198	257	257	914	798	53%	771	6	6	1,685			
10:00 PM	371	148	115	235	235	869	843	51%	771	6	6	1,640			

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] The Village (Commercial) includes the existing land uses (Pei Wei, MVM Wireless, Corner Bakery & King's Fish House) [16,334 SF retail/commercial + 29,161 SF restaurant].
- [3] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
- [4] Consists of 537 surface parking spaces and 220 parking spaces in the parking structure.
- [5] A 40% contingency factor consists of 25% for daily and/or seasonal variations plus 15% for economic variation.
- [6] Consists of Existing Suites 7777-104 through 120 (32,429 SF) and 7777-230 through 234 (14,309 SF), which are assumed to park in Phase II & parking structure plus a 15% contingency parking demand of 167 spaces for economic variation, which would be assumed to park in the parking structure, based on the existing Phase I parking field of 1,233 parking spaces at 90% occupancy.
- [7] Consists of 395 surface parking spaces in The Village (Phase II) plus 1,317 parking spaces in the structure (1,537 total structure spaces - 220 spaces for Costco).

**Table 5
WEEKDAY (FRIDAY) SURVEY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach**

Land Use Size Pkg Rate [3]	Parking Structure		Existing Bella Terra Phase I [6] 46,738 KSF 5.0 /KSF 401 Spc.	The Village (Commercial) [2] 45,495 KSF 317 Spc.	Total Spaces = 718 Shared Parking Demand	Comparison w/ Village/Structure Parking Supply [7]		Percent Spaces Occupied	Costco (Non- Shared)		Comparison w/ Costco Parking Supply 777 Spaces [4]	Total Site Demand
	1,537 Spc. (Supply)	Observed Hourly Parking Demand				40% Contingency Factor [5]	Number of Spaces		Number of Spaces	Number of Spaces		
9:00 AM	59	24	156	53	292	1,420	771	17%	771	6	1,063	
10:00 AM	111	44	251	103	509	1,203	771	30%	771	6	1,280	
11:00 AM	183	73	316	161	733	979	771	43%	771	6	1,504	
12:00 PM	256	102	348	234	940	772	771	55%	771	6	1,711	
1:00 PM	323	129	361	236	1,049	663	771	61%	771	6	1,820	
2:00 PM	333	133	348	215	1,029	683	771	60%	771	6	1,800	
3:00 PM	314	126	332	159	931	781	771	54%	771	6	1,702	
4:00 PM	336	134	332	178	980	732	771	57%	771	6	1,751	
5:00 PM	347	139	345	236	1,067	645	771	62%	771	6	1,838	
6:00 PM	448	179	345	274	1,246	466	771	73%	771	6	2,017	
7:00 PM	536	214	345	282	1,377	335	771	80%	771	6	2,148	
8:00 PM	663	255	296	274	1,498	211	771	88%	771	6	2,269	
9:00 PM	667	267	198	257	1,389	323	771	81%	771	6	2,160	
10:00 PM	638	255	115	235	1,243	469	771	73%	771	6	2,014	

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2003.
- [2] The Village (Commercial) includes the existing land uses (Pei Wei, MAMM Wireless, Corner Bakery & King's Fish House) [16,334 SF retail/commercial + 29,161 SF restaurant].
- [3] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
- [4] Consists of 557 surface parking spaces and 220 parking spaces in the parking structure.
- [5] A 40% contingency factor consists of 25% for daily and/or seasonal variations plus 15% for economic variation.
- [6] Consists of Existing Suites 7777-104 through 120 (32,429 SF) and 7777-230 through 234 (14,309 SF), which are assumed to park in Phase II & parking structure plus a 15% contingency parking demand of 167 spaces for economic variation, which would be assumed to park in the parking structure, based on the existing Phase I parking field of 1,233 parking spaces at 90% occupancy.
- [7] Consists of 395 surface parking spaces in The Village (Phase II) plus 1,317 parking spaces in the structure (1,537 total structure spaces - 220 spaces for Costco).

Table 6
WEEKEND (SATURDAY) SURVEY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Parking Structure		Existing Bella Terra Phase I [6]		The Village (Commercial) [2]		Total Spaces =		Comparison w/ Village/Structure Parking Supply [7]		Costco (Non-Shared)		Comparison w/ Costco Parking Supply		Total Site Demand
	1,537 Spc. (Supply)	Observed Hourly Parking Demand	40% Contingency Factor [5]	46,738 KSF / 5.0 /KSF 401 Spc.	45,495 KSF 317 Spc.	718 Shared Parking Demand	1,454 Surplus (Deficiency)	771 Number of Spaces	154,113 KSF 5,000 /KSF 771 Spc.	Percent Spaces Occupied	Surplus (Deficiency)	Number of Spaces	Surplus (Deficiency)		
9:00 AM	37	15		156	50	258	1,454	771	15%	6	771	6	1,029		
10:00 AM	84	34		229	68	415	1,297	771	24%	6	771	6	1,186		
11:00 AM	152	61		285	109	607	1,105	771	35%	6	771	6	1,378		
12:00 PM	254	102		337	192	885	827	771	52%	6	771	6	1,656		
1:00 PM	344	138		369	208	1,059	653	771	62%	6	771	6	1,830		
2:00 PM	361	144		401	192	1,098	614	771	64%	6	771	6	1,869		
3:00 PM	397	159		401	192	1,149	563	771	67%	6	771	6	1,920		
4:00 PM	426	170		385	189	1,170	542	771	68%	6	771	6	1,941		
5:00 PM	448	179		365	227	1,219	493	771	71%	6	771	6	1,990		
6:00 PM	524	210		325	283	1,342	370	771	78%	6	771	6	2,113		
7:00 PM	645	258		305	289	1,497	215	771	87%	6	771	6	2,268		
8:00 PM	1,537	391		2,233	295	1,539	139	771	93%	6	771	6	2,306		
9:00 PM	760	304		213	264	1,541	171	771	90%	6	771	6	2,312		
10:00 PM	756	302		148	252	1,458	254	771	85%	6	771	6	2,229		

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] The Village (Commercial) includes the existing land uses (Pei Wei, MAMM Wireless, Corner Bakery & King's Fish House) [16,334 SF retail/commercial + 29,161 SF restaurant].
- [3] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
- [4] Consists of 557 surface parking spaces and 220 parking spaces in the parking structure.
- [5] A 40% contingency factor consists of 25% for daily and/or seasonal variations plus 15% for economic variation.
- [6] Consists of Existing Suites 7777-104 through 120 (32,429 SF) and 7777-230 through 234 (14,309 SF), which are assumed to park in Phase II & parking structure plus a 15% contingency parking demand of 167 spaces for economic variation, which would be assumed to park in the parking structure, based on the existing Phase I parking field of 1,233 parking spaces at 90% occupancy.
- [7] Consists of 395 surface parking spaces in The Village (Phase II) plus 1,317 parking spaces in the structure (1,537 total structure spaces - 220 spaces for Costco).

**Table 7
WEEKDAY (THURSDAY) SURVEY SHARED PARKING DEMAND ANALYSIS [1]
Bella Terra Bulldout, Huntington Beach**

Land Use	Parking Structure		Existing Bella Terra Phase I [7]		Vacant/Proposed Restaurant [4]		The Village (Commercial) [2]		Total Spaces = Shared Parking Demand		Comparison w/ Non-Residential Parking Supply [8]		Residential (Reserved)		Comparison w/ Residential Parking Supply		Total Site Demand
	Observed Hourly Parking Demand	1,537 Spc. (Supply)	86,185 KSF	5.0 /KSF	4,824 KSF	10.0 /KSF	199,608 KSF	1,144 Spc.	1,790	2,489 Spaces [8]	468 DU	700 Spaces	1.42 /DU [5]	664 Spc.	700 Spaces	2,504	
Time of Day	Factor [6]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces
9:00 AM	28	233	5	364	5	364	364	701	1,788	28%	664	36	1,365	664	36	1,365	1,365
10:00 AM	41	373	12	604	12	604	604	1,132	1,357	45%	664	36	1,796	664	36	1,796	1,796
11:00 AM	54	471	21	796	21	796	796	1,477	1,012	59%	664	36	2,141	664	36	2,141	2,141
12:00 PM	80	519	34	943	34	943	943	1,776	713	71%	664	36	2,440	664	36	2,440	2,440
1:00 PM	93	538	34	970	34	970	970	1,868	621	75%	664	36	2,532	664	36	2,532	2,532
2:00 PM	89	519	30	921	30	921	921	1,782	707	72%	664	36	2,446	664	36	2,446	2,446
3:00 PM	93	494	20	825	20	825	825	1,665	824	67%	664	36	2,329	664	36	2,329	2,329
4:00 PM	89	494	23	847	23	847	847	1,676	813	67%	664	36	2,340	664	36	2,340	2,340
5:00 PM	82	515	34	942	34	942	942	1,778	711	71%	664	36	2,442	664	36	2,442	2,442
6:00 PM	85	515	41	986	41	986	986	1,840	649	74%	664	36	2,504	664	36	2,504	2,504
7:00 PM	53	516	13	596	13	596	596	1,172	737	70%	664	36	2,416	664	36	2,416	2,416
8:00 PM	108	441	43	891	43	891	891	1,752	737	70%	664	36	2,416	664	36	2,416	2,416
9:00 PM	131	296	43	685	43	685	685	1,483	1,006	60%	664	36	2,147	664	36	2,147	2,147
10:00 PM	148	172	41	498	41	498	498	1,230	1,259	49%	664	36	1,894	664	36	1,894	1,894

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] The Village (Commercial) includes the existing land uses (Pet Wei, MAMA Wireless, Corner Bakery & King's Fish House) [170,447 SF retail/commercial + 29,161 SF restaurant].
- [3] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
- [4] Consists of vacant Suites 7811-124 & 128 (4,224 SF) as restaurants plus Outdoor dining in Proposed Whole Foods (600 SF).
- [5] Based on Edinger Corridor Specific Plan of 1 space per 1 bedroom dwelling unit, 1.5 spaces per 2+ bedroom dwelling unit & 0.2 spaces/DU for guest parking.
- [6] A 40% contingency factor consists of 25% for daily and/or seasonal variations plus 15% for economic variation.
- [7] Consists of Existing Suites 7777-104 through 120 (32,429 SF) and 7777-230 through 234 (14,309 SF), which are assumed to park in Phase II & parking structure spaces plus existing vacant/proposed retail uses in Phase I (39,447 SF) and a 15% contingency parking demand of 167 spaces for economic variation, which would be assumed to park in the parking structure, based on the existing Phase I parking field of 1,233 parking spaces at 90% occupancy.
- [8] Consists of 395 surface parking spaces in The Village (Phase II), 557 surface parking spaces for Costco plus 1,537 parking spaces in the structure.

**Table 8
WEEKDAY (FRIDAY) SURVEY SHARED PARKING DEMAND ANALYSIS [1]
Bella Terra Buildout, Huntington Beach**

Land Use Size	Parking Structure		Existing Bella Terra Phase I [7] 86,185 KSF 5.0 /KSF 598 Spc.	Vacant/Proposed Restaurant [4] 4,824 KSF 10.0 Spc. 48 Spc.	The Village (Commercial) [2] 199,608 KSF 1,144 Spc.	Total Spaces = 1,790 Shared Parking Demand	Comparison w/ Non-Residential Parking Supply [8]		Residential (Reserved)		Comparison w/ Residential Parking Supply 700 Spaces Surplus (Deficiency)	Total Site Demand
	Observed Hourly Parking Demand	40% Contingency Factor [6]					Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
9:00 AM	59	24	233	5	364	685	1,804	664	28%	664	36	1,349
10:00 AM	111	44	373	12	604	1,144	1,345	664	46%	664	36	1,808
11:00 AM	183	73	471	21	796	1,544	945	664	62%	664	36	2,208
12:00 PM	256	102	519	34	943	1,854	635	664	74%	664	36	2,518
1:00 PM	323	129	538	34	970	1,994	495	664	80%	664	36	2,658
2:00 PM	333	133	519	30	921	1,936	533	664	78%	664	36	2,600
3:00 PM	314	126	494	23	825	1,779	710	664	71%	664	36	2,443
4:00 PM	336	134	494	23	847	1,834	655	664	74%	664	36	2,498
5:00 PM	347	139	515	34	942	1,977	512	664	79%	664	36	2,641
6:00 PM	448	179	515	41	986	2,169	320	664	87%	664	36	2,833
7:00 PM	663	265	441	43	891	2,303	186	664	93%	664	36	2,967
8:00 PM	667	267	296	43	685	1,958	531	664	79%	664	36	2,622
9:00 PM	638	255	172	41	498	1,604	885	664	64%	664	36	2,268

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] The Village (Commercial) includes the existing land uses (Pet Wei, MMM Wireless, Corner Bakery & King's Fish House) [170,447 SF retail/commercial + 29,161 SF restaurant].
- [3] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
- [4] Consists of vacant Suites 7811-124 & 128 (4,224 SF) as restaurants plus outdoor dining in Proposed Whole Foods (600 SF).
- [5] Based on Edinger Corridor Specific Plan of 1 space per 1 bedroom dwelling unit, 1.5 spaces per 2+ bedroom dwelling unit & 0.2 spaces/DU for guest parking.
- [6] A 40% contingency factor consists of 25% for daily and/or seasonal variations plus 15% for economic variation.
- [7] Consists of Existing Suites 7777-104 through 120 (32,429 SF) and 7777-230 through 234 (14,309 SF), which are assumed to park in Phase II & parking structure spaces plus existing vacant/proposed retail uses in Phase I (39,447 SF) and a 15% contingency parking demand of 167 spaces for economic variation, which would be assumed to park in the parking structure, based on the existing Phase I parking field of 1,233 parking spaces at 90% occupancy.
- [8] Consists of 395 surface parking spaces in The Village (Phase II), 557 surface parking spaces for Costco plus 1,537 parking spaces in the structure.

