DRAFT

ADDENDUM TO THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT AND 2010 EIR ADDENDUM FOR THE VILLAGE AT BELLA TERRA SCH NO. 2008031066

BELLA TERRA RESIDENTIAL PROJECT

HUNTINGTON BEACH, CALIFORNIA

LSA

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BELLA TERRA RESIDENTIAL PROJECT

HUNTINGTON BEACH, CALIFORNIA

Submitted to:

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LSA

August 2022

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1.0 INTRODUCTION

1.1 INTENDED USES OF THE EIR ADDENDUM

This Addendum to The Village at Bella Terra EIR (2008 EIR) is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the Revised Project, which would demolish the existing 149,000 sf Burlington department store and 33,300 sf of adjacent retail space to construct a seven-story mixed-use infill project consisting of 300 apartment units, ground-floor retail and restaurant uses, and associated hardscape and landscaping improvements. Approximately 352,000 sf would be developed with residential uses and approximately 40,000 sf would be developed with commercial uses (including approximately 15,000 sf of existing retail that would remain in place) on approximately 3.35-acres within the larger Bella Terra Specific Plan Area (Specific Plan Area). As with the 2008 EIR and an Addendum to the 2008 EIR prepared in 2010 (2010 EIR Addendum), this EIR Addendum identifies potentially significant or significant environmental impacts, as well as ways in which those impacts can be reduced to less than significant levels, typically through the implementation of mitigation measures, associated Code requirements, or other project requirements. In a practical sense, as with all EIRs, this EIR Addendum functions as a technique for fact-finding, allowing an applicant, concerned citizens, and agency staff an opportunity to collectively review and evaluate impacts of the Revised Project (especially with respect to the previously Approved Project) through a process of full disclosure.

To gain the most value from this report, certain key points should be kept in mind:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project.

- A specific environmental impact is not necessarily irreversible or permanent. Most impacts, particularly in urban, more developed areas, can be wholly or partially mitigated by incorporating conditions of approval and/or changes recommended in this report during the design and construction phases of project development.

- This report, while a summary of facts, reflects the professional judgment of the authors. The 2008 EIR and 2010 EIR Addendum were prepared by consultants retained by the City of Huntington Beach and by City staff and were subject to the independent review and judgment of the City. The City independently reviewed and analyzed the 2008 EIR and 2010 EIR Addendum, and the 2008 EIR and 2010 EIR Addendum reflect the independent judgment of the City.

Pursuant to the provisions of CEQA and the *State CEQA Guidelines*, the City of Huntington Beach (City) is the Lead Agency charged with the responsibility of deciding whether to approve the Revised Project, in consideration of the potential environmental effects that could result from project implementation.

The City's review of the Revised Project is limited to examining environmental effects associated with differences between the Revised Project and the Approved Project as reviewed in the 2008 EIR and the 2010 EIR Addendum. Pursuant to CEQA and the *State CEQA Guidelines*, the City has prepared this EIR Addendum to provide decision-makers with a factual basis for evaluating the specific

environmental impacts associated with the Revised Project and to determine whether there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent or supplemental EIR.

According to Section 21166 of CEQA and Section 15162 of the *State CEQA Guidelines*, a subsequent EIR is not required for the proposed changes to a previously approved project unless the City determines on the basis of substantial evidence that one or more of the following conditions are met:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Village at Bella Terra EIR (2008 EIR) and Addendum to the Village at Bella Terra EIR (2010 EIR Addendum) remain valid and are the certified/approved CEQA documents for future planning actions associated with implementation of the Bella Terra Specific Plan. As such, this EIR Addendum will be used to determine whether the Revised Project falls within the scope analyzed in the 2008 EIR and the 2010 EIR Addendum.

This EIR Addendum reviews changes to the project and to existing conditions that have occurred since the 2008 EIR and the 2010 EIR Addendum were certified/approved and compares environmental effects of the Revised Project with those analyzed and previously disclosed. This EIR Addendum also considers new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time the 2008 EIR and the 2010 EIR Addendum

were certified/approved and evaluates whether there are new or more severe significant environmental effects associated with changes in circumstances under which the proposed project development is being undertaken. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required. This examination includes an analysis of provisions of Section 21166 of CEQA and Section 15162 of the *State CEQA Guidelines* and their applicability to the project.

Section 15164 of the *State CEQA Guidelines* states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Thus, if none of the above conditions are met, the City may not require preparation of a subsequent or supplemental EIR. Rather, the City can decide that no further environmental documentation is necessary or can require that an Addendum be prepared.

Based upon review of the facts as presented in the analysis contained in this document, the City finds that an Addendum to the 2008 EIR is the appropriate documentation to comply with CEQA. The rationale and the facts for this finding are provided in the body of this EIR Addendum.

1.2 SCOPE OF THE EIR ADDENDUM

This EIR Addendum provides an overview of the potential environmental impacts of the Revised Project, as well as a comparison of the level of environmental impact relative to the project evaluated in the 2008 EIR (2008 Project), which included changes in development capacities in the two planning areas included in the Bella Terra Specific Plan (Specific Plan No. 13 or SP-13) and the project evaluated in the 2010 EIR Addendum (2010 Project), which also included changes in development capacities within the Specific Plan (collectively, the 2008 Project and the 2010 Project are referred to as the Approved Project). The scope of this EIR Addendum includes environmental issue areas previously identified by the City of Huntington Beach to be appropriate during preparation of the 2008 EIR. However, as discussed briefly above, for many of the previously evaluated environmental issue areas, potential impacts of the Revised Project do not differ from those of the Approved Project. These issue areas are discussed briefly in Section 3.1, Effects Found not to be Significant. Issue areas for which additional analysis was appropriate are subsequently provided and include:

- Aesthetics
- Air Quality/Greenhouse Gases
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

1.3 FORMAT OF EIR ADDENDUM

This EIR Addendum has been organized into three chapters, as described in the sections below.

1.3.1 Chapter 1.0: Introduction

Chapter 1.0 includes a description of the purpose and scope of the EIR Addendum, previous environmental documentation, project approvals, and existing documents to be incorporated by reference.

1.3.2 Chapter 2.0: Project Description

Chapter 2.0 describes the location and setting of the site, an overview of the Revised Project, and the necessary City discretionary actions to implement the Revised Project. Those project components that have the potential to have a physical effect on the environment are addressed in Chapter 3.0 of this EIR Addendum.

1.3.3 Chapter 3.0: Comparative Evaluation of Environmental Impacts

Chapter 3.0 contains the environmental analyses of the Revised Project's impacts compared to the impacts analyzed in the certified The Village at Bella Terra EIR (2008 EIR) and the approved Addendum to the Village at Bella Terra EIR (2010 EIR Addendum). Together, the 2008 Project and the 2010 Project are the Approved Project. This comparative analysis has been undertaken pursuant to provisions of CEQA to provide the City decision-makers with a factual basis for determining whether the Revised Project, changes in circumstances, or new information since the 2008 EIR was certified and the 2010 EIR Addendum was approved that would require additional environmental review or preparation of a subsequent or supplemental EIR. Chapter 3.0 also contains findings for each environmental topic to determine whether conditions, as set forth in Public Resources Code (PRC) Section 21166 or Section 15162 of the *State CEQA Guidelines* requiring preparation of a subsequent or supplemental EIR, have been met.

Environmental topics analyzed in this EIR Addendum include:

- Aesthetics
- Air Quality/Greenhouse Gases
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

1.4 EXISTING DOCUMENTS TO BE INCORPORATED BY REFERENCE

As permitted in Section 15150 of the *State CEQA Guidelines*, this EIR Addendum has referenced several technical studies, analyses, and reports. Information from the documents that has been incorporated by reference has been briefly summarized in the appropriate section(s) of this EIR Addendum. Documents incorporated by reference are available for review at the City of Huntington Beach, Department of Community Development, located at 2000 Main Street, Huntington Beach, CA

92648. Contact Hayden Beckman, Senior Planner, at (714) 536-5561 or hayden.beckman@surfcity-hb.org for additional information.