**Table 9
WEEKEND (SATURDAY) SURVEY SHARED PARKING DEMAND ANALYSIS [1]
Bella Terra Buildout, Huntington Beach**

Land Use Size Pkg Rate [3] Gross Spaces	Parking Structure		Existing Bella Terra Phase I [7] 86,185 KSF 5.0 /KSF 598 Spc.	Vacant/Proposed Restaurant [4] 4,824 KSF 10.0 Spc. 48 Spc.		The Village (Commercial) [2] 199,608 KSF 1,144 Spc.		Total Spaces = 1,790 Shared Parking Demand	Comparison w/ Non-Residential Parking Supply 2,489 Spaces [8] Surplus (Deficiency)		Percent Spaces Occupied	Residential (Reserved) 468 DU 1.42 /DU [5] 664 Spc.		Comparison w/ Residential Parking Supply 700 Spaces Surplus (Deficiency)		Total Site Demand
	Observed Hourly Parking Demand	40% Contingency Factor [6]		Number of Spaces	Number of Spaces	Number of Spaces	Surplus (Deficiency)		Number of Spaces	Number of Spaces		Surplus (Deficiency)				
9:00 AM	37	15	233	4	359	648	1,841	664	26%	664	36	1,312				
10:00 AM	84	34	341	5	519	983	1,506	664	39%	664	36	1,647				
11:00 AM	152	61	425	11	675	1,324	1,165	664	53%	664	36	1,988				
12:00 PM	254	102	502	26	873	1,757	732	664	71%	664	36	2,421				
1:00 PM	344	138	550	28	933	2,013	476	664	81%	664	36	2,677				
2:00 PM	361	144	598	23	997	2,123	366	664	85%	664	36	2,787				
3:00 PM	397	159	598	23	997	2,174	315	664	87%	664	36	2,838				
4:00 PM	426	170	574	23	963	2,156	333	664	87%	664	36	2,820				
5:00 PM	448	179	544	32	969	2,172	317	664	87%	664	36	2,836				
6:00 PM	524	210	484	44	958	2,220	269	664	89%	664	36	2,884				
7:00 PM	645	258	455	46	928	2,332	157	664	94%	664	36	2,996				
8:00 PM	756	304	317	44	719	2,144	345	664	86%	664	36	2,808				
9:00 PM	756	302	221	44	583	1,906	583	664	77%	664	36	2,570				

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] The Village (Commercial) includes the existing land uses (Pei Wei, MIMM Wireless, Corner Bakery & King's Fish House) [170,447 SF retail/commercial + 29,161 SF restaurant].
- [3] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
- [4] Consists of vacant Suites 7811-124 & 128 (4,224 SF) as restaurants plus outdoor dining in Proposed Whole Foods (600 SF).
- [5] Based on Edinger Corridor Specific Plan of 1 space per 1 bedroom dwelling unit, 1.5 spaces per 2+ bedroom dwelling unit & 0.2 spaces/DU for guest parking.
- [6] A 40% contingency factor consists of 25% for daily and/or seasonal variations to achieve 90% occupancy plus 15% for economic variation.
- [7] Consists of Existing Suites 7777-104 through 120 (32,429 SF) and 7777-230 through 234 (14,309 SF), which are assumed to park in Phase II & parking structure spaces plus existing vacant/proposed retail uses in Phase I (39,447 SF) and a 15% contingency parking demand of 167 spaces for economic variation, which would be assumed to park in the parking structure, based on the existing Phase I parking field of 1,233 parking spaces at 90% occupancy.
- [8] Consists of 393 surface parking spaces in The Village (Phase II), 557 surface parking spaces for Costco plus 1,537 parking spaces in the structure.

Appendix Table A-1
Shopping Center (Typical Days) - Existing Bella Terra Phase I
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				
	Size				Shared Parking Demand
	Pkg Rate[2]				
	Gross Spaces	401 Spaces			
	323 Guest Spc.	78 Emp. Spc.			
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	3	9%	7	10
7:00 AM	5%	16	14%	11	27
8:00 AM	14%	45	36%	28	73
9:00 AM	32%	103	68%	53	156
10:00 AM	59%	191	77%	60	251
11:00 AM	77%	249	86%	67	316
12:00 PM	86%	278	90%	70	348
1:00 PM	90%	291	90%	70	364
2:00 PM	86%	278	90%	70	348
3:00 PM	81%	262	90%	70	332
4:00 PM	81%	262	90%	70	332
5:00 PM	86%	278	86%	67	345
6:00 PM	86%	278	86%	67	345
7:00 PM	86%	278	86%	67	345
8:00 PM	72%	233	81%	63	296
9:00 PM	45%	145	68%	53	198
10:00 PM	27%	87	36%	28	115
11:00 PM	9%	29	14%	11	40
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-2
Shopping Center (Typical Days) - Existing Bella Terra Phase I
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				Shared Parking Demand
	Size				
Pkg Rate[2]					
Gross Spaces	401 Spaces				
	321 Guest Spc.		80 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	3	10%	8	11
7:00 AM	5%	16	15%	12	28
8:00 AM	10%	32	40%	32	64
9:00 AM	30%	96	75%	60	156
10:00 AM	50%	161	85%	68	229
11:00 AM	65%	209	95%	76	285
12:00 PM	80%	257	100%	80	337
1:00 PM	90%	289	100%	80	369
2:00 PM	100%	321	100%	80	401
3:00 PM	100%	321	100%	80	401
4:00 PM	95%	305	100%	80	385
5:00 PM	90%	289	95%	76	365
6:00 PM	80%	257	85%	68	325
7:00 PM	75%	241	80%	64	305
8:00 PM	65%	209	75%	60	269
9:00 PM	50%	161	65%	52	213
10:00 PM	35%	112	45%	36	148
11:00 PM	15%	48	15%	12	60
12:00 AM	0%	0	0%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-3
SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				
	Size	16,334 KSF			
Pkg Rate[2]	5.0 /KSF				
Gross Spaces	69 Spaces				
	56 Guest Spc.		13 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	1	9%	1	2
7:00 AM	5%	3	14%	2	5
8:00 AM	14%	8	36%	5	13
9:00 AM	32%	18	68%	9	27
10:00 AM	59%	33	77%	10	43
11:00 AM	77%	43	86%	11	54
12:00 PM	86%	48	90%	12	60
1:00 PM	86%	48	90%	12	60
2:00 PM	86%	48	90%	12	60
3:00 PM	81%	45	90%	12	57
4:00 PM	81%	45	90%	12	57
5:00 PM	86%	48	86%	11	59
6:00 PM	86%	48	86%	11	59
7:00 PM	86%	48	86%	11	59
8:00 PM	72%	40	81%	11	51
9:00 PM	45%	25	68%	9	34
10:00 PM	27%	15	36%	5	20
11:00 PM	9%	5	14%	2	7
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-4
SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				
	Size	16.334 KSF			
Pkg Rate[2]	5.0 /KSF				
Gross Spaces	69 Spaces				
	55 Guest Spc.		14 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	1	10%	1	2
7:00 AM	5%	3	15%	2	5
8:00 AM	10%	6	40%	6	12
9:00 AM	30%	17	75%	11	28
10:00 AM	50%	28	85%	12	40
11:00 AM	65%	36	95%	13	49
12:00 PM	80%	44	100%	14	58
1:00 PM	90%	50	100%	14	64
2:00 PM	95%	52	100%	14	66
3:00 PM	90%	50	95%	13	63
4:00 PM	80%	44	85%	12	56
5:00 PM	75%	41	80%	11	52
6:00 PM	65%	36	75%	11	47
7:00 PM	50%	28	65%	9	37
8:00 PM	35%	19	45%	6	25
9:00 PM	15%	8	15%	2	10
10:00 PM	0%	0	0%	0	0
11:00 PM					
12:00 AM					

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-6
FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
	Size	29.161 KSF			
Pkg Rate[2]	10.0 /KSF				
Gross Spaces	248 Spaces				
	211 Guest Spc.		37 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	7	7
8:00 AM	0%	0	30%	11	11
9:00 AM	0%	0	60%	22	22
10:00 AM	0%	0	75%	28	28
11:00 AM	15%	32	75%	28	60
12:00 PM	50%	106	75%	28	134
1:00 PM	55%	116	75%	28	144
2:00 PM	45%	95	75%	28	123
3:00 PM	45%	95	75%	28	123
4:00 PM	45%	95	75%	28	123
5:00 PM	60%	127	100%	37	164
6:00 PM	90%	190	100%	37	227
7:00 PM	95%	200	100%	37	237
8:00 PM	90%	190	100%	37	227
9:00 PM	90%	190	100%	37	227
10:00 PM	90%	190	100%	37	227
11:00 PM	90%	190	85%	31	221
12:00 AM	50%	106	50%	19	125

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-5
FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
	Size	29.161 KSF			
Pkg Rate[2]	10.0 /KSF				
Gross Spaces	248 Spaces				
	210 Guest Spc.		38 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	7	7
8:00 AM	0%	0	45%	17	17
9:00 AM	0%	0	68%	26	26
10:00 AM	14%	29	81%	31	60
11:00 AM	36%	76	81%	31	107
12:00 PM	68%	143	81%	31	174
1:00 PM	68%	143	81%	31	174
2:00 PM	59%	124	81%	31	155
3:00 PM	36%	76	68%	26	102
4:00 PM	45%	95	68%	26	121
5:00 PM	68%	143	90%	34	177
6:00 PM	86%	181	90%	34	215
7:00 PM	86%	181	90%	34	215
8:00 PM	86%	181	90%	34	215
9:00 PM	86%	181	90%	34	215
10:00 PM	86%	181	90%	34	215
11:00 PM	68%	143	77%	29	172
12:00 AM	23%	48	32%	12	60

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

APPENDIX B
ULI SHARED PARKING CALCULATION WORKSHEETS
TABLES 7, 8 & 9

Appendix Table B-1
Shopping Center (Typical Days) - Existing Bella Terra Phase I
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				
	Size				
Pkg Rate[2]					
Gross Spaces	598 Spaces				Shared Parking Demand
	482 Guest Spc.		116 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	5	9%	10	15
7:00 AM	5%	24	14%	16	40
8:00 AM	14%	67	36%	42	109
9:00 AM	32%	154	68%	79	233
10:00 AM	59%	284	77%	89	373
11:00 AM	77%	371	86%	100	471
12:00 PM	86%	415	90%	104	519
1:00 PM	86%	415	90%	104	519
2:00 PM	86%	415	90%	104	519
3:00 PM	81%	390	90%	104	494
4:00 PM	81%	390	90%	104	494
5:00 PM	86%	415	86%	100	515
6:00 PM	86%	415	86%	100	515
7:00 PM	86%	415	86%	100	515
8:00 PM	72%	347	81%	94	441
9:00 PM	45%	217	68%	79	296
10:00 PM	27%	130	36%	42	172
11:00 PM	9%	43	14%	16	59
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table B-2
Shopping Center (Typical Days) - Existing Bella Terra Phase I
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				Shared Parking Demand
	Size	598 Spaces			
Pkg Rate[2]	478 Guest Spc.		120 Emp. Spc.		
Gross Spaces	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	5	10%	12	17
7:00 AM	5%	24	15%	18	42
8:00 AM	10%	48	40%	48	96
9:00 AM	30%	143	75%	90	233
10:00 AM	50%	239	85%	102	341
11:00 AM	65%	311	95%	114	425
12:00 PM	80%	382	100%	120	502
1:00 PM	90%	430	100%	120	550
2:00 PM	100%	478	100%	120	598
3:00 PM	100%	478	100%	120	598
4:00 PM	95%	454	100%	120	574
5:00 PM	90%	430	95%	114	544
6:00 PM	80%	382	85%	102	484
7:00 PM	75%	359	80%	96	455
8:00 PM	65%	311	75%	90	401
9:00 PM	50%	239	65%	78	317
10:00 PM	35%	167	45%	54	221
11:00 PM	15%	72	15%	18	90
12:00 AM	0%	0	0%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table B-3
FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
	Size	4.824 KSF		Shared Parking Demand	
Pkg Rate[2]	10.0 /KSF		Shared Parking Demand		Shared Parking Demand
Gross Spaces	48 Spaces			Shared Parking Demand	
	41 Guest Spc.		7 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	1	1
8:00 AM	0%	0	45%	3	3
9:00 AM	0%	0	68%	5	5
10:00 AM	14%	6	81%	6	12
11:00 AM	36%	15	81%	6	21
12:00 PM	68%	28	81%	6	34
1:00 PM	68%	28	81%	6	34
2:00 PM	59%	24	81%	6	30
3:00 PM	36%	15	68%	5	20
4:00 PM	45%	18	68%	5	23
5:00 PM	68%	28	90%	6	34
6:00 PM	86%	35	90%	6	41
7:00 PM	90%	35	90%	6	41
8:00 PM	90%	35	90%	6	41
9:00 PM	90%	35	90%	6	41
10:00 PM	86%	35	90%	6	41
11:00 PM	68%	28	77%	5	33
12:00 AM	23%	9	32%	2	11

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table B-4
FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
	Size	4.824 KSF			
Pkg Rate[2]	10.0 /KSF				
Gross Spaces	48 Spaces				
	41 Guest Spc.		7 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	1	1
8:00 AM	0%	0	30%	2	2
9:00 AM	0%	0	60%	4	4
10:00 AM	0%	0	75%	5	5
11:00 AM	15%	6	75%	5	11
12:00 PM	50%	21	75%	5	26
1:00 PM	55%	23	75%	5	28
2:00 PM	45%	18	75%	5	23
3:00 PM	45%	18	75%	5	23
4:00 PM	45%	18	75%	5	23
5:00 PM	60%	25	100%	7	32
6:00 PM	90%	37	100%	7	44
7:00 PM	95%	39	100%	7	46
8:00 PM	100%	41	100%	7	49
9:00 PM	90%	37	100%	7	44
10:00 PM	90%	37	100%	7	44
11:00 PM	90%	37	85%	6	43
12:00 AM	50%	21	50%	4	25

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table B-5
SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				
	Size	170,447 KSF			
Pkg Rate[2]	5.0 /KSF				
Gross Spaces	852 Spaces				
	686 Guest Spc.		166 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	7	9%	15	22
7:00 AM	5%	34	14%	23	57
8:00 AM	14%	96	36%	60	156
9:00 AM	32%	220	68%	113	333
10:00 AM	59%	405	77%	128	533
11:00 AM	77%	528	86%	143	671
12:00 PM	86%	590	90%	149	739
1:00 PM	90%	617	90%	149	766
2:00 PM	86%	590	90%	149	739
3:00 PM	81%	556	90%	149	705
4:00 PM	81%	556	90%	149	705
5:00 PM	86%	590	86%	143	733
6:00 PM	86%	590	86%	143	733
7:00 PM	86%	590	86%	143	733
8:00 PM	72%	494	81%	134	628
9:00 PM	45%	309	68%	113	422
10:00 PM	27%	185	36%	60	245
11:00 PM	9%	62	14%	23	85
12:00 AM	0%	0	0%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table B-6
SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Shopping Center (Typical Days)				
Size	170.447 KSF				Shared Parking Demand
Pkg Rate[2]	5.0 /KSF				
Gross Spaces	852 Spaces				
	682 Guest Spc.		170 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	7	10%	17	24
7:00 AM	5%	34	15%	26	60
8:00 AM	10%	68	40%	68	136
9:00 AM	30%	205	75%	128	333
10:00 AM	50%	341	85%	145	486
11:00 AM	65%	443	95%	162	605
12:00 PM	80%	546	100%	170	716
1:00 PM	90%	614	100%	170	784
2:00 PM	100%	682	100%	170	852
3:00 PM	100%	682	100%	170	852
4:00 PM	95%	648	100%	170	818
5:00 PM	90%	614	95%	162	776
6:00 PM	80%	546	85%	145	691
7:00 PM	75%	512	80%	136	648
8:00 PM	65%	443	75%	128	571
9:00 PM	50%	341	65%	111	452
10:00 PM	35%	239	45%	77	316
11:00 PM	15%	102	15%	26	128
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-7
FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

Land Use	Fine/Casual Dining				
	Size	29.161 KSF			
Pkg Rate[2]	10.0 /KSF				
Gross Spaces	292 Spaces				
	247 Guest Spc.		45 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	8	8
8:00 AM	0%	0	45%	20	20
9:00 AM	0%	0	68%	31	31
10:00 AM	14%	35	81%	36	71
11:00 AM	36%	89	81%	36	125
12:00 PM	68%	168	81%	36	204
1:00 PM	68%	168	81%	36	204
2:00 PM	59%	146	81%	36	182
3:00 PM	36%	89	68%	31	120
4:00 PM	45%	111	68%	31	142
5:00 PM	68%	168	90%	41	209
6:00 PM	86%	212	90%	41	253
7:00 PM	86%	212	90%	41	253
8:00 PM	86%	212	90%	41	253
9:00 PM	86%	212	90%	41	253
10:00 PM	86%	212	90%	41	253
11:00 PM	68%	168	77%	35	203
12:00 AM	23%	57	32%	14	71

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-8
FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
The Village at Bella Terra, Huntington Beach

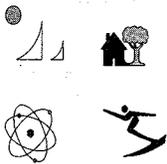
Land Use	Fine/Casual Dining					Shared Parking Demand
	Size	29.161 KSF				
Pkg Rate[2]	10.0 /KSF					
Gross Spaces	292 Spaces					
	248 Guest Spc.		44 Emp. Spc.			
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces		
6:00 AM	0%	0	0%	0	0	
7:00 AM	0%	0	20%	9	9	
8:00 AM	0%	0	30%	13	13	
9:00 AM	0%	0	60%	26	26	
10:00 AM	0%	0	75%	33	33	
11:00 AM	15%	37	75%	33	70	
12:00 PM	50%	124	75%	33	157	
1:00 PM	55%	136	75%	33	169	
2:00 PM	45%	112	75%	33	145	
3:00 PM	45%	112	75%	33	145	
4:00 PM	45%	112	75%	33	145	
5:00 PM	60%	149	100%	44	193	
6:00 PM	90%	223	100%	44	267	
7:00 PM	95%	236	100%	44	280	
8:00 PM	100%	248	100%	44	292	
9:00 PM	90%	223	100%	44	267	
10:00 PM	90%	223	100%	44	267	
11:00 PM	90%	223	85%	37	260	
12:00 AM	50%	124	50%	22	146	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.



City of Huntington Beach

2000 MAIN STREET

CALIFORNIA 92648

DEPARTMENT OF PLANNING AND BUILDING

www.huntingtonbeachca.gov

Planning Division

714.536.5271
August 9, 2010

Building Division

714.536.5241

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

**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)
7601 EDINGER AVENUE
PROJECT IMPLEMENTATION CODE REQUIREMENTS/SUGGESTED CONDITIONS OF APPROVAL**

Dear Ms. Sullivan,

In order to assist you with your development proposal, staff has reviewed the project and identified applicable city policies, standard plans, and development and use requirements, excerpted from the City of Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes. This list is intended to help you through the permitting process and various stages of project implementation. Suggested conditions of approval from other departments have also been included.

It should be noted that this requirement list is in addition to any "conditions of approval" adopted by the Planning Commission. Please note that if the design of your project or site conditions change, the list may also change.

If you would like a clarification of any of these requirements, an explanation of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes, or believe some of the items listed do not apply to your project, and/or you would like to discuss them in further detail, please contact me at jjames@surfcity-hb.org or 714-536-5596 and/or the respective source department (contact person below).

Sincerely,

Jane James
Senior Planner

Enclosure

cc: Gerald Caraig, Building and Safety Department – 714-374-1575
Darin Maresh, Fire Department – 714-536-5564
Debbie DeBow, Public Works – 714-536-5580
Herb Fauland, Planning Manager
Jason Kelley, Planning Department
Property Owner
Project File



HUNTINGTON BEACH PLANNING AND BUILDING DEPARTMENT PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: August 17, 2010

PROJECT NAME: THE VILLAGE AT BELLA TERRA – COSTCO WHOLESALE AND MIXED-USE RESIDENTIAL

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

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 10-001, ZONING TEXT AMENDMENT NO. 10-001, SITE PLAN REVIEW NO. 10-001, AND DESIGN REVIEW NO. 10-026

DATE OF PLANS: COSTCO WHOLESALE – AUGUST 9, 2010
THE VILLAGE AT BELLA TERRA MIXED-USE – JUNE 17, 2010

PROJECT LOCATION: 7601 EDINGER AVENUE

PLAN REVIEWER: JANE JAMES

TELEPHONE/E-MAIL: 714-536-5596 / jjames@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.

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

SITE PLAN REVIEW NO. 10-001:

1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design with the following modifications:
 - a. Elevations shall depict approved colors and building materials (Elevations shall be revised for consistency with plans and elevations recommended by the Design Review Board on July 29, 2010).
 - b. Parking lot striping shall comply with Chapter 231 of the Zoning and Subdivision Ordinance and Title 24, California Administrative Code.
 - c. Depict all utility apparatus, such as but not limited to, back flow devices and Edison transformers on the site plan. Utility meters shall be screened from view from public right-of-ways. 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.
 - d. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing proposed screening must be submitted for review and approval with the application for building permit(s).
 - e. 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 integrated with the design of the building, non-obtrusive, not interfere with sidewalk areas and comply with required setbacks.
 - f. All parking area lighting shall be energy efficient and designed so as not to produce glare on adjacent residential properties. Security lighting shall be provided in areas accessible to the public during nighttime hours, and such lighting shall be on a time-clock or photo-sensor system. **(HBZSO 231.18(C))**
 - g. Project data information shall include the flood zone, base flood elevation and lowest building floor elevation(s) per NAVD88 datum.
 - h. Bicycle parking facilities shall be provided in accordance with the provisions of HBZSO Section 231.20 – *Bicycle Parking*.
2. Prior to issuance of demolition permits, the following shall be completed:
 - a. 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.
 - b. Pursuant to the requirements of the South Coast Air Quality Management District, an asbestos survey shall be completed.

- c. The applicant shall complete all Notification requirements of the South Coast Air Quality Management District.
 - d. The City of Huntington Beach shall receive written verification from the South Coast Air Quality Management District that the Notification procedures have been completed.
 - e. All asbestos shall be removed from all buildings prior to demolition of any portion of any building.
 - f. An interim parking and building materials storage plan shall be submitted to the Planning and Building Department to ensure adequate parking and restroom facilities are available for employees, customers and contractors during the project's construction phase and that adjacent properties will not be impacted by their location. Customer and employee access to all adjacent businesses shall be maintained during all construction phases. The plan shall also be reviewed and approved by the Fire Department and Public Works Department. The applicant shall obtain any necessary encroachment permits from the Department of Public Works.
3. 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. Blockwall/fencing plans (including a site plan, section drawings and elevations, depicting the height and material of all retaining walls, freestanding walls and fences) consistent with the grading plan, shall be submitted to and approved by the Planning and Building Department. Double walls shall be prohibited. Prior to construction of any new property line walls or fences, a plan, approved by the owners of adjacent properties, and identifying the removal of any existing walls, shall be submitted to the Planning and Building Department for review and approval. The plans shall identify proposed wall and fence materials, seep holes and drainage.
4. Prior to submittal for building permits, the following shall be completed:
- a. One set of project plans, revised pursuant to Condition of Approval No. 1, and 8 inch by 10 inch colored photographs of all colored renderings, elevations, materials sample board, shall be submitted for review, approval and inclusion in the entitlement file, to the Planning and Building Department.
 - b. Zoning entitlement conditions of approval, code requirements identified herein and code requirements identified in separately transmitted memorandum from the Departments of Fire and Public Works shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
 - c. Submit three (3) copies of the site plan and floor plans and the processing fee to the Planning and Building Department for addressing purposes.
 - d. Residential type structures on the subject property, whether attached or detached, shall be constructed in compliance with the State acoustical standards set forth for units that lie within the 60 CNEL contours of the property. Evidence of compliance shall consist of submittal of an acoustical analysis report and plans, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for building permit(s).

- e. A request for Letter of Map Revision shall be submitted to the Federal Emergency Management Agency (FEMA) to remove the proposed structure(s) and/or property from the floodplain.
- f. Contact the United States Postal Service for approval of mailbox location(s).