Documents incorporated by reference include, but are not limited to:

- City of Huntington Beach. 2008. *The Village at Bella Terra Environmental Impact Report (SCH No. 2008031066)*. July.
- City of Huntington Beach. 2010. *The Revised Village at Bella Terra/Costco, Addendum to the Village at Bella Terra Environmental Impact Report.* August.
- City of Huntington Beach. Amended 2020. Huntington Beach *General Plan*.
- City of Huntington Beach. 2017. *City of Huntington Beach General Plan*. October 2.
- City of Huntington Beach. 2008. *Bella Terra Specific Plan No. 13.* November 17.
- City of Huntington Beach. Municipal Code

1.5 PROJECT SPONSORS AND CONTACT PERSONS

The City of Huntington Beach is the lead agency for the preparation of this EIR Addendum. The Applicant for the Revised Project is Bella Terra Associates, LLC. LSA is the environmental consultant to the City and the principal preparer of this EIR Addendum. Key contact persons are as follows:

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Department of Community Development
2000 Main Street
Huntington Beach, CA 92648

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Project Applicant: Bella Terra Associates, LLC
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Huntington Beach, CA 92647

CEQA Consultant: LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

1.6 COMPARISONS OF IMPACTS

Applicable mitigation measures are listed with the environmental impacts for which the measures are necessary. As part of the preparation of the 2010 EIR Addendum, primarily due to the format of the document, the numbering of mitigation measures was changed from the 2008 EIR, as mentioned throughout Chapter 3.0 of this EIR Addendum. Throughout this document, the original mitigation measure numbers defined in the 2008 EIR are used, unless otherwise noted.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND AND HISTORY

In the late 1960s, a regional shopping center known as the Huntington Center was developed on land immediately southwest of the Interstate 405 (I-405)/Beach Boulevard interchange in the northern portion of the City of Huntington Beach (City). In addition to the primary mall, which included three anchor stores and 55 additional stores, the shopping center included several stand-alone stores along Edinger Avenue and Beach Boulevard.

On August 7, 2000, the City adopted the Crossings Specific Plan, which envisioned the redevelopment of 63 acres at the Huntington Center for Regional Commercial uses. Approximately 50 acres were redeveloped in 2005 with approximately 774,962 square feet (sf) of commercial space and the Huntington Center was rebranded as the Bella Terra Center in 2006. The remaining 13 acres were under separate ownership and remained vacant with a shuttered Montgomery Ward store and auto repair facility.

In 2008, a project renamed the Crossings Specific Plan to the Bella Terra Specific Plan, modified the allowable uses on the vacant 13-acre (15 acres after a future lot line adjustment) portion, established Area A (47.9 acres) and Area B (15.85 acres), and planned for the redevelopment of Area B accordingly.

In 2010, the Bella Terra Specific Plan (Specific Plan) was modified in multiple respects. The boundary between Area A was adjusted, increasing the size of Area A to 52.35 acres, and decreasing the size of Area B to 10.40 acres. The new uses approved for Area A at that time included a Costco store and a related service station facility. The new uses approved for Area B at that time included a six-story, 467-unit residential apartment project (the "Residences at Bella Terra").

2.2 PROJECT SITE LOCATION AND SETTING

Primary regional access to the Specific Plan Area is provided by I-405, Edinger Avenue, Beach Boulevard, and Center Avenue. I-405 runs in a northwest–southeast direction immediately northeast of the Specific Plan Area. Edinger Avenue runs in an east–west direction along the Specific Plan Area's southern boundary. Beach Boulevard runs in a north–south direction along the Specific Plan Area's eastern boundary, and Center Avenue runs in an east–west direction along its northern boundary. In addition, the Specific Plan Area is near the Golden West Transportation Center, which provides mass transit access throughout both the City and Orange County, and Golden West Community College, which is approximately 0.3 mile to the west.

As described above, the eastern portion of the Specific Plan Area is developed with Phase I of the Bella Terra Center shopping center. The shopping center contains approximately 694,422 sf of commercial/ retail space and is anchored by a Kohl's department store and a twenty-screen movie theater. In addition to retail space and restaurants, the center features two public art sculptures, an entertainment plaza with an open-air amphitheater, and an open-space plaza.

The western portion of the Specific Plan Area is developed with the Residences at Bella Terra, an apartment complex with adjacent commercial development, and a 154,113 sf Costco store with a gas station pad. A multi-level parking structure for the shopping center's retail uses is located in the northern portion of the Specific Plan Area, and various free-standing restaurants and stores are located in the southern portion of the Specific Plan Area along Edinger Avenue.

The existing land uses surrounding the Specific Plan Area are described below.

North: A mixture of commercial, office, hotel, and residential uses are located to the north/northeast of the Specific Plan Area. The Old World Village, a Bavarian-themed shopping, dining, and entertainment center, is located north of the proposed development site across Center Avenue. The Artisan Residences at Bella Terra, a multi-family apartment development, is located further to the north along Huntington Village Lane. One Pacific Plaza, a 400,000 sf office development, and Hotel Huntington Beach, a 224-room hotel development, are located to the northeast between Center Avenue and I-405.

East: Transportation infrastructure, including I-405 and Beach Boulevard, borders the eastern edge of the Specific Plan Area, with commercial uses located northeast of the Beach Boulevard/Edinger Avenue intersection.

South: Commercial and office development is located to the south of the Specific Plan Area across Edinger Avenue, with single-family residential units located further to the south.

West: Immediately to the west of the Specific Plan Area on the opposite side of the Union Pacific Railroad (UPRR) tracks just south of Center Avenue is the Boardwalk, a mixed-use residential and commercial project containing approximately 385 residential units and 10,000 sf of retail space.

2.3 APPROVED PROJECT DESCRIPTION

2.3.1 The Village at Bella Terra (2008 Project)

The 2008 Project consisted of General Plan Amendment No. 07-01 (GPA) and Zoning Text Amendment No. 07-02 (ZTA) that would facilitate development of a mixed-use project. In particular, the General Plan was originally proposed as follows:

- Allow horizontally integrated mixed-use in addition to the previously allowed vertical mixed-use.
- Increased the allowable residential density from 25 dwelling units per acre (du/ac) up to a maximum 45 du/ac (with limitations specified below).
- Increased the allowable commercial floor area ratio (FAR) from 0.5 to a maximum 0.6 commercial FAR (with limitations specified below).
- Increased the allowable total building FAR from 1.5 to 1.75 maximum FAR.
- Increased the maximum number of stories from four stories to six stories on a majority of the project site, and up to a maximum of ten stories on a portion of the project site.

The 2008 Project approved a development option that allowed a maximum total building area FAR of 1.75, a commercial FAR of 0.2, and 45 du/ac, which would permit a maximum of 713 residential units and 138,085 sf of commercial uses. This GPA option represented an overall square footage increase of 172,606, through a decrease in commercial-only building area of 207,128 sf, and an increase of 317 residential units.

2.3.2 Revised Village at Bella Terra/Costco (2010 Project)

The 2010 Project consisted of GPA No. 10-001 and ZTA No. 10-001 that resulted in the realignment of the boundary line that was previously established between General Plan Subareas 5A and 5B (also identified as Areas A and B of Specific Plan No. 13 [SP-13]), and would transfer approximately 5.45 acres from Area B to Area A. This revised GPA would result in an increase in area and use of commercial-only development within Area A and a reduction in commercial area and residential units within Area B. The associated ZTA would also permit big box commercial and fuel station uses and would establish associated design and development standards for such uses within Area A. The Area B mixed-use overlay would remain the same as previously analyzed but would reduce the level of development.

The 2010 Project allowed development to occur in two phases beginning with the construction of a 154,113 sf Costco building, including an ancillary tire sales/installation center and sixteen-pump vehicle fueling facility, for Costco membership use only. The Costco center replaced the previously vacant Mervyn's building and an attached retail building. The second phase of the 2010 Project included a mixed-use project with 468 dwelling units, including 13,500 sf of residential amenities such as a recreation room, fitness center, leasing office, and lobby area, as well as 30,000 sf of commercial retail space. Aside from the reduction in the maximum amount of permitted residential and commercial mixed-uses, all other aspects of the 2010 Project were identical to that analyzed in the 2008 EIR.

The Costco building and ancillary tire sales/installation center and vehicle fueling facility were completed in 2012. The 467-unit Residences at Bella Terra and 30,000 sf of commercial retail space were completed by early 2014.

2.4 REVISED PROJECT DESCRIPTION

2.4.1 Project Description

The currently proposed project (Revised Project) would redevelop a section of the Bella Terra shopping center by demolishing the existing 149,000 sf Burlington department store and 33,300 sf of adjacent retail space[1] to construct a seven-story mixed-use infill project consisting of 300 apartment units, ground-floor retail and restaurant uses, and associated hardscape and landscaping improvements. Approximately 352,000 sf would be developed with residential uses and approximately 40,000 sf would be developed with commercial uses (including approximately 15,000 sf of existing retail that would remain in place) on approximately 3.35-acres (proposed development site) within the larger Bella Terra Specific Plan Area. The Revised Project does not

[1] This space is located in Building E, Suites 7777-100 through 7777-120.

propose any development within other areas of the Specific Plan Area. Refer to Figure 2-1, Project Location, for the proposed development site's location within the larger region. Figure 2-2, Existing Conditions, shows the existing conditions on the proposed development site, including the locations of existing on-site structures.