5. Prior to issuance of building permits, the following shall be completed:

- a. The subject property shall enter into, or provide evidence of existing, irrevocable reciprocal driveway and parking easement(s), between the subject site and adjacent southerly, easterly, northerly, and westerly on-site Bella Terra parcels and Southern California Edison property. The location and width of the accessways shall be reviewed and approved by the Planning and Building Department and Public Works Department. The subject property owner shall be responsible for making necessary improvements to implement the reciprocal driveways. The legal instrument shall be submitted to the Planning and Building Department a minimum of 30 days prior to building permit issuance. The document shall be approved by the Planning and Building Department and the City Attorney as to form and content and, when approved, shall be recorded in the Office of the County Recorder prior to final building permit approval. A copy of the recorded document shall be filed with the Planning and Building Department for inclusion in the entitlement file prior to final building permit approval. The recorded agreement shall remain in effect in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.
- b. The subject property shall *provide an irrevocable offer to dedicate* a reciprocal pedestrian and bicycle access easement, between the subject site and the adjacent westerly property across the Union Pacific Railroad and flood control channel. The location and width of the accessway shall be reviewed and approved by the Planning and Building Department and Public Works Department. The document shall be approved by the Planning and Building Department and the City Attorney as to form and content and, when approved, shall be recorded in the Office of the County Recorder prior to final building permit approval. A copy of the recorded document shall be filed with the Planning and Building Department for inclusion in the entitlement file prior to final building permit approval. The recorded agreement shall remain in effect in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.
- c. A lot line adjustment, tentative parcel map, or tract map shall be approved pursuant to Title 25 of the Huntington Beach Zoning and Subdivision Ordinance. Said map shall be recorded prior to issuance of a building permit.
- d. An Affordable Housing Plan and Agreement, in accord with California Redevelopment Law, Section 4.4.11 of Specific Plan No. 13, and Section 230.26 of the HBZSO, shall be subject to review and approval by the City Council and the Agreement shall be recorded at the Orange County Clerk Recorder's Office, prior to issuance of the first residential building permit.
- e. A gated entryway (access control devices) plan for the residential parking garage shall be submitted to the Planning and Building Department. The gated entryway shall comply with Fire Department Standard No. 403. In addition, the gated entryway plan shall be reviewed by the United States Postal Service, if applicable. Prior to the installation of any gates, such plan shall be reviewed and approved by the Planning and Building, Fire and Public Works Departments.
- f. An "Acceptance of Conditions" form shall be properly executed by the applicant and an authorized representative of the owner of the property, recorded with the County Recorder's Office, and returned to the Planning and Building Department for inclusion in the entitlement file. Conditions of approval shall remain in effect in the recorded form in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.

- g. A Mitigation Monitoring Fee for EIR No. 07-03 shall be paid to the Planning and Building Department pursuant to the fee schedule adopted by resolution of the City Council (*City of Huntington Beach Planning and Building Department Fee Schedule*).
 - h. All new commercial and industrial development and all new residential development not covered by Chapter 254 of the Huntington Beach Zoning and Subdivision Ordinance, except for mobile home parks, shall pay a park fee, pursuant to the provisions of HBZSO Section 230.20 – *Payment of Park Fee*. The fees shall be paid and calculated according to a schedule adopted by City Council resolution (*City of Huntington Beach Planning and Building Department Fee Schedule*).
 - i. Developers of projects with 50 or more units or project sites consisting of five acres or larger shall conduct an analysis to determine their base flood elevation (BFE) if the project is located in a flood zone without a BFE noted on the FEMA flood map. Alternatively, the developer may use the BEST engineering data available as agreed to by FEMA and the City.
6. During demolition, grading, site development, and/or construction, the following shall be adhered to:
- a. Construction equipment shall be maintained in peak operating condition to reduce emissions.
 - b. Use low sulfur (0.5%) fuel by weight for construction equipment.
 - c. Truck idling shall be prohibited for periods longer than 10 minutes.
 - d. Attempt to phase and schedule activities to avoid high ozone days first stage smog alerts.
 - e. Discontinue operation during second stage smog alerts.
 - f. Ensure clearly visible signs are posted on the perimeter of the site identifying the name and phone number of a field supervisor to contact for information regarding the development and any construction/ grading activity.
 - g. All Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays.
7. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released (for the first residential unit), and a Certificate of Occupancy cannot be issued until the following has been completed:
- a. All improvements must be completed in accordance with approved plans, except as provided for by conditions of approval.
 - b. The applicant shall stripe the parking lot to conform to provisions of Chapter 231 of the Huntington Beach Zoning & Subdivision Ordinance.
 - c. The applicant shall obtain the necessary permits from the South Coast Air Quality Management District and submit a copy to Planning and Building Department.
 - d. Compliance with all conditions of approval specified herein shall be verified by the Planning and Building Department.
 - e. All building spoils, such as unusable lumber, wire, pipe, and other surplus or unusable material, shall be disposed of at an off-site facility equipped to handle them.
 - f. An “as built” Elevation Certificate certifying the lowest floor and mechanical equipment for each building, or a Letter of Map Revision issued by the Federal Emergency Management Agency (FEMA), shall be submitted to the Planning and Building Department.

- g. A Certificate of Occupancy must be approved by the Planning and Building Department and issued by the Building and Safety Department.
8. The use shall comply with the following:
- a. All work shall be conducted wholly within the building except as otherwise approved.
 - b. Prior to the sale of alcoholic beverages, a copy of the Alcoholic Beverage Control Board (ABC) license, along with any special conditions imposed by the ABC, shall be submitted to the Planning and Building Department. Any conditions that are more restrictive than those set forth in this approval shall be adhered to.
 - c. Prior to commencing live entertainment activities, a copy of an approved Entertainment Permit, approved by the Police Department and issued by the Business License Department, shall be submitted to the Planning and Building Department. All conditions of the Entertainment Permit shall be observed.
9. The Development Services Departments (Planning and Building, Fire, 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.
10. The applicant and/or applicant's representative shall be responsible for ensuring the accuracy of all plans and information submitted to the City for review and approval.
11. This Site Plan Review No. 10-001 shall not become effective until General Plan Amendment No. 10-001 and Zoning Text Amendment No. 10-001 has been approved by the City Council and is in effect.
12. Site Plan Review No. 10-001 shall become null and void unless exercised within one year of the date of final approval or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning and Building Department a minimum 30 days prior to the expiration date.
13. The Planning Commission reserves the right to revoke Site Plan Review No. 10-001 pursuant to a public hearing for revocation, if any violation of the conditions of approval, Huntington Beach Zoning and Subdivision Ordinance or Municipal Code occurs.
14. The project shall comply with all applicable requirements of the Municipal Code, Building & Safety Department and Fire Department, as well as applicable local, State and Federal Fire Codes, Ordinances, and standards, except as noted herein.
15. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays.
16. The applicant shall submit a check in the amount of \$50.00 for the posting of the Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning and Building Department within two (2) days of the Planning

Commission's approval of entitlements. Additionally, a DFG posting fee shall also be required unless a determination of de minimus impacts can be made.

17. All landscaping shall be maintained in a neat and clean manner, and in conformance with the HBZSO. Prior to removing or replacing any landscaped areas, check with the Departments of Planning and Public Works for Code requirements. Substantial changes may require approval by the Planning Commission.
18. All permanent, temporary, or promotional signs shall conform to Chapter 233 of the HBZSO. Prior to installing any new signs, changing sign faces, or installing promotional signs, applicable permit(s) shall be obtained from the Planning and Building Department. Violations of this ordinance requirement may result in permit revocation, recovery of code enforcement costs, and removal of installed signs.



HUNTINGTON BEACH PUBLIC WORKS DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

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 (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.

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A DEMOLITION PERMIT:**

1. Applicant shall provide a consulting arborist report on all the existing trees. Said report shall quantify, identify, size and analyze the health of the existing trees. The report shall also recommend how the existing trees that are to remain (if any) shall be protected and how far construction/grading shall be kept from the trunk. (Resolution 4545)
 - a. Existing mature trees that are to be removed must be replaced at a 2 for 1 ratio with a 36" box tree or palm equivalent (13'-14' of trunk height for Queen Palms and 8'-9' of brown trunk).

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A GRADING PERMIT:**

2. CC&Rs shall be submitted to the Departments of Planning, Public Works and City Attorney's office for review and approval. The CC&Rs shall include the following:
 - a. Provide for maintenance, repair and replacement by the Property Owner's Association (POA) of the Public Access Easement areas and improvements which serves as access to the public or common areas.
 - b. Provide for maintenance, repair and replacement by the POA of all common area landscaping, irrigation, drainage facilities, water quality BMP's, water system lines, fire system lines, sewer system lines, and private service utilities. Maintenance shall include all weeding, fertilizing, pest and disease control and plant replacements, the removal of non-native and/or invasive species, replacement of the original approved plant materials as required, tree trimming, irrigation adjustments, and equipment replacements and trash clean-up. The standards for maintenance shall be per the City Arboricultural and Landscape Standards and Specifications and shall include the Arboricultural maintenance section for public property for tree trimming and care within the common areas.
 - c. Provide funding sources for implementation, monitoring and maintenance of water quality treatment train BMP's and appurtenances per the approved Water Quality Management Plan (WQMP). The approved WQMP shall be incorporated into the CC&R's by reference, and shall be updated as required by local, state or federal law or regulation and the City of Huntington Beach Local Implementation Plan (LIP).
 - d. The CC&Rs shall restrict any revision or amendment of the WQMP except as may be dictated by either local, state or federal law and the LIP.
 - e. The CC&R's shall include the formation of a Master Association that shall govern, oversee, coordinate, and control all Property Owner's Association and shall include all Public Access Easement areas and improvements which serves as access to the public or common areas for the primary purpose of coordinating and control of uniform maintenance and liability.
 - f. The CC&R's shall refer to the Special Utility Easement Agreement.
3. A Traffic Impact Analysis prepared in accordance with the Department of Public Works Traffic Impact Analysis Preparation Guidelines shall be prepared for the proposed project and submitted to the Department of Public Works for review and approval. The traffic study shall include traffic analysis of the proposed intersection reconfiguration of Center Avenue and Huntington Village Lane with the proposed new access driveway on Center Avenue. (GP I-CE)

4. A Signage and Striping Plan prepared by a licensed Civil or Traffic Engineer shall be submitted to the Department of Public Works for review and approval. The plans shall be prepared according to the Department of Public Works Signing and Striping Plan Preparation Guidelines. (GP CE 2, ZSO 230.84)
5. A Traffic Signal Modification Plan shall be prepared by a Licensed Civil Engineer and submitted to the Department of Public Works for review and approval. (GP CE 2, ZSO 230.84)
6. The inbound approach into Bella Terra at the intersection of Center Avenue and One Pacific Plaza/Bella Terra East Entry shall be reconfigured to accommodate the proposed on-site circulation near the Bella Terra parking Structure. (GP CE 2, ZSO 231.18)
7. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05/ZSO 230.84) The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:
 - a. Curb, gutter, sidewalk and pavement to the centerline of Center Avenue and Edinger Avenue, shall be removed and replaced per City Standard Plan Nos. 102, 202 and 207. (ZSO 230.84) (ZSO 255.04)
 - b. All drainage facilities shall be designed per the final approved hydrology and hydraulics study and current County and City Standards. (ZSO 255.04)
 - c. The proposed driveway on Center Avenue and Edinger Avenue shall be ADA compliant and installed per Public Works Standard Drawing No. 211. Final design of the proposed driveway shall be subject to the approval by the Department of Public Works. (GP CE 2, ZSO 230.84)
 - d. Intersection sight distance based on Caltrans *Highway Design Manual*, Chapter 400 criteria shall be provided at the access driveways on Center Avenue and Edinger Avenue. (GP CE 2)
 - e. The existing curb ramps located on the westerly driveway along Center Avenue shall be upgraded to current ADA standards. (GP CE 2, GP CE 6; ZSO 230.84, ADA)
 - f. Any existing on-site public water pipelines (including removal of water appurtenances) impacted by the proposed structures, curbs, planters, parking facilities, trees, walls, etc. and as determined by the Public Works Department, shall be abandoned per Water Division Standards. (Title 17)
 - g. A new domestic water service and meter shall be installed per Water Division Standards, and sized to meet the minimum requirements set by the California Plumbing Code (CPC) (MC 14.08.020)
 - h. The existing irrigation water service(s) currently serving the existing development may potentially be utilized if they are of adequate size, conform to current standards, and are in working condition as determined by the Utilities Division. If the property owner elects to utilize the existing water service(s), all non-conforming water meters and backflow protection devices shall be upgraded to conform to the current Water Division Standards. Alternatively, a new separate irrigation water service(s), meter(s) and backflow protection device(s) may be installed per Water Division Standards. (ZSO 232)
 - i. Separate backflow protection devices shall be installed per Water Division Standards for domestic, irrigation, and fire water services. (Resolution 5921 and Title 17)