In the existing condition, the proposed development site is comprised of two parcels, Specific Plan Area A (Area A) and Specific Plan Area B (Area B). Upon project implementation, the existing lot lines for these parcels would be adjusted. The Specific Plan Amendment would modify Area A to eliminate residential uses as a permitted use and amend Area B to allow an increase in the allowable commercial FAR. Table 2.A provides the existing and proposed subarea sizes.

Table 2.A: Existing and Proposed Parcel Sizes

Area	Existing Acreage	Proposed Acreage
Area A	52.35	45.03
Area B	10.40	17.72
TOTAL	**62.75**	**62.75**

Source: Bella Terra Specific Plan (City of Huntington Beach 2010).

The Revised Project includes 3.35 acres of land area proposed for redevelopment (proposed development site). The Revised Project would reallocate a total of 7.315 acres, including the proposed development site, from Area A to Area B. The Revised Project also includes a lot line adjustment between Specific Plan Area A and Specific Plan Area B to allocate a portion of Area A to the newly configured Area B. Table 2.A provides the existing and proposed subarea sizes, and Figure 2-3, Bella Terra Specific Plan Areas A & B, shows the proposed parcel lines.

Specific Plan Amendments for Area A and Area B are being requested to change the land use designation from CR-F2-sp-mu (F9)—Commercial Regional - 0.5 FAR-Specific Plan Overlay-Mixed Use-1.5 (MU-0.5(C)/25 du/acre) and CR-F2-sp-mu (F14)—Commercial Regional -0.2 Floor Area Ratio [FAR]-Specific Plan Overlay-Mixed Use-1.75 FAR (MU-0.07(C)/45 du/acre), to CR-F2-sp—Commercial Regional -0.5 FAR Specific Plan Overlay and CR-F2-sp-mu (F14)—Commercial Regional -0.2 Floor Area Ratio [FAR]-Specific Plan Overlay-Mixed Use-1.75 FAR (MU-0.09(C)/45) dwelling units per acre (du/acre), respectively.

2.4.2 General Plan Land Use Element Modifications

The General Plan Land Use Map would be revised to depict the proposed development site being moved into Area B; however, Area B would continue to be subject to the same 45 du/ac residential density cap that currently applies only to the Residences at Bella Terra, the apartment complex located in the southwestern portion of Area B.

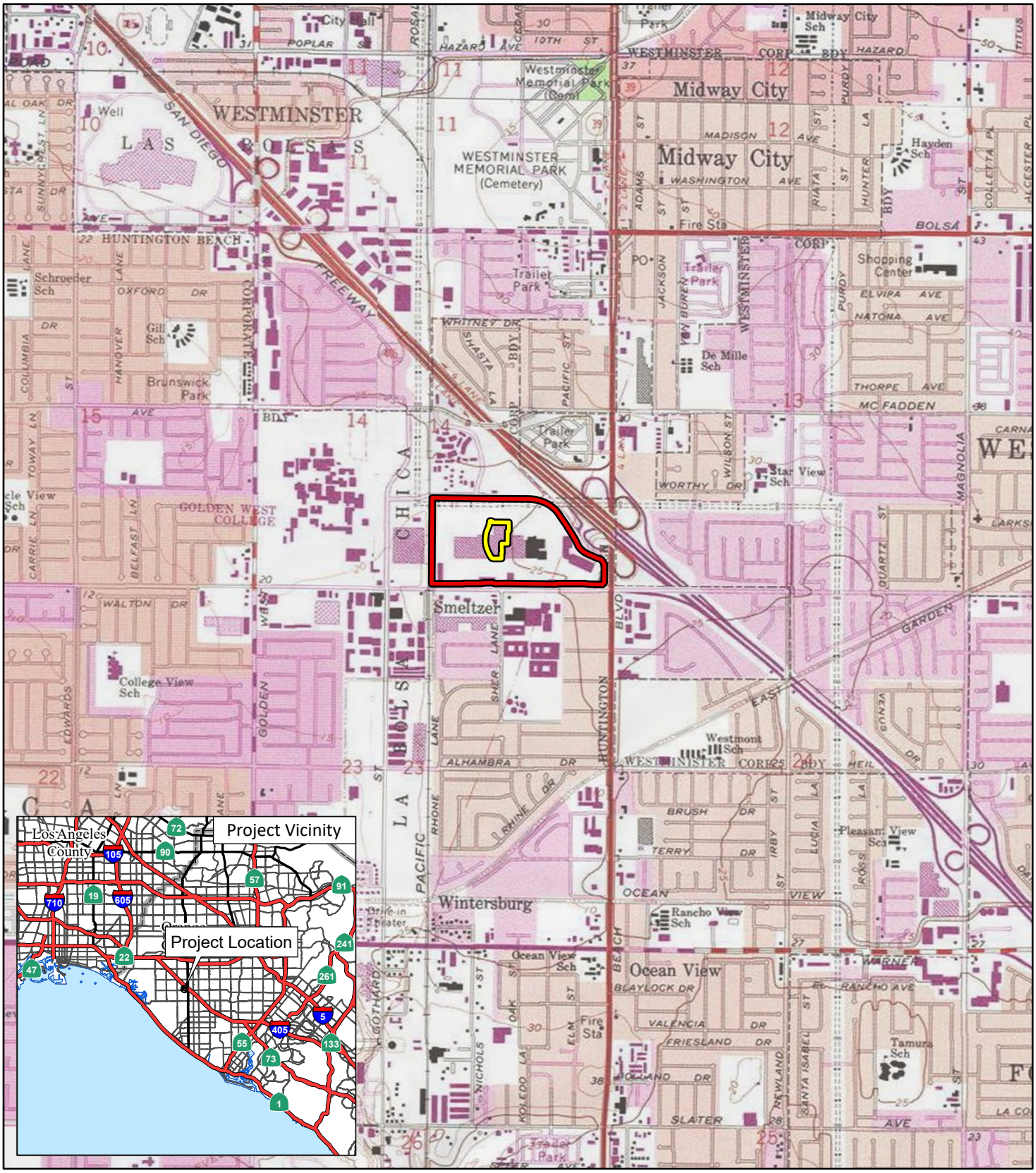

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FIGURE 2-1

Bella Terra Residential

Project Location

SOURCE: City of Huntington Beach Planning and Building Department (2010); DJM Capital Partners (2021); USGS 7.5' Quad - *Newport Beach (1981)*, CA

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LEGEND

- Commercial and Retail Uses
- Gas Station
- Multi-Family Residential Uses
- Proposed Development Site

0 100 200
FEET

SOURCE: Google Earth 2021

FIGURE 2-2

Bella Terra Residential

Existing Conditions

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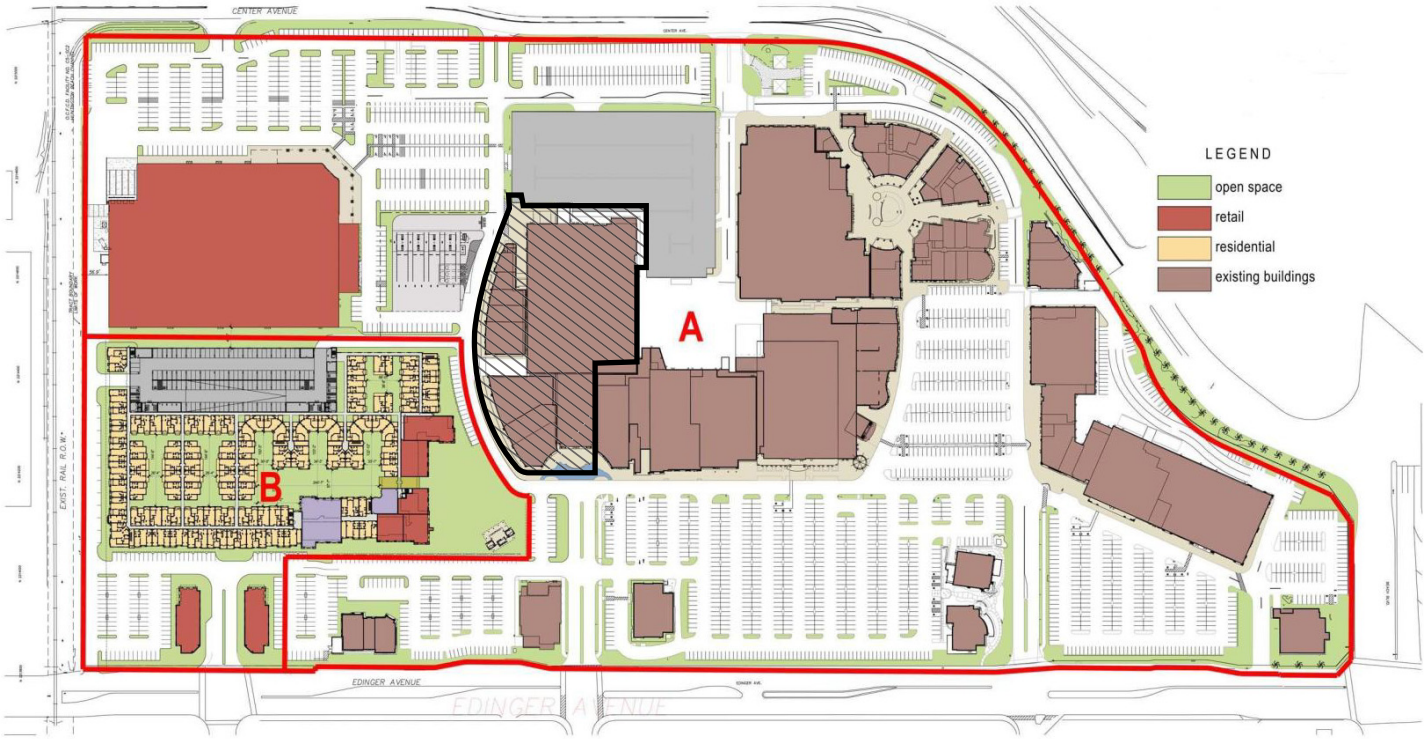
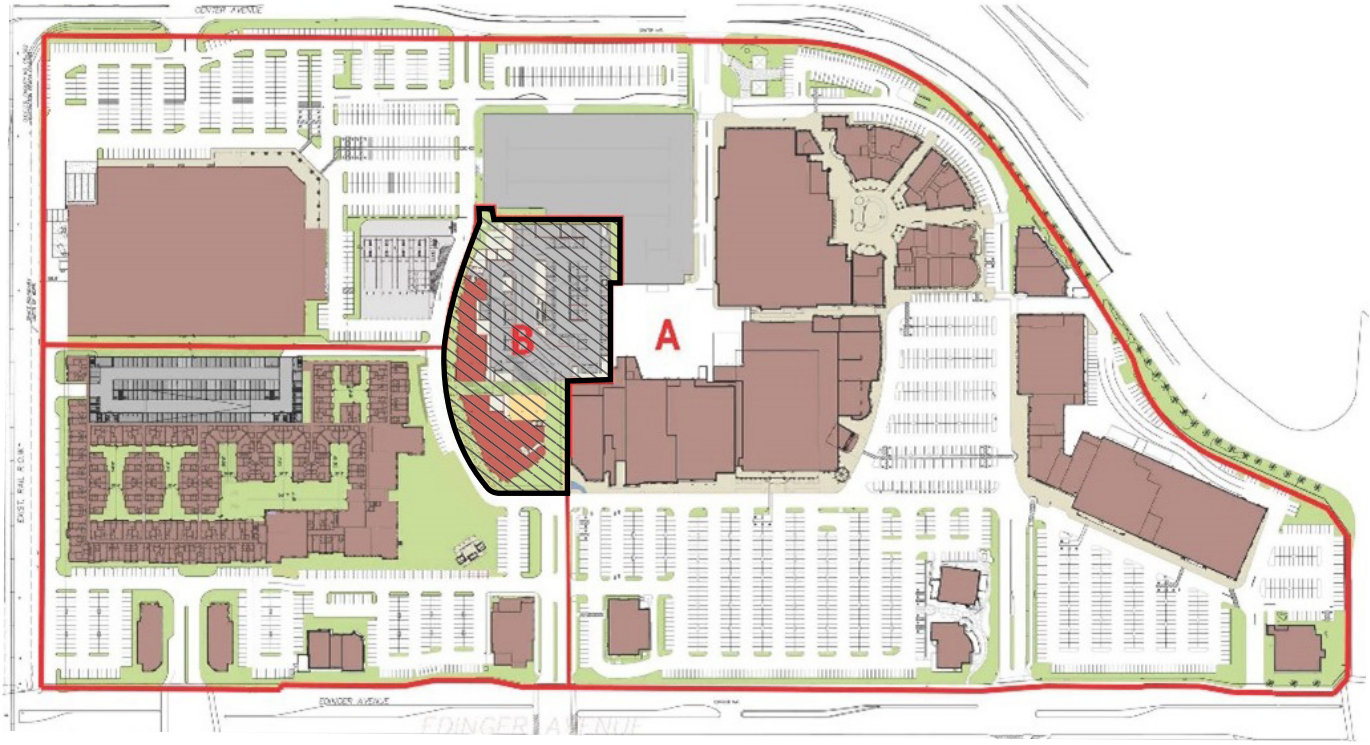
EXISTING



PROPOSED



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LEGEND

- Open Space
- Retail
- Residential
- Existing Buildings
- Proposed Development Site

FIGURE 2-3

Bella Terra Residential

Bella Terra Specific Plan Areas A & B

SOURCE: DJM CAPITAL PARTNERS

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Table LU-1 on p. 2-24 of the Land Use Element of the City's General Plan would be revised to account for the increase in the High Density Residential area (3.35 acres) represented by the proposed development site and the corresponding reduction in the General Commercial area.

Table LU-2 on p. 2-25 of the Land Use Element of the City's General Plan would be revised to account for the increase in the residential acreage (3.35 acres) and the number of dwelling units (300) represented by the residential portion of the proposed development site. Table LU-2 would also be revised to account for the net decrease in commercial acreage and commercial square footage.

2.4.3 Specific Plan Modifications

Modifications to the Specific Plan would include text and figure revisions to distinguish, where appropriate, the existing Residences at Bella Terra residential project from the newly proposed residential component of the Revised Project. More specifically, the existing Residences at Bella Terra portion of Area B would be located within Subarea B.1, and the proposed development site would be located within Subarea B.2. Figure 2-4, Bella Terra Specific Plan Conceptual Circulation Plans, shows the proposed subdivision of Area B into Subarea B.1 and Subarea B.2.

In accordance with the modifications that are made in the Specific Plan for Subarea B.1 and Subarea B.2, modifications must also be made to the pedestrian circulation plan, the conceptual circulation plan, and the landscape concept plan that are all found in the Specific Plan. Figure 2-4 and Figure 2-5, Bella Terra Specific Plan Conceptual Landscaping Plan, show the modifications that would be made to the Specific Plan to reflect the proposed lot line adjustments for Area A and Area B as well as the subdivision of Area B into Subarea B.1 and Subarea B.2.

2.4.4 Modifications to the Huntington Beach Zoning and Subdivision Ordinance

The Area A and Area B boundary line would be adjusted in the Specific Plan (SP-13).

Revisions to the text of SP-13 are proposed to decrease the size of Area A (from 52.35 acres to 45.03 acres) and to increase the size of Subarea B (from 10.4 acres to 17.72 acres).

Revision of the references in SP-13 are proposed to be consistent with the Revised Project, as listed in Tables 2.B and 2.C.