- j. The existing domestic water services and meters shall be abandoned per Water Division Standards. (ZSO 230.84)
 - k. A separate dedicated fire service line(s) and/or system(s) required by the Fire Department shall be constructed for the fire sprinkler system(s) and on-site private fire hydrant(s) with backflow devices required at each point of connection to the City's public water system. (Resolution 5921, Title 17 State Regulation, and ZSO 230.84)
 - l. A nine (9) foot right-of-way dedication for street and public utility purposes on Edinger Avenue along the project frontage for a property line to street centerline width of fifty-nine (59) feet. Right-of-way for street and public utility purposes on Edinger Avenue shall conform to the approved Precise Plan of Street Alignment. Right-of-Way shall also incorporate the returns and public sidewalk areas at each proposed driveway entry point.
 - m. A blanket easement over the private drive aisles and access ways for Police and Fire Department access purposes.
 - n. Access rights in, over, across, upon and through the private streets and access ways for the purpose of monitoring and inspecting gross pollutant removal devices and treatment train improvements for conformance with the County of Orange DAMP and the City's Local Implementation Plan (LIP).
8. The Property Owner shall request that the Public Works Department abandon any existing water line easements previously dedicated to the City of Huntington Beach that will no longer be needed. The Property Owner shall provide to the Public Works Department all necessary legal descriptions and exhibits to describe the water line easements to be abandoned. (ZSO 230.84)
 9. A water utility easement shall be dedicated to and accepted by the City of Huntington Beach, covering the public water facilities and appurtenances located within the project site. The easement shall be a minimum total width of 10 feet clear (5 feet either side of the water pipeline or appurtenance), unobstructed paved or landscaped surface, pursuant to Water Division Standards. Where access is restricted or impacted by structures, walls, curbs, etc., the easement width shall be 20 feet to allow for equipment access and maintenance operations. No structures, parking spaces, trees, curbs, walls, sidewalks, etc., shall be allowed within the easement. No modifications to the water facilities and pavement located within the easement shall be allowed without proper notification and written approval from the City in advance. Such modifications may include, but are not limited to, connections to the water system, pavement overlay, parking lot re-striping, and parking lot reconfiguration. City personnel shall have access to public water facilities and appurtenances at all times. (ZSO 230.84)
 10. The Property Owner(s) shall enter into a Special Utility Easement Agreement with the City of Huntington Beach, for maintenance and control of the area within the public water pipeline easements, which shall address repair to any enhanced pavement, etc., if the public water pipelines and/or appurtenances require repair or maintenance. The Property Owner(s) shall be responsible for repair and replacement of any enhanced paving due to work performed by the City in the maintenance and repair of any water pipeline. The Special Utility Easement Agreement shall be referenced in the CC&R's. (Resolution 2003-29)
 11. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Public Works Department for review and approval by the Public Works and Planning Departments. (ZSO 232.04)

- a. Existing mature trees that are to be removed must be replaced at a 2 for 1 ratio with a 36" box tree or palm equivalent (13'-14' of trunk height for Queen Palms and 8'-9' of brown trunk).
 - b. "Smart irrigation controllers" and/or other innovative means to reduce the quantity of runoff shall be installed. (ZSO 232.04D)
 - c. Standard landscape code requirements apply. (ZSO 232)
12. All landscape planting, irrigation and maintenance shall comply with the City Arboricultural and Landscape Standards and Specifications. (ZSO 232.04B)
 13. Landscaping plans should utilize native, drought-tolerant landscape materials where appropriate and feasible. (DAMP)
 14. The Consulting Arborist (approved by the City Landscape Architect) shall review the final landscape tree planting plan and approve in writing the selection and locations proposed for new trees and the protection measures and locations of existing trees to remain. Said Arborist report shall be incorporated onto the Landscape Architect's plans as construction notes and/or construction requirements. The report shall include the Arborist's name, certificate number and the Arborist's wet signature on the final plan. (Resolution-4545)
 15. Hydrology and hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms and back to back storms shall be analyzed). In addition, this study shall include 24-hour peak back-to-back 100-year storms for onsite detention analysis. The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. 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. (ZSO 230.84)
 16. A sewer study shall be prepared and submitted to Public Works for review and approval. A fourteen (14)-day or longer flow test data shall be included in the study. The sanitary sewer system shall be designed and constructed to serve the development, including any offsite improvements necessary to accommodate any increased flow associated with the project. The location and number of monitoring test sites, not to exceed three, to be determined by the Public Works Department. (ZSO 230.84/MC 14.36.010)
 17. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements shall be submitted to the Department of Public Works for review and acceptance. A copy of the

current SWPPP shall be kept at the project site and another copy to be submitted to the City. (DAMP)

18. A Project Water Quality Management Plan (WQMP) conforming to the City of Huntington Beach's Project WQMP Preparation Guidance Manual dated June 2006 and prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and acceptance and shall include the following:
- a. Discusses regional or watershed programs (if applicable).
 - b. Addresses Site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - c. Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan. (DAMP)
 - d. Incorporates Treatment Control BMPs as defined in the DAMP.
 - e. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - f. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - g. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
 - h. Includes an Operations and Maintenance (O&M) Plan for all structural BMPs.
 - i. After incorporating plan check comments of Public Works, three final WQMPs (signed by the owner and the Registered Civil Engineer of record) shall be submitted to Public Works for acceptance. After acceptance, two copies of the final report shall be returned to applicant for the production of a single complete electronic copy of the accepted version of the WQMP on CD media that includes:
 - i. The 11" by 17" Site Plan in .TIFF format (400 by 400 dpi minimum).
 - ii. The remainder of the complete WQMP in .PDF format including the signed and stamped title sheet, owner's certification sheet, Inspection/Maintenance Responsibility sheet, appendices, attachments and all educational material.
 - j. The applicant shall return one CD media to Public Works for the project record file.
19. Indicate the type and location of Water Quality Treatment Control Best Management Practices (BMPs) on the Grading Plan consistent with the Project WQMP. The WQMP shall follow the City of Huntington Beach; Project Water Quality Management Plan Preparation Guidance Manual dated June 2006. The WQMP shall be submitted with the first submittal of the Grading Plan.
20. A suitable location, as approved by the City, shall be depicted on the grading plan for the necessary trash enclosure(s). The area shall be paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, and screened or walled to prevent off-site transport of trash. The trash enclosure area shall be covered or roofed with a solid, impervious material. Connection of trash area drains into the storm drain system is prohibited. If feasible, the trash enclosure area shall be connected into the sanitary sewer. (DAMP)
21. A detailed soils and geological/seismic analysis shall be prepared by a registered engineer. This analysis shall include on-site soil sampling and laboratory testing of materials to provide

detailed recommendations for grading, over excavation, engineered fill, dewatering, settlement, protection of adjacent structures, chemical and fill properties, liquefaction, retaining walls, streets, and utilities. (MC 17.05.150)

22. The applicant's grading/erosion control plan shall abide by the provisions of AQMD's Rule 403 as related to fugitive dust control. (AQMD Rule 403)
23. The name and phone number of an on-site field supervisor hired by the developer shall be submitted to the Planning and Public Works Departments. In addition, clearly visible signs shall be posted on the perimeter of the site every 250 feet indicating who shall be contacted for information regarding this development and any construction/grading-related concerns. This contact person shall be available immediately to address any concerns or issues raised by adjacent property owners during the construction activity. He/She will be responsible for ensuring compliance with the conditions herein, specifically, grading activities, truck routes, construction hours, noise, etc. Signs shall include the applicant's contact number, regarding grading and construction activities, and "1-800-CUTSMOG" in the event there are concerns regarding fugitive dust and compliance with AQMD Rule No. 403.
24. The applicant shall notify all property owners and tenants within 300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLIED WITH DURING GRADING OPERATIONS:

25. An Encroachment Permit is required for all work within the City's right-of-way. (MC 12.38.010/MC 14.36.030)
26. The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material in excess of 5000 cubic yards is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works. (MC 17.05.210)
27. Water trucks will be utilized on the site and shall be available to be used throughout the day during site grading to keep the soil damp enough to prevent dust being raised by the operations. (California Stormwater BMP Handbook, Construction Wind Erosion WE-1)
28. All haul trucks shall arrive at the site no earlier than 8:00 a.m. or leave the site no later than 5:00 p.m., and shall be limited to Monday through Friday only. (MC 17.05)
29. Wet down the areas that are to be graded or that is being graded, in the late morning and after work is completed for the day. (WE-1/MC 17.05)
30. The construction disturbance area shall be kept as small as possible. (California Stormwater BMP Handbook, Construction Erosion Control EC-1) (DAMP)
31. All haul trucks shall be covered or have water applied to the exposed surface prior to leaving the site to prevent dust from impacting the surrounding areas. (DAMP)
32. Prior to leaving the site, all haul trucks shall be washed off on-site on a gravel surface to prevent dirt and dust from leaving the site and impacting public streets. (DAMP)
33. Comply with appropriate sections of AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. (AQMD Rule 403)
34. Wind barriers shall be installed along the perimeter of the site. (DAMP)

35. All construction materials, wastes, grading or demolition debris and stockpiles of soils, aggregates, soil amendments, etc. shall be properly covered, stored and secured to prevent transport into surface or ground waters by wind, rain, tracking, tidal erosion or dispersion. (DAMP)

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO ISSUANCE OF A BUILDING PERMIT:

36. A Precise Grading Permit shall be issued. (MC 17.05)
37. Traffic Impact Fees based on the new daily vehicle trips the project is forecast to generate shall be paid at the rate applicable at the time of Building Permit issuance. The current rate per net new added daily trip is \$162 and is adjusted annually on December 1. (HBMC 17.65)

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT:

38. Traffic Control Plans, prepared by a Licensed Civil or Traffic Engineer, shall be prepared in accordance with the latest edition of the Department of Public Works Construction Traffic Control Plan Preparation Guidelines and submitted for review and approval by the Department of Public Works. (HBMC 12.13)

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO FINAL INSPECTION OR OCCUPANCY:

39. Complete all improvements as shown on the approved grading, and landscape and improvement plans. (MC 17.05)
40. All existing and new utilities shall be undergrounded. (MC 17.64)
41. All applicable Public Works fees shall be paid at the current rate unless otherwise stated, per the Public Works Fee Schedule adopted by the City Council and available on the city web site at http://www.surfcity-hb.org/files/users/public_works/fee_schedule.pdf. (ZSO 240.06/ZSO 250.16)
42. The current tree code requirements shall apply to this site. (ZSO 232)
- a. Existing trees to remain on site shall not be disfigured or mutilated, (ZSO 232.04E)
 - b. General tree requirements, regarding quantities and sizes. (ZSO 232.08B and C; SP 13 3.4.7)
43. All landscape irrigation and planting installation shall be certified to be in conformance to the City approved landscape plans by the Landscape Architect of record in written form to the City Landscape Architect. (ZSO 232.04D)
44. Applicant shall provide City with CD media TIFF images (in City format) and CD (AutoCAD only) copy of complete City Approved landscape construction drawings as stamped "Permanent File Copy" prior to starting landscape work. Copies shall be given to the City Landscape Architect for permanent City record.
45. The Water Ordinance #14.52, the "Water Efficient Landscape Requirements" apply for projects with landscaping. (MC 14.52)
46. Prior to grading or building permit close-out and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:

- a. Demonstrate that all structural Best Management Practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
- b. Demonstrate all drainage courses, pipes, gutters, basins, etc. are clean and properly constructed.
- c. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
- d. Demonstrate that an adequate number of copies of the approved Project WQMP are available for the future occupiers.



HUNTINGTON BEACH FIRE DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JULY13, 2010
PROJECT NAME: VILLAGE AT BELLA TERRA
ENTITLEMENTS: GENERAL PLAN AMENDMENT NO.2010-001
PROJECT LOCATION: 7601 EDINGER AVE, HUNTINGTON BEACH, CA
PLANNER: JANE JAMES, ASSOCIATE PLANNER
TELEPHONE/E-MAIL: (714) 536-5596/ jjames@surfcity-hb.org
PLAN REVIEWER-FIRE: DARIN MARESH, FIRE DEVELOPMENT SPECIALIST
TELEPHONE/E-MAIL: (714) 536-5531/ dmaresh@surfcity-hb.org
PROJECT DESCRIPTION: REVIEW CONCEPT PLANS FOR COSTCO AND VILLAGE AT BELLA TERRA.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated June 23, 2010. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer- Fire: DARIN MARESH, FIRE DEVELOPMENT SPECIALIST.