Table 2.B: Zoning (Specific Plan) Designations

Area	Current Acreage	Proposed Acreage	Current Commercial (sf)	Proposed Commercial (sf)	Current Residential Units (du)	Proposed Residential Units (du)
Area A	52.35	45.03	837,922	640,141	0	0
Area B	10.40	17.72	29,500	69,949	467	767
TOTAL	**62.75**	**62.75**	**867,422**	**710,090**	**467**	**767**
Net Change	**0**		**-157,332 sf**		**+300 du**	

Source: Bella Terra Specific Plan (City of Huntington Beach 2010).
du = dwelling unit
sf = square feet

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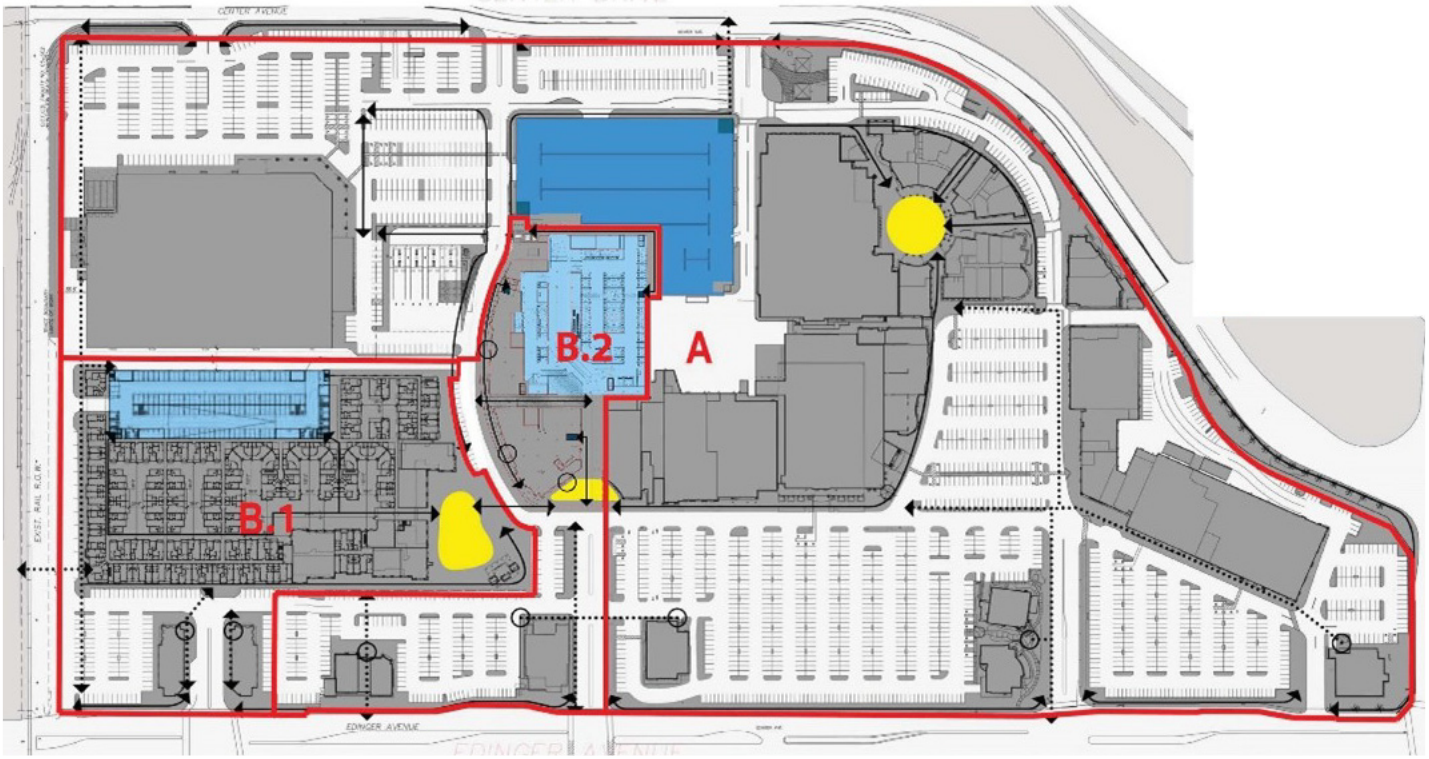
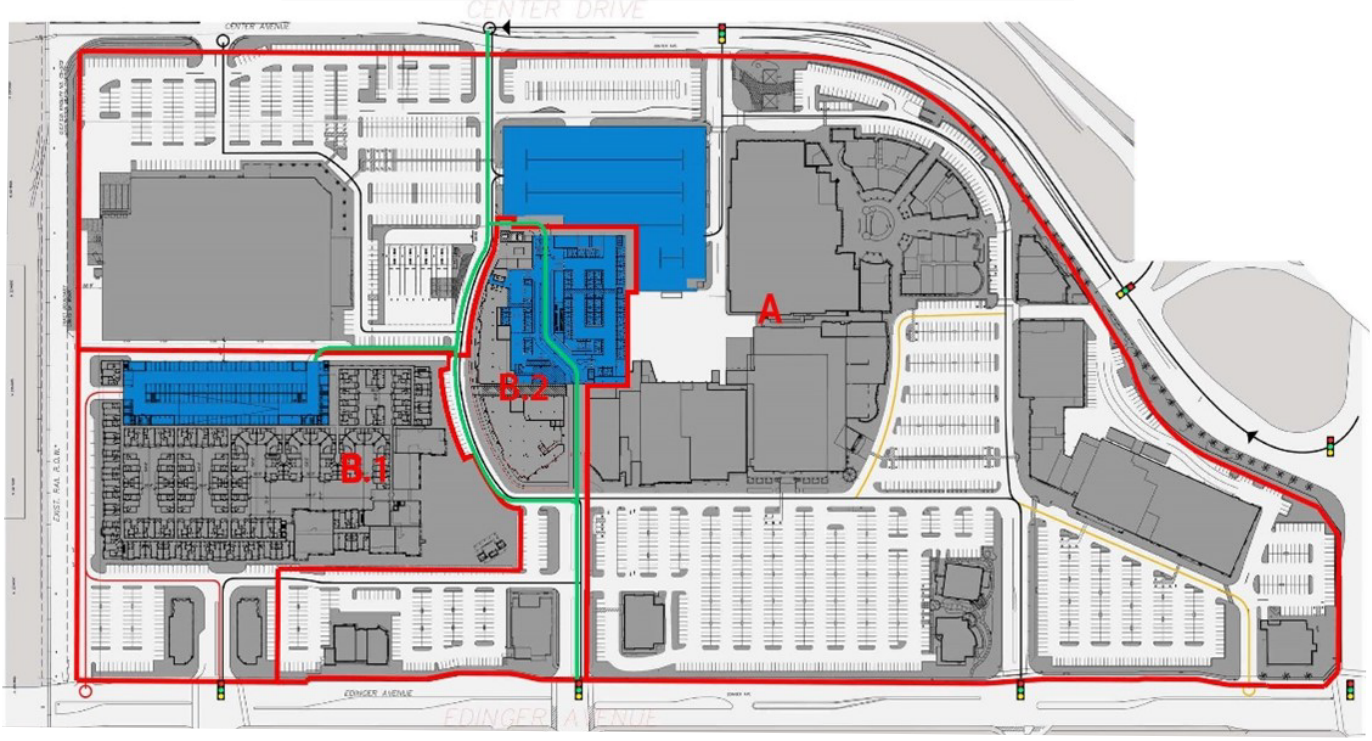
PEDESTRIAN CONCEPTUAL CIRCULATION



VEHICLE CONCEPTUAL CIRCULATION



LSA

LEGEND

- Primary Public Vehicular Path
- Secondary Public Vehicular Path
- Residential Vehicular Path
- Public Parking Structure
- Elevator Access
- Private Parking
- Public Open Space
- Main Retail Entry
- Pedestrian Walkway without Vehicular Crossing
- Pedestrian Walkway with Vehicular Crossing
- Existing Signalized Intersection, Full Movement