PRIOR TO DEMOLITION, GRADING, SITE DEVELOPMENT, ISSUANCE OF GRADING PERMITS, BUILDING PERMITS, AND/OR CONSTRUCTION, THE FOLLOWING SHALL BE REQUIRED:

Environmental

City Specification # 431-92 Soil Clean-Up Standards testing is required. Based on site characteristics, suspected soil contamination, or Phase I, II, or III Site Audit, soil testing conforming to City Specification # 431-92 Soil Clean-Up Standards is required.

All soils shall conform to City Specification # 431-92 Soil Clean-Up Standards prior to the issuance of a building permit. Building plans shall reference that "All soils shall conform to City Specification # 431-92 Soil Clean-Up Standards" in the plan notes.

Minimum sampling standards for residential lots with no well on the property - One (1) sample location at center of pad, 5', 10', and 15' depths. Imported soil shall be sampled at 1 sample per 100 cubic yards of imported fill (prior to import).

Note: Grading Plans must be approved by the Fire Department prior to issuance of a Public Works grading permit. Standard Fire Department notes are required to be on the plans on oil industry impacted sites.

Soil testing results must be submitted, and approved by the Fire Department prior to issuance of a building permit. **(FD)**

- a. **“Remediation Action Plan”** If contamination is identified, provide a Fire Department approved Remediation Action Plan (RAP) based on requirements found in Huntington Beach City Specification #431-92, *Soil Cleanup Standard*. Upon remediation action plan approval, a rough grading permit may be issued. **(FD)**
- b. **Discovery of soil contamination/pipelines**, etc., must be reported to the Fire Department immediately and an approved remedial work plan submitted. **(FD)**

Fire Apparatus Access

Fire Access Roads shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). Minimum fire access road width is twenty-four feet (24') wide, with thirteen feet six inches (13' 6") vertical clearance. Fire access roads fronting commercial buildings shall be a minimum width of twenty-six feet (26') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

Fire Access Road Turns and Corners shall be designed with a minimum inner radius of seventeen feet (17') and a minimum outer radius of forty five feet (45') per City Specification # 401 *Minimum Standards for Fire Apparatus Access*. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

Reciprocal Access. Existing designated 24 foot wide fire apparatus access roads (shared as a 12'/12' reciprocal fire apparatus access road/driveway shall be preserved and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Overhead clearance of 13' 6" shall be maintained and obstructions such as roof eaves shall not project into the designated fire lane minimum overhead clearance. **(FD)**

No Parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 415 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

Fire Hydrants and Water Systems

Fire Hydrants are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrants and service mains shall meet NFPA 13 and 24, 2002 Edition, Huntington Beach Fire Code Appendix B and C, and City Specification # 407 Fire Hydrant Installation Standards requirements. Maximum allowed velocity of fire flow in supply piping is 12 fps. Plans shall be submitted to Public Works and approved by the Public Works and Fire Departments. For Fire Department approval, portray the fire hydrants and reference compliance with NFPA 13 and 24, 2002 Edition, Huntington Beach Fire Code Appendix B and C, and City Specification #407 Fire Hydrant Installation Standards in the plan notes. **(FD)**

Fire Suppression Systems

Fire Alarms

Fire Alarm System is required. For Fire Department approval, shop drawings shall be submitted to the Fire Department as separate plans for permits and approval. For Fire Department approval, reference and demonstrate compliance with *CBC 907* on the plans. A C-10 electrical contractor, certified in fire alarm systems, must certify the system is operational annually. **(FD)**

Fire Sprinklers

Automatic Fire Sprinklers are required. NFPA13 Automatic fire sprinkler systems are required per Huntington Beach Fire Code for new buildings with "fire areas" 5000 square feet. An addition of square footage to an existing building also triggers this requirement.

Separate plans (three sets) shall be submitted to the Fire Department for permits and approval. The system shall provide water flow, tamper and trouble alarms, manual pull stations, interior and exterior horns and strobes, and 24-hour central station monitoring.

Automatic fire sprinkler systems must be maintained operational at all times, with maintenance inspections performed quarterly and the system serviced every five years by a state licensed C-16 Fire Protection Contractor.

For Fire Department approval, reference that a fire sprinkler system will be installed in compliance with the Huntington Beach Fire Code, NFPA 13, and City Specification # 420 - *Automatic Fire Sprinkler Systems* in the plan notes.

NOTE: When buildings under construction are more than one (1) story in height and required to have automatic fire sprinklers, the fire sprinkler system shall be installed and operational to protect all floors lower than the floor currently under construction. Fire sprinkler systems for the current floor under construction shall be installed, in-service, inspected and approved prior to beginning construction on the next floor above. **(FD)**

Fire Department Connections (FDC) to the automatic fire sprinkler systems shall be located to the front of the building, at least 25 feet from and no farther than 150 feet of a properly rated fire hydrant. (FD)

Class 1 Standpipes (2 ½" NFH connections) are required at each stairway. The standpipe system in stairwells cannot protrude into, impede, or compromise the H.B.B.C. "Exit Width" requirements. For Fire Department approval, reference and portray Class 1 standpipes at each stairway in the plan notes. (FD)

Fire Protection Systems

Fire Extinguishers shall be installed and located in all areas to comply with Huntington Beach Fire Code standards found in *City Specification #424*. The minimum required dry chemical fire extinguisher size is 2A 10BC and shall be installed within 75 feet travel distance to all portions of the building. Extinguishers are required to be serviced or replaced annually. (FD)

Commercial Food Preparation Fire Protection System required for commercial cooking. Plans (three sets) shall be submitted to the Fire Department as separate plans for permits and approval. Reference compliance with *City Specification # 412 Protection Of Commercial Cooking Operations* in the plan notes. (FD)

Recreational or Decorative Fire Pits shall be fueled by domestic gas only and shall comply with the Huntington Beach Plumbing and Mechanical Codes and Huntington Beach Fire Department Guidelines for Recreational Fire Pits. (See attachment). (FD)

Fire Personnel Access

Main Secured Building Entries shall utilize a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. Please contact the Huntington Beach Fire Department Administrative Office at (714) 536-5411 for information. Reference compliance with City Specification #403 - KNOX® Fire Department Access in the building plan notes. (FD)

Fire Sprinkler System Controls access shall be provided, utilizing a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. The approximate location of the system controls shall be noted on the plans. Reference compliance in the plan notes. (FD)

Elevators shall be sized to accommodate an ambulance gurney. Minimum interior dimensions are 7 feet (84") wide by 4 feet 3 inches (51") deep. Minimum door opening dimensions are 3 feet 6 inches (42") wide right or left side opening. Center opening doors require a 4 feet 6 inches (54") width. For Fire Department approval, reference and demonstrate compliance on the building plans. HBBC 3002.4 (FD)

Occupancy Specific Requirements

Gas Stations

- a. **Fuel Dispensing Station** design shall conform to the following:
 - *Huntington Beach Fire Code Chapter 22-Motor Vehicle Fuel – Dispensing Stations*
 - *Huntington Beach Fire Code Chapter 34 – Flammable and Combustible Liquids.*
 - *NFPA 30A – Motor Fuel Dispensing Facilities and Repair Garages.*
 - *Sound industry practices and methods. (FD)*

- b. **Fire Permit Required** for motor vehicle fuel dispensing station per California Fire Code section 105 – Permits. Contact Huntington Beach Fire Department (714-536-5411) for applications or questions. (FD)

Communications

Enhanced Communication Systems are required for Fire Department and Police Department communications in Subterranean Parking Garages. Repeater type radio systems as specified by the Fire and Police Departments shall provide adequate communication inside the parking garages, from inside the garages to the exterior, and to/from the fire control rooms. **Above-grade areas or floors found to have with poor radio reception may also require repeating systems. (FD)**

GIS Mapping Information

- a. **GIS Mapping Information** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:
 - Site plot plan showing the building footprint.
 - Specify the type of use for the building
 - Location of electrical, gas, water, sprinkler system shut-offs.
 - Fire Sprinkler Connections (FDC) if any.
 - Knox Access locations for doors, gates, and vehicle access.
 - Street name and address.

Final site plot plan shall be submitted in the following digital format and shall include the following:

- Submittal media shall be via CD rom to the Fire Department.
- Shall be in accordance with County of Orange Ordinance 3809.
- File format shall be in .shp, AutoCAD, AUTOCAD MAP (latest possible release) drawing file - .DWG (preferred) or Drawing Interchange File - .DXF.

- Data should be in NAD83 State Plane, Zone 6, Feet Lambert Conformal Conic Projection.
- Separate drawing file for each individual sheet. In compliance with Huntington Beach Standard Sheets, drawing names, pen colors, and layering convention. and conform to *City of Huntington Beach Specification # 409 – Street Naming and Addressing*.

For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574.

For Fire Department approval, reference compliance with *GIS Mapping Information* in the building plan notes. **(FD)**

THE FOLLOWING CONDITIONS SHALL BE MAINTAINED DURING CONSTRUCTION:

- a. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with HBFC Chapter 14, Fire Safety During Construction And Demolition. **(FD)**
- b. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with City Specification #426, Fire Safety Requirements for Construction Sites. **(FD)**

OTHER:

- a. Discovery of additional soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards. **(FD)**
- b. Outside City Consultants The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party. **(FD)**

Fire Department City Specifications may be obtained at:
Huntington Beach Fire Department Administrative Office
City Hall 2000 Main Street, 5th floor
Huntington Beach, CA 92648
or through the City's website at www.surfcity-hb.org

If you have any questions, please contact the Fire Prevention Division at (714) 536-5411.



CITY OF HUNTINGTON BEACH PLANNING DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JULY 12, 2010

PROJECT: COSTCO

PROJECT LOCATION: 7601 EDINGER AVE. (Between Edinger Ave. and Center Ave., west of the existing Bella Terra, east of the railroad.)

REQUESTS: Resubmitted site plans (dated 06/03/10) in response to the April 12, 2010 Notice of Filing Status letter.

PROJECT PLANNER: JANE JAMES

PLAN REVIEWER: JAN THOMAS

TELEPHONE/E-MAIL: (949) 348-8186 JCKTHOMAS@COX.NET

The following is a list of code requirements deemed applicable to the proposed project based on plans received. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Zoning Administrator in conjunction with the requested entitlement(s), if any, will also be provided should the project be approved. If you have any questions regarding these requirements, please contact the Plan Reviewer.

Please see police original comments (dated April 7), as well as current comments regarding the revised COSTCO plans (in red).

CONCERN:

The planning matrix shows that the perimeter on street side proposes a minimum 20" berm.

RECOMMENDATION:

Add a maximum allowable height for the berm (recommended 36"). *Police and passersby should be able to see into the property/parking area with little effort. This is for the safety of COSTCO shoppers and their vehicles.*

Response:

The revised plans show a 10' landscape buffer. The buffer, without a berm, is good and best for visibility. A somewhat flat buffer with unobtrusive landscaping is ideal. This creates definition as well as a buffer without obscuring one's view to and from the property.

CONCERN:

A low retaining wall is shown separating the COSTCO building and loading dock from the railroad right-of-way and open storm drain ditch. Trees and small shrubs are shown on the west side of COSTCO.

RECOMMENDATION:

An 8', preferably higher, wall is recommended to separate the two uses. When each use is separate, potential offenders cannot enter COSTCO property from the railroad right-of-way, and, in turn, people from the COSTCO property (specifically offenders) cannot escape into the railroad tracks and/or adjacent property unnoticed.

Other than crime, child safety from the COSTCO parking lot is also a concern with the adjacent railroad right-of-way.

Regardless of the wall height, trees, specifically shrubs and groundcover should be sparse and low, and not allow for areas of concealment.

Therefore, it is recommended that the wall should not be designed to allow reciprocal access between uses on either side of the railroad tracks and should be at a height to prevent access to and from the railroad right-of-way.

Response:

The plans continue to show a low retaining wall separating these uses. The plans show a retaining wall with a maximum height of 3'9". This is not acceptable for the reasons previously stated above. This is a recommended condition of approval.

CONCERN:

Many pedestrians with shopping carts will be concentrated in one area, that is, the exit on the north side of the building and proceeding directly into the parking lot.

RECOMMENDATION:

To draw motorists' attention to customers exiting the store, recommend a colored or textured pavement treatment in this area, designating it (and drawing attention to it) as a high traffic pedestrian area.

Reponse:

Done, thank you.

CONCERN:

Driveway entrance off Center Avenue

RECOMMENDATION:

Include a pavement treatment at each driveway, designating the parking area as separate from the public street.

The northeast driveway entrance appears to provide access mainly for COSTCO customers, therefore, recommend a COSTCO sign at this entrance which directs COSTCO customers to the most convenient parking area.

Response:

Done, thank you.

CONCERN:

ATM and Cash Card reader outside entrance.