FIGURE 2-4

Bella Terra Residential

Bella Terra Specific Plan Conceptual Circulation Plans

SOURCE: DJM CAPITAL PARTNERS

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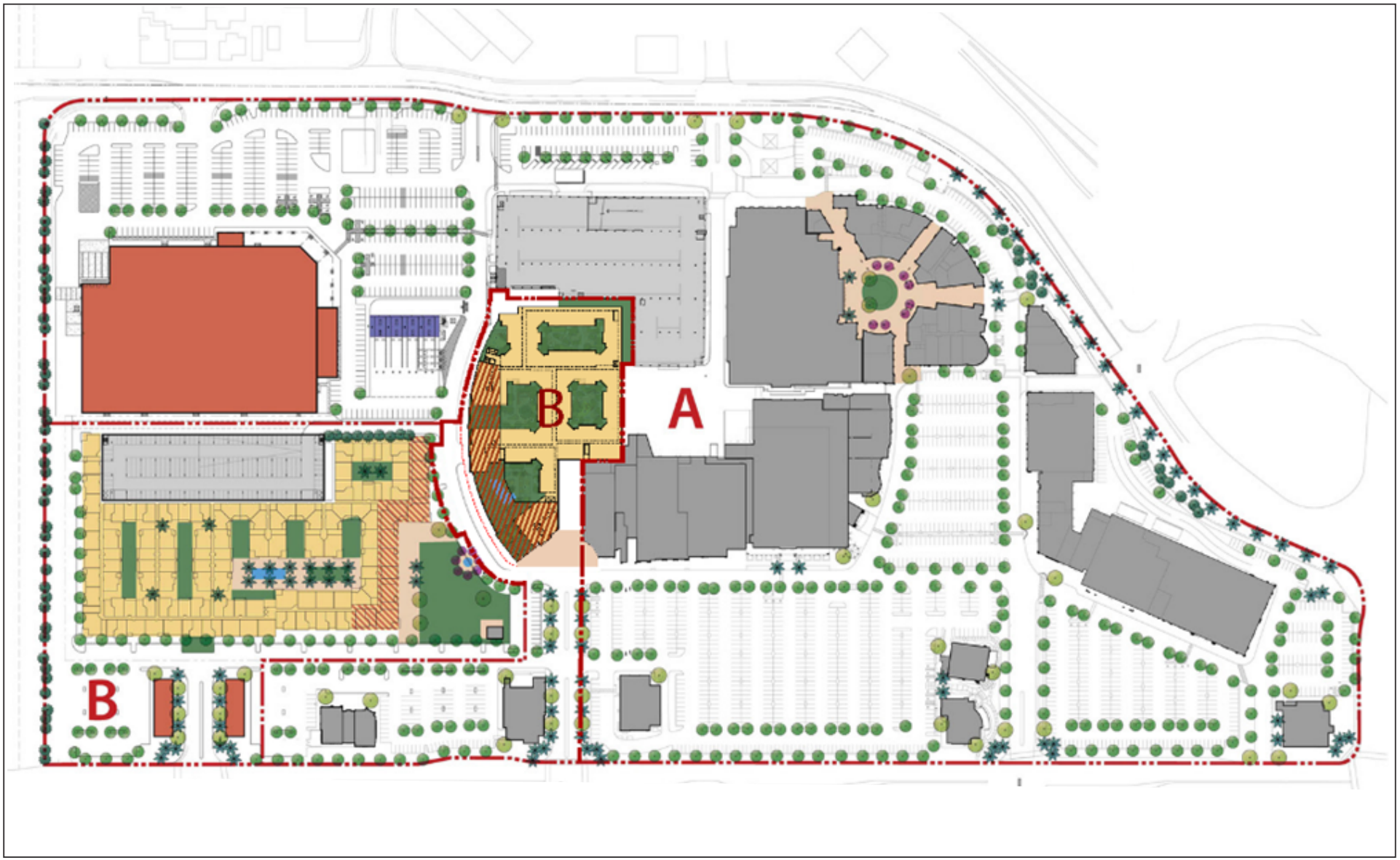

LSA

LEGEND

- Open Space Plaza
- Open Space
- Retail
- Residential
- Residential Over Retail
- Gas Station
- Existing Buildings

FIGURE 2-5

Bella Terra Residential

Bella Terra Specific Plan Conceptual Landscaping Plan

SOURCE: DJM CAPITAL PARTNERS

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Table 2.C: Existing and Proposed Area B Revised Project Development Program

Area	Site Area (acres)	Residential Units	Residential (sf)	Residential (FAR)	Residential (du/ac)	Commercial (sf)	Commercial FAR
Subarea B.1 (Residences at Bella Terra)	10.40	467	424,130	0.94	45	29,500 (existing)	0.07
Subarea B.2 (includes proposed development site)	7.32	300	352,461	1.11	41	25,000 (new); 15,449 (existing)	0.13
Total New Area B	**17.72**	**767**	**776,591**	**1.01**	**43**	**69,949**	**0.09**

Source: Bella Terra Specific Plan (City of Huntington Beach 2010).
du/ac = dwelling units per acre
FAR = floor area ratio
sf = square feet

Reduction of the referenced amount of commercial square footage in Area A, revision of the maximum FAR figure for Area B, and revision of all references in SP-13 to be consistent with the Revised Project are proposed to increase the commercial square footage in Area B.

Adjustment of the maximum permitted commercial FAR for the Specific Plan Area consistent with the Revised Project and a 157,332 sf reduction in the maximum permitted commercial floor area for the entire Specific Plan Area are proposed. As shown in Table 2.C, the maximum commercial floor area in Area A would be reduced by 197,781 sf from 837,922 sf to 640,141 sf, while the maximum allowable commercial floor area in Area B would increase slightly from 29,500 sf to 69,949 sf (an increase of 40,449 sf). The Revised Project would also increase the total number of dwelling units in Area B from 467 dwelling units to 767 dwelling units (an increase of 300 dwelling units) and eliminate any permitted residential development/density in Area A.

2.4.5 Project Characteristics

The Revised Project would consist of a mix of studio apartment units; 1, 2, and 2 bedroom + den residential units; and 15,000 sf of common area for leasing and residential amenities. Figure 2-6, Conceptual Site Plan, shows an overview of the proposed development site with proposed circulation routes and access points.

The Revised Project would include a draft Affordable Housing Plan consistent with the following requirements.

- Fifteen percent of new residential units (45 units total) would be affordable and restricted by covenant for approximately 55 years.
- Based on the 300 apartment units included in the Revised Project:
    - Sixty percent of the affordable units (27 units total) would be restricted to moderate-income households earning not more than 120 percent of the County of Orange (County) median income.
    - Forty percent of the affordable units (18 units total) would be restricted to very low-income households earning not more than 50 percent of the County median income.

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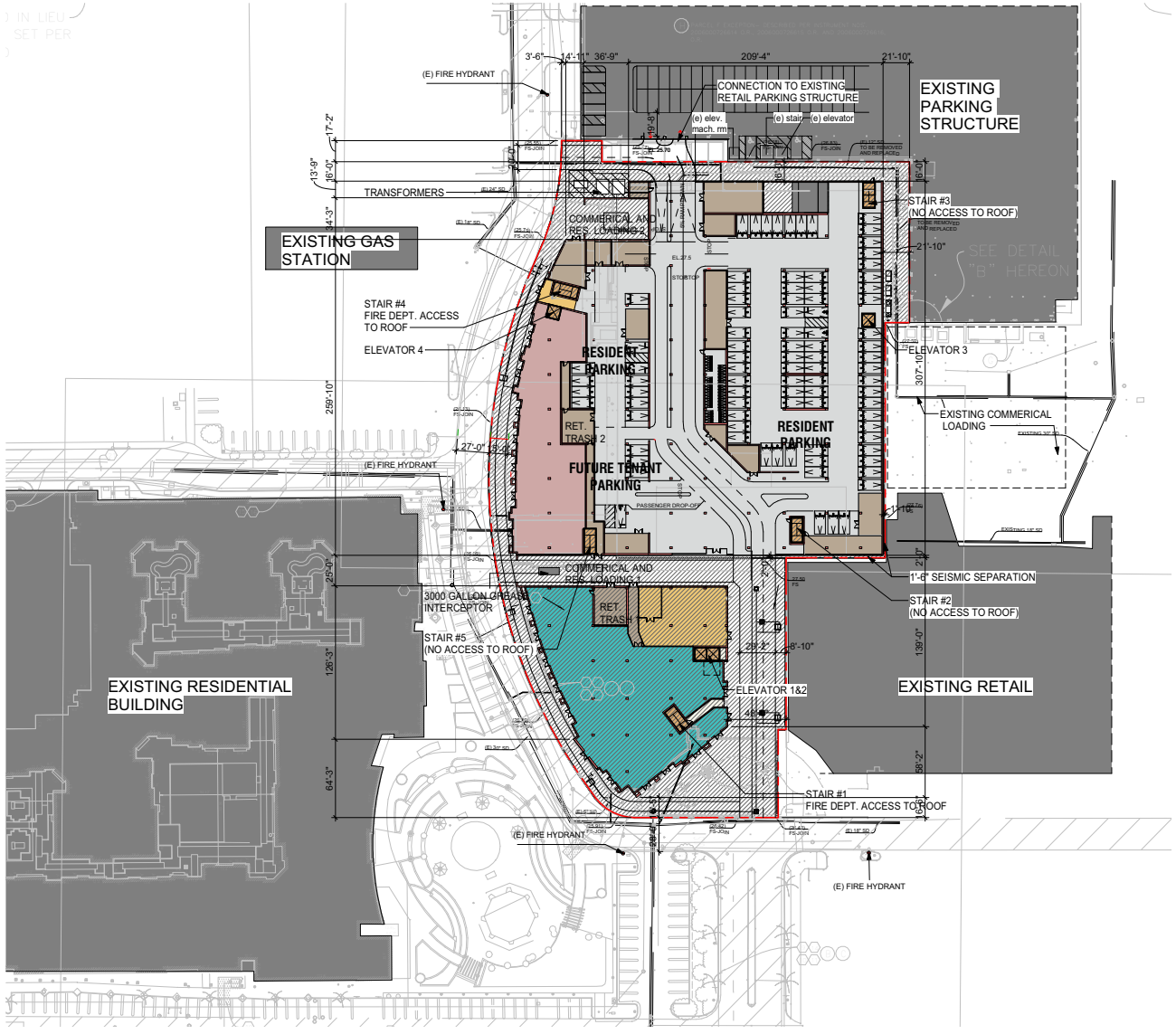

LSA

FIGURE 2-6

N

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FEET

SOURCE: DJM Capital Partners

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Bella Terra Residential

Conceptual Site Plan

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Affordability is calculated annually, based on figures promulgated by the California Department of Housing and Community Development (HCD), with some input data (such as utility allowances) set by the Orange County Housing Authority.