RECOMMENDATION:

These hours should be the same as COSTCO's. Either way, applicant shall comply with the required provisions of the statewide law known as AB244.

Response:

Assume this will be done.

CONCERN:

Women's restroom is located at the back corner of the store near an emergency exit. This makes women possibly vulnerable to victimization and suspect leaves through exit.

RECOMMENDATION:

Is it possible to relocate the restroom farther north? (Switching places with the Electrical room?) Either way, ensure that cameras are installed and signs clearly state that cameras are present. (Surveillance cameras in the property should be 24/7 recorded and recordings saved for at least 30 days.)

Response:

Not done. However, the relocation of the women's restroom is not a recommended condition of approval, just a safety recommendation for the benefit of the property and its patrons/employees. Cameras, however, are still recommended.

CONCERN:

Lighting plan shows lighting levels decreasing to less than one foot candle on the west side of the building.

RECOMMENDATION:

The west side of the building abuts the loading dock, railroad right-of-way and open storm drain ditch. It is imperative that this side of the building, in particular, be well-lighted. Ensure that lighting levels do not fall below one foot candle (preferably, levels in this area should be well over one foot candle).

Not changed. Lighting levels on west side are still under one foot candle. The west side of this building could be vulnerable to crime and victimization. Increasing the lighting in this area will likely serve as a deterrent to crime.



CITY OF HUNTINGTON BEACH PLANNING DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JULY 12, 2010

PROJECT: VILLAGE AT BELLA TERRA

PROJECT LOCATION: Between Edinger Ave. and Center Ave., south of COSTCO, east of the railroad.

REQUESTS: Site plan review for the residential and mixed use portion of the project.

PROJECT PLANNER: JANE JAMES

PLAN REVIEWER: JAN THOMAS

TELEPHONE/E-MAIL: (949) 348-8186 JCKTHOMAS@COX.NET

The following is a list of code requirements deemed applicable to the proposed project based on plans received. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Zoning Administrator in conjunction with the requested entitlement(s), if any, will also be provided should the project be approved. If you have any questions regarding these requirements, please contact the Plan Reviewer.

CONCERN:

Although intertwined, it is important to create obvious transitions between residential and retail. Signs, colors and landscaping can help accomplish this.

Clear definition of uses tells non-residents that they are entering semi-private property when entering the residential project. Residents, in a well-transitioned neighborhood, are more likely to identify and report suspicious activity. Definition of the uses results in feelings of territoriality, which, in turn, make for an active and observed neighborhood.

The following seven recommendations follow the theme of defining and separating the uses of retail and residential, while still benefitting from the mixed-use and maintaining a safe community.

1) RECOMMENDATION:

The north elevation shows a residential entry into the parking structure. This should be clearly marked "resident parking only," to prevent confusion for retail shoppers. (If this garage is not for

residents only, the interior should be well separated and clearly marked as to who parks where.) This entrance would benefit from enhanced paving as well.

2) RECOMMENDATION:

This large project would benefit from separating the village into smaller “villages” by giving them names, different exterior colors, distinguished landscaping, etc. This encourages a sense of community, therefore increased “feelings of ownership.”

3) RECOMMENDATION:

The west parking garage entrance would benefit from a different pavement treatment as well as a sign stating, “resident parking only,” or whatever the defined use may be.

4) RECOMMENDATION:

Regarding the east side residential connection to the village: Using signs and design, this main entrance should be highly visible and easy to find.

5) RECOMMENDATION:

Regarding the Main entrance off Edinger: When motorists enter and come to the end of the drive aisle, they should not be confused and hesitate about which direction to turn. This hesitation could cause an accident.

Include directional signs (lobby, residential guest parking, retail parking, restaurant, clubhouse, leasing office parking, etc.).

6) RECOMMENDATION:

Surface parking near retail stores must be clearly marked, “retail parking.” Residents and resident guests parking in retail spots may lead to conflict.

7) RECOMMENDATION:

Place various maps around the property so emergency personnel and guests can quickly locate units.

CONCERN:

There is little separation shown to divide this project from the adjacent railroad tracks to the west.

RECOMMENDATION:

Police recommendation is the same for the west side of this project as the recommendation for the west side of the COSTCO project. An 8’, preferably higher, wall is recommended to separate the two uses. When each use is separate, potential offenders cannot enter the

residential village from the railroad right-of-way, and, in turn, people from the residential property (specifically offenders) cannot escape into the railroad tracks and/or adjacent property unnoticed.

Other than crime, child safety is also a concern with the adjacent railroad right-of-way.

Regardless of the wall height, trees, specifically shrubs and groundcover should be sparse and low, and not allow for areas of concealment.

Therefore, it is recommended that the wall should not be designed to allow reciprocal access between uses on either side of the railroad tracks and should be at a height to prevent access to and from the railroad right-of-way.

CONCERN:

Visibility into parking garage stairwells.

RECOMMENDATION:

Parking garage stairwells appear to be visible from the exterior. The stairwells in the Bella Terra parking garage are well done and allow much natural light and visibility into the stairwell. Recommend designing the stairwell to allow as much visibility and light as possible.

CONCERN:

Clubhouse hours.

RECOMMENDATION:

Will there be a conflict with residents? Residents moving into the surrounding units should be notified of the potential for clubhouse noise.

CONCERN:

Parking garage privacy and safety for residents.

RECOMMENDATION:

Mark parking spaces with a number other than the resident's unit number, for identification.

CONCERN:

Opportunity for children's activities (not involving water).

RECOMMENDATION:

Consider a tot lot. Parents, taking their children to a tot lot, are valuable resources. They are the *eyes and ears* of the community.

CONCERN:

Surveillance

RECOMMENDATION:

Install surveillance cameras throughout the project, including the parking garage, stairwells, fitness center, entrances and exits. Record 24 hours, seven days a week. Keep the recordings for at least 30 days.

CONCERN:

Fitness facility safety and visibility.

RECOMMENDATION:

Include as many windows as possible into the fitness facility. Possibly include windows along the wall facing the “residential connection to the plaza.”



HUNTINGTON BEACH ECONOMIC DEVELOPMENT DEPARTMENT PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: 04/06/2010

PROJECT NAME: BELLA TERRA MIXED USE – COSTCO WHOLESALE

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

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

PLAN REVIEWER: LUIS GOMEZ, ECONOMIC DEVELOPMENT PROJECT MANAGER

TELEPHONE/E-MAIL: 714 536-5544

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.

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

The Economic Development Department has reviewed the proposed project submittal and has the following comments/concerns:

Economic Development supports the development of the Bella Terra II project. The proposed project falls within the Huntington Beach Redevelopment Project Subarea 1 and 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.

Code Requirements:

1. The proposed project falls within the Huntington Beach Redevelopment Project Subarea 1 and is subject to applicable California Community Redevelopment Law and the provisions of the Redevelopment Plan for the Huntington Beach Redevelopment Project, as Amended July 15, 2002.
2. 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.
3. Applicant will be required to meet the applicable provisions of Zoning Code 230.26 – Affordable Housing.

Conditions of Approval:

1. The Applicant shall enter into an Owner Participation Agreement with the Redevelopment Agency of the City of Huntington Beach prior issuance of CUP.



CAPITAL PARTNERS, INC.

Received
05.20.2010

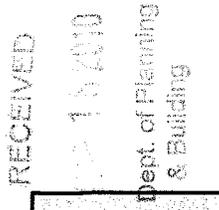
**The Village at Bella Terra
Draft Affordable Housing Plan**

Fifteen percent (15%) of the residential dwelling units in the Project will be restricted as affordable units, in accordance with applicable provisions of the Community Redevelopment Law (Health & Safety Code Sections 33334.2-33334.3) and the City's Municipal Code (Section 230.26). Sixty percent (60%) of the affordable units (9% of the total number of units) will be provided at 'affordable rents' to moderate-income households (i.e., households earning not more than 120% of County-wide median income, adjusted for family size appropriate to the size of the units) and forty percent (40%) of the affordable units (6% of the total number of units) will be provided at affordable rents to very-low income households (i.e., households earning not more than 50% of County-wide median income, adjusted for family size appropriate to the size of the units).

Affordable units will be phased in proportion to the phasing of market-rate (non-restricted) units, as the residential portion of the Project is developed. Affordable units will be dispersed throughout the Project and will be distributed proportionately between 1BR/1BA and 2BR/2BA units. For example, if 390 residential apartment units are developed, 16 of the 1BR/1BA units and 19 of the 2BR/2BA units will be set aside for moderate-income households and 11 of the 1BR/1BA units and 13 of the 2BR/2BA units will be set aside for very-low income households.

The affordability restrictions will last for 55 years from initial Project occupancy. If the affordable units are later sold, the sales will occur to qualifying households at 'affordable housing cost' and the affordability terms will be a total of 45 years (from the initial rental date).

The affordability covenants will be memorialized in a Regulatory Agreement to be recorded against the residential portion of the Site in favor of the Redevelopment Agency (against the affordable units only in the event condominium units are later sold). The Regulatory Agreement will contain standard provisions relating to qualifying eligible occupants, annual reporting, subordination of the affordability covenants to financing, 'equity share' buy-out provisions for affordable for-sale units (in the event rental units are sold), and the like.



DESIGN REVIEW CHECKLIST
Chapter 6
Special Consideration Design Guidelines

A. Offices

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Office buildings should be "built to" the minimum required setback.		X		
b. Surface parking should be located towards the rear of the site or at the side of the building.		X		
c. Multi-story buildings should not be placed adjacent to residential private open space areas. The first floor may be constructed at the minimum setback. Second and third floors should provide an additional foot of setback for each additional floor.		X		
d. Office buildings should site the primary entry towards the street.		X		

Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Building surfaces over two stories high or 40-feet in length should provide vertical and horizontal wall plane offsets		X		
b. The primary building access should be designed to convey a sense of entry.		X		

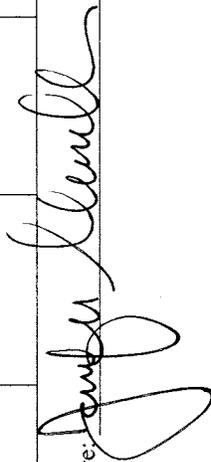
Applicant Signature:  Date: 3-12-10

B. Vehicle Dealerships

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Provisions will need to be made onsite for the unloading of vehicles from carriers.		X		
b. Outdoor vehicle displays oriented toward streets should be limited to permanent at-grade display areas that are architecturally compatible with the project.		X		
c. All storage areas should be screened from view from the public street and any adjacent residential area. No storage except new car storage should occur adjacent to residential areas.		X		
d. No potentially noisy activity, such as vehicle repair, cleaning or testing, should be located near or oriented toward residential properties.		X		
e. Sufficient space should be provided for service drop-offs to prevent vehicle stacking on public street(s). Customer parking should be provided for the sales, service, and parts areas.		X		

B. Vehicle Dealerships

Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Buildings should be stylistically consistent on all sides and well articulated.	X			
b. The showroom should be oriented toward the major public streets.	X			
c. Walls and fences should be architecturally compatible with the buildings.	X			
d. Service uses should be entirely contained within the building(s). Internal vehicle access to the individual service bays should be provided in all cases. The access points to the service bays should not be visible to the public.	X			
e. All storage areas should be screened from public view from any adjoining properties and from the public right-of-way by appropriately designed walls, fencing and landscaping.	X			
f. Provisions should be made for a vehicle washing area. The wash rack should not be located visible or audible from any public street or residential area	X			
g. Landscaping should be provided along all display perimeters but should be maintained at a low level (less than 32 inches in height).	X			

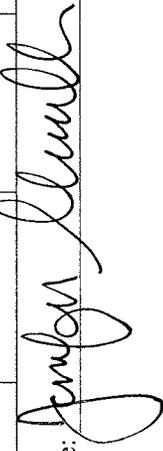
Applicant Signature:  Date: 3-12-10

C. Service Stations

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. The site design for corner and mid-block sites should convey a strong link to the street or corner.		X	Proposed Fuel Facility located within Mall along main drive.	
b. The site should be designed to accommodate, anticipated circulation patterns and minimize paving.	X		Designed to comply. The site has been designed to provide efficient circulation for both members and fuel delivery trucks. See Concept Gas Station Plan. The site has also been designed in accordance with site BMPs for gas stations as described in attached WQMP.	
c. Driveway cuts should be limited to two per site, unless otherwise allowed by the City Engineer for valid circulation reason.	X		Proposed Fuel Facility is accessed directly from two R.O.W curb cuts to a main Mall drive.	
d. Service and car wash bays should not face residential properties or the public street. The visibility of service bays and car wash openings should be minimized.		X	No service or car wash proposed for Fuel Facility – merely gasoline sales.	
e. Gas pump canopies should be screened by the main building structure. The retail market/ office building segment of the facility should be oriented along the street frontage.	X		Designed to comply.	