2.4.5.1 Architectural Design

The Revised Project would be designed to reflect an update to the Italian Village Mediterranean aesthetic and focus on the City's laid-back lifestyle by blending in modern Mediterranean and Spanish architectural style motifs with the coastal vernacular.

Enhanced materials are proposed throughout the ground floor to highlight the key pedestrian pathways and accentuate the edges of the new building. The Revised Project would provide connections to the existing Residences at Bella Terra and the existing Bella Terra shopping center. The new community social space would become an extension of the recently renovated Bella Terra amphitheater and existing outdoor plaza at the Residences at Bella Terra.

The contrast in detail color, material, and tower elements throughout the main façades would be designed to break down the scale of the Revised Project. The building's elevations would also include changes in plane through the inset windows, edge detailing, balconies, and other projections that would add visual interest. Raised courtyards would provide open spaces for residents. Apartment units would be oriented inwardly for privacy and to provide views of the Revised Project's courtyard spaces.

The elevations of the buildings would vary depending on the projections that are placed atop them. Figure 2-7, Building Elevations, depicts the various elevations of the Revised Project's mixed-use building from each cardinal direction. As shown in Figure 2-7, the Revised Project includes a single seven-story building with a concrete podium. The building's maximum height (measured from the lowest finished floor) to the top of the gable roof would be approximately 91 feet, or approximately 79 feet to the top of the building's parapet wall.

2.4.5.2 Landscaping

The proposed development site and surrounding vicinity is generally flat in elevation. The proposed development site contains minimal landscaping in the form of trees and shrubs. The Revised Project would provide a landscaping coverage of at least 13 percent of the development area and 54 percent of the common area. It would also comply with development standards set forth in the Specific Plan by providing at least 10 feet of perimeter landscaping. These would exceed the development standards included in the Specific Plan, which state that projects must provide landscaping coverage of at least 8 percent of the total site area and 10 percent of the common area. The Specific Plan also sets development standards for perimeter landscaping of at least 10 feet on the street side and 5 feet on the interior side.

Four separate open space courtyards, a dog courtyard, and a roof deck would also be developed as a part of the landscaping plan. Figure 2-8, Open Space Plan, depicts the courtyards and recreation space that are proposed as part of the Revised Project.

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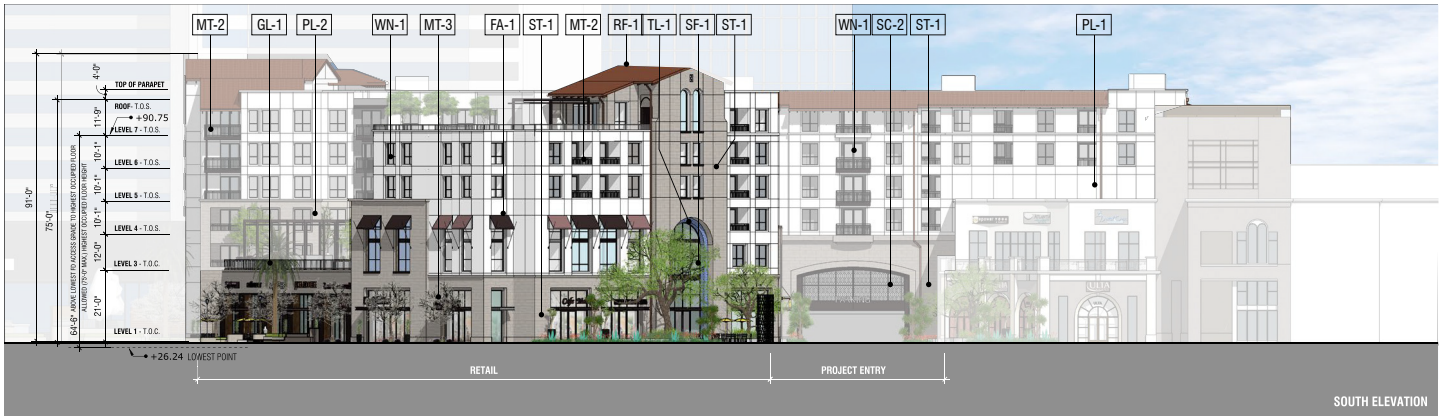

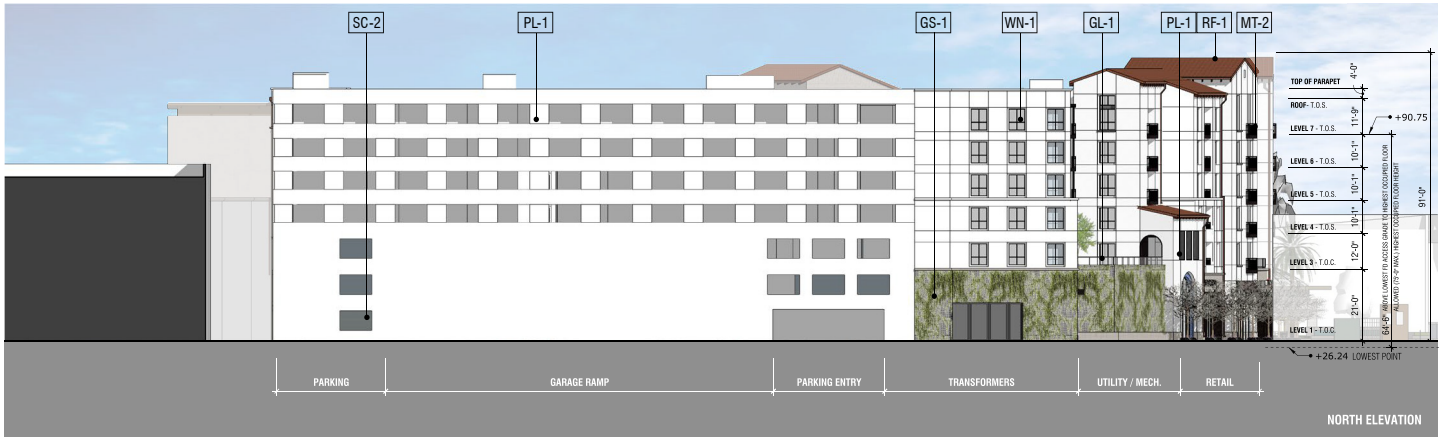

LSA

FIGURE 2-7

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Bella Terra Residential

Building Elevations

SOURCE: DJM CAPITAL PARTNERS

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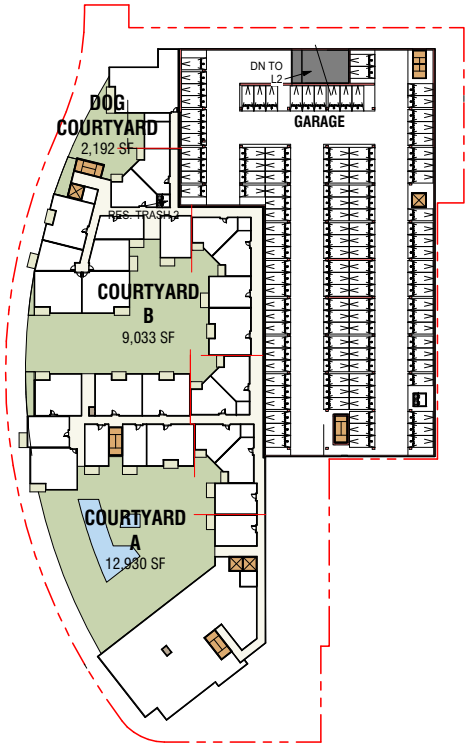
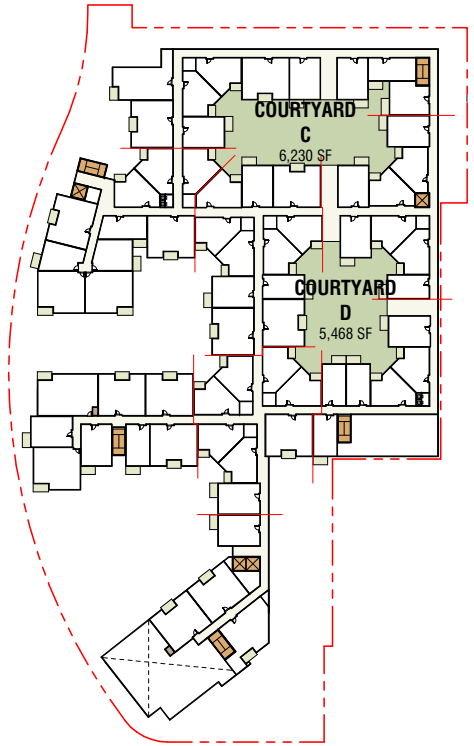
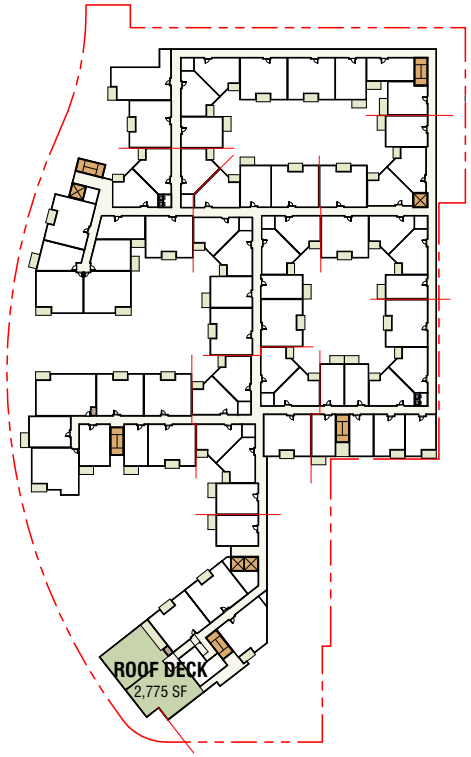


1 SD 3RD STORY - OPEN SPACE
1" = 50'-0"



2 SD 4TH STORY - OPEN SPACE
1" = 50'-0"



3 SD 7TH STORY - OPEN SPACE
1" = 50'-0"

PROPOSED OPEN SPACE

OPEN SPACE	Area
COURTYARD A	12,930 SF
COURTYARD B	9,033 SF
COURTYARD C	6,230 SF
COURTYARD D	5,468 SF
DOG COURTYARD	2,192 SF
PRIVATE OPEN SPACE -300 BALCONIES @ 61.8 SF.(EA.)	18,552 SF
ROOF DECK	2,775 SF
Grand total	**57,179 SF**

LSA

FIGURE 2-8

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0 100 200
FEET

SOURCE: DJM Capital Partners

Bella Terra Residential

Open Space Plan

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2.4.5.3 Green Building Characteristics

Sustainable or "Green" Buildings would be incorporated into the design of the proposed structures and associated site improvements. The proposed development would be designed to meet sustainability goals, including the California Green Building Standards Code (CALGreen Code), Title 24 energy efficiency requirements, and Assembly Bill (AB) 1881 water efficient landscaping requirements.

2.4.5.4 Access, Circulation, and Parking

Residential parking would be located in a new above-grade three-level podium garage with approximately 404 parking stalls. The Revised Project proposes adequate parking for residential uses "onsite" based on City Code requirements (Section 231.04, Off-Street Parking). The new residential parking garage would have a direct ground-floor connection to the existing retail parking structure located in Area A to facilitate shared retail/restaurant and residential guest parking use. A total of 150 residential guest parking spaces (0.5 space per dwelling unit) and 201 retail/restaurant parking spaces (1 space per 200 sf of retail uses and 1 space per 100 sf of restaurant uses) would be provided in the Area A parking structure, in accordance with an approved Shared Parking Study.

Figure 2-4, Bella Terra Specific Plan Conceptual Circulation Plans, shows the proposed circulation pattern. Internal vehicular access within the proposed development site would be provided by an extension of Bella Terra Drive on the ground level of the building that would extend from the existing driveway that connects with Edinger Avenue at Sher Lane. Primary access to the proposed development site would be provided by Edinger Avenue and Center Avenue, and access for the residential parking garage would be provided via three gated driveways along the Bella Terra Drive extension through the proposed development site. The Revised Project would also provide a new connection between the proposed Bella Terra Drive extension and the existing crescent-shaped roadway between Costco and the retail/restaurant space in the northwestern corner of the proposed development site. As part of extending Bella Terra Drive through the proposed development site, an existing public plaza south of the Burlington store would be modified to allow for completion of the northern leg of the intersection of Bella Terra Drive where it meets an internal roadway. The northern leg of this intersection would provide a southbound shared left-turn/through/right-turn lane and two northbound lanes into the proposed development site. A marked crosswalk would be installed along the northern leg of the intersection, which would be converted to an all-way stop control intersection. The Bella Terra Drive extension through the proposed development site would allow for mixing of residential and retail traffic, including a direct entry driveway into the proposed residential parking garage and a connection to the existing retail parking structure. The ground-floor design would provide a porte-cochere passenger pick-up and drop-off area within the proposed residential parking garage footprint.

Parking for the existing Costco and Residences at Bella Terra would remain as is currently. Because the extension of Bella Terra Drive through the proposed development site would provide more direct access to the existing retail parking structure, more vehicles are expected to use the Bella Terra Drive extension to access the retail parking structure instead of the existing crescent-shaped roadway along the western boundary of the proposed development site.

2.4.5.5 Lighting

Illumination of interior circulation streets, parking areas, and the proposed residential and commercial uses would be coordinated to provide consistent illumination intensity.

2.4.5.6 Infrastructure

Water. The Water Division of the City's Public Works Department currently provides potable water service to the proposed development site. The City's water supply comes from nine existing groundwater wells and is supplemented by imported water delivered by the Metropolitan Water District (MWD) at three locations. There is an existing water line along the western boundary of the proposed development site that connects to several water valves along the crescent-shaped roadway that borders the western boundary of the proposed development site. The Revised Project would extend a 6-inch lateral water line from the proposed development site to the existing water main at the northwestern corner of the proposed development site.

Sewer. The Utilities Division of the City's Public Works Department currently provides sewer service to the proposed development site. The Revised Project would extend sewer lines from the proposed development site to the existing 8-inch sanitary sewer line that runs along the crescent-shaped roadway that borders the western boundary of the proposed development site at three different connection points.

Drainage. As discussed above, the proposed development site has a relatively flat topography. In its existing condition, stormwater runoff from the proposed development site flows in three general directions: north, east, and west via roof drains, surface flow, and underground storm drainage systems. The existing drainage system to the north and east of the proposed development site eventually discharges into the Huntington Beach Channel, which drains to the Pacific Ocean. The existing drainage system splits into both the Huntington Beach Channel and an existing 48-inch storm drain along Edinger Avenue, which then ultimately discharges into the Huntington Beach Channel. Under the Revised Project, stormwater runoff would generally follow the same historical drainage path so as not to affect the existing drainage system.

Utilities and Service Systems. There are several public utility service providers in the Specific Plan Area. Electricity service is provided by Southern California Edison (SCE). Natural gas service is provided by the Southern California Gas Company (SoCalGas). Telecommunications facilities, including telephone and fiber optic lines, are provided by Verizon. Solid waste disposal is provided by Republic Services. The proposed development site currently has electrical manholes on its northern edge and along the driveway from Center Avenue, an electrical transformer on a concrete pad outside of the current Burlington store, and several electrical pull boxes along the crescent-shaped roadway that borders the western boundary of the proposed development site. SCE has an existing mainline distribution electrical system that runs within the crescent-shaped roadway along the western boundary of the proposed development site. The new feed point for the Revised Project is expected to originate from this existing distribution system. SCE transformers and other medium voltage equipment would likely be required on site to provide service to the Revised Project. SoCalGas also has existing mainline distribution facilities directly west of the proposed development site. The new feed point for the Revised Project is expected to originate from this existing distribution system.

2.4.5.7 Construction

Construction of the Revised Project would take approximately 28 months and is expected to be completed by summer 2025. Construction activities would include demolition of the existing structures on the development site, grading and excavation of the site; utility improvements; construction of the residential and retail building and residential parking garage; and installation of landscaping.

The total ground disturbance area during construction would be 3.18 acres. The Revised Project would require approximately 670 cubic yards (cy) of fill