C. Service Stations

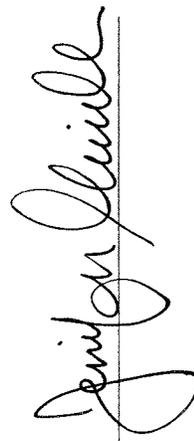
Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Site specific architectural design is strongly encouraged. Corporate or franchise design solutions are strongly discouraged.	X		Proposed Fuel Facility designed with materials and colors complimentary to proposed Costco building and to existing Mall architecture.	
b. All structures on the site (including kiosks, car wash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.	X		Designed to comply.	
c. All building elevations should be architecturally enhanced.	X		Designed to comply.	
d. High quality building materials are encouraged. Reflective, glossy, and fluorescent surfaces are discouraged.	X		Designed to comply.	
e. The roof design of all structures, including pump canopies, should incorporate roof treatments with a low to moderate pitch. Flat roofs or mansard roof applications are strongly discouraged unless they are consistent with an established architectural theme.	X		Designed to comply.	
f. Gas pump canopies should not be internally illuminated. Light fixtures should be recessed into the canopy.	X		Designed to comply.	
g. Each gas pump island should include stacking for at least two vehicles (40-feet) onsite, on at least one end of the pump island.	X		Designed to comply. Stacking for 6 cars has been provided in each lane. See Stacking Plan in Concept Gas Station Plans [DD4.1-04].	

Applicant Signature:  Date: 3-12-10

D. Auto Repair Service

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Driveway access should be limited to the minimum number necessary.		X		
b. Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.		X		
c. The interior of work bays should not be visible from a public street or any adjacent residential buildings or designated open space.		X		

Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Building design should be stylistically consistent, and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.		X		
b. Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.		X		

Applicant Signature:  Date: 3-12-10

E. Hotels and Motels

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. The building(s), not the parking lot(s), should establish the image and character for the development along street frontages.		X		
b. Short term parking should be provided in close proximity to office/ check-in areas.		X		
c. Delivery and loading areas should be screened to minimize adverse visual and noised impacts to adjacent uses.		X		
d. Recreational facilities should be designed to offer privacy to facility users.		X		

Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. The scale of buildings should be compatible with the surrounding development patterns.		X		
b. Walkway, stairway and balcony railings and other similar details should be stylistically consistent with the building design.		X		
c. Mechanical equipment of all types, including swimming pool equipment, should be located to minimize impacts on adjacent uses. Air conditioning units should not be visible from public streets.		X		
d. Exterior corridors on multi-level buildings are strongly discouraged and should not be located adjacent to residential uses.		X		

E. Hotels and Motels

Building Design (CONT)	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
e. Structures over two stories should incorporate interior access to guestrooms. Room entrances directly adjacent to parking lots or exterior walkways are discouraged.		X		

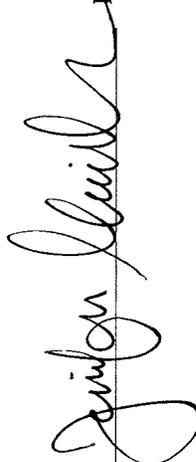
Applicant Signature: *Jinfa Lu* Date: 3-12-10

F. Drive-Through Businesses

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. The building should be the predominant visual element along street frontages, not parking lots or drive through lanes.	X			
b. Drive-through aisles should be located towards the rear of the building, away from the street frontage, and screened from adjacent parking areas.	X			
c. Buildings with drive-through services should be "built-to" the minimum front setback lines.	X			
d. Drive-through aisles should provide adequate on-site queuing distance to accommodate 5 cars (150-feet) before the first stopping point (e.g. menu board, teller window, automatic teller machine). No portion of the queuing aisle should serve as a parking aisle.	X			
e. Drive through lanes should not exit directly to the site's main entrance. Drive-through aisles should provide at a minimum 25-foot interior radius for any curve.	X			
f. Whenever possible, the main structure should be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations.	X			

F. Drive-Through Businesses

Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. All building elevations should be architecturally enhanced.	X			
b. Buildings should incorporate a full roof with built-in roof top wells for mechanical equipment screening.	X			
c. A canopy should be provided at the drive-through pick-up window area.	X			

Applicant Signature:  Date: 3-12-10

G. Big Box Retail

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Parking area design should minimize adverse visual impacts of expansive parking lots by incorporating intensified landscaping and segmenting the parking area into smaller components	X		Designed to comply. Parking wraps around the building to break it up and avoid large parking field. In addition, enhanced perimeter & parking lot landscaping has been provided. See LI.	
b. The major entry aisle should be aligned with the building entry of the most prominent building on site.	X		Designed to comply. Costco has an enhanced corner entry feature which is visible from the main aisle.	
c. Cart storage should be integrated within the initial building and site design. Large "cart corrals" are acceptable if they are designed to complement the project's site plan and architecture.	X		Designed to comply with under Entry Canopy cart storage and cart corrals in parking field.	

Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. The building design should incorporate a 2 ft. high building base	X		Designed to comply.	
b. Building materials should be durable and resistant to damage, defacing, and general wear and tear. Stucco should not be utilized as a base material. Use of precast decorative concrete, stone masonry, brick and commercial grade ceramic tile is encouraged.	X		Designed to comply with masonry base, textured architectural panels, decorative masonry veneer and substantial metal trellis features. All materials are architecturally compatible with adjacent Bella Terra center and highly durable. See material board.	
c. Multiple plane rooflines are encouraged. Cornice details should be used at the top of parapet walls	X		Designed to comply with corniced parapet, enhanced entry, as well as significant roofline variations. See attached Concept	

ATTACHMENT NO. 18.11

	elevations.			d. Big box building design should incorporate "liner shops" with entrances from interior and exterior of the big-box building.
		X		

D

G. Big Box Retail

Building Design (CONT)	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
<p>e. Significant building wall articulation should be provided on all exterior building elevations visible to the public from the site or adjacent properties. Exterior wall treatments such as mass offsets, arcades, porticos, colonnades, and wing walls can be used to successfully mitigate the appearance of the typical big-box building appearance.</p>	X		<p>Designed to comply with mass offsets, Entry Canopy and colonnade, color/material/texture variations; as well as variation in building plane, particularly on the North & East elevations, which are visible from Center Avenue and the Bella Terra mall.</p>	
<p>f. The base of the big box building should be enhanced on all four sides by landscaping.</p>	X		<p>Designed to comply in areas with sufficient clearances/set-backs allowing landscaping. The exception in this case is the South and East elevations which about the fire lane, no landscaping has been provided.</p>	
<p>g. Auxiliary outdoor storage and/or garden areas should be integrated within the primary building and their design should complement the main building architecture.</p>		X	<p>Proposed Costco has no outdoor storage areas or garden center.</p>	

Applicant Signature: _____

Jimmy Lull

Date: 3-12-10

H. Mixed Use Projects

Site Planning	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Separate site access drive and parking facilities should be provided for residential uses and commercial uses.	x		The parking structure will only serve the residential use, so this will not be an issue.	
b. Security gates should be considered for access to residential uses and residential parking areas.	x		Residential parking access will be controlled through a state of the art security system.	
c. Private open space areas which are intended for use by residents only should not be accessible from the commercial/office portion of the site.	x		The courtyards within the residential portion of the building will only be accessible to building residents.	
d. Parking lot lighting and building security lighting for commercial uses should be appropriately shielded so as not to spill over into the residential area.	x		The lighting will be specifically designed to ensure the utmost safety throughout the building and parking lots, while not becoming an obtrusive element in the residential areas.	

Building Design	Applicable	Not Applicable	Applicant Remarks	Staff Remarks

<p>a. The architectural style and use of materials should be consistent throughout the entire mixed-use project. Differences in use of architectural details may occur where the intent is to differentiate between the residential and commercial/office scale and character of the structure(s).</p>	<p>x</p>		<p>The design team has created an elevation that demonstrates consistency not only within this mixed-use community, but also between this mixed-use community and the rest of the Bella Terra shopping center. With that said, the use of different materials (especially windows) helps differentiate the residential and retail uses.</p>	
<p>b. The design of storefronts should be consistent with the guidelines for commercial development. The residential portion of a mixed-use structure should be consistent with the design guidelines for multifamily residential development.</p>	<p>x</p>		<p>The residential and commercial elements within this mixed-use structure independently meet all the design guidelines outlined in the Specific Plan.</p>	

H. Mixed Use Projects

Building Design (CONT)	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
c. Projects three stories or less in height should incorporate full roofs on at least 50% of the roof area.		x	This community will be greater than 3 stories.	
d. Commercial signage should be restrained.	x		The commercial signage will be restrained, and will be of a similar character and scale to the existing signage throughout the Bella Terra community.	
e. Structures with heights greater than three stories should set back the upper portions of the structure a minimum of 10 feet for each additional two stories.	x		The design meets all requirements regarding setbacks as outlined in the Bella Terra Specific Plan.	
f. When residential and commercial uses are combined in the same structure, separate entrances should be provided for each use.	x		This community will include both residential and retail uses. The residential uses will be accessed either through the leasing office or the residential parking, while the retail uses will be accessed directly from the street.	

Applicant Signature: _____

Date: _____

From the Residence of Dave Weigel & Family
16376 Maruffa Circle, Huntington Beach, California 92649
Ph: 714-840-5397, Email: DaveWeigel@msn.com

August 9, 2010

City of Huntington Beach
City Council and Planning Commission
2000 Main Street
Huntington Beach, California 92648

Re: Request for City Council & Planning Dept.
Please VOTE IN FAVOR OF NEW COSTCO

Dear City Council Members and Planning Department:

The purpose of this letter is to express my firm SUPPORT as a long-time resident and property and business owner in Huntington Beach, in favor of the proposed new Costco at Bella Terra. Not only will the new Costco generate hundreds of badly needed new jobs and millions of dollars in sales and property taxes, but it will also provide goods and services to our local community that are currently only available at Costco's other nearest stores in Fountain Valley and Cypress, which are well over a half hour (in traffic) away.

The new Costco will also allow the owners of Bella Terra (DJM Realty) to complete their beautiful master plan of the redevelopment of the center and to remove the blight that the vacant Montgomery Ward building has created for the last several years since it closed.

Therefore, on behalf of my family, friends and neighbors who also live here in Huntington Beach, I/we strongly encourage you to vote in favor of the development of a new Costco at the upcoming public hearings.

Thank you.

Sincerely,


Dave Weigel

cc: Stanley Smalewitz and Simone Slifman, Economic Development Dept.
cc: Fred Wilson, City Administrator
cc: Scott Hess, Director of Planning Dept.

ATTACHMENT NO. 19.1

James, Jane

From: Robert McVicker [robertmcvicker@hotmail.com]
Sent: Sunday, August 15, 2010 7:24 AM
To: James, Jane
Subject: Costco in Huntington Beach

Dear Jane,

You have my vote to move forward and approve the planning for a new Costco at the Bella Terra location. Great plan and source of revenue for the city.

Thanks,

Bob McVicker

THE VILLAGE AT BELLA TERRA – COSTCO
Huntington Beach Planning Commission Study Session
Tuesday, Aug. 10, 2010

Comments from Robert K. Sternberg, a long term Huntington Beach resident.

I would like to make the following points part of a conditional use permit or in consideration for the Costco project being planned at Bella Terra:

1. Make it a rule rather than a guideline for all the Costco store employees to park on the roof top of the existing parking garage. This idea is planned but just not a rule. This would give room for parking for the potential Costco shoppers;
2. For the sake of the local nearby residents and their quality of life, it is very important to make it a rule rather than a guideline that the Costco delivery trucks use Beach Blvd. and Center Ave and not take any other delivery route. The trucks should not be allowed to take any other route which may bring them on other streets like McFadden or Golden West or through residential areas. Center Ave. is crumbling and should be completely repaved to carry the weight of this;
3. Dust control measures must be enacted through out the construction phases. In addition to spraying or watering down the construction site 4 times a day, there needs to be a daily street sweeping to control the dirt and dust drifting on the surrounding streets. Without this added measure, the dust could be all over the nearby neighborhoods;
4. To keep the shopping carts within the Bella Terra shopping center and off the neighborhood streets, there should be an invisible fence which would lock the front wheels of the shopping carts from turning if the carts left the Bella Terra premises. The City of Westminster just imposed this requirement and it helps to keep the shopping carts from being taken away and left in surrounding neighborhoods;
5. A new traffic signal should be put at the intersection of McFadden and Sugar Lane to ensure the safety of the residents leaving that tract of homes;
6. I understand that the applicant or developer is asking to be allowed to defer the payment of the open space / park fees. They should pay for them just like everyone else does;
7. The proposed 15% property tax rebate should not be allowed to occur. My understanding is that this is a trade off for putting the affordable housing on site.

Regards,

Robert K. Sternberg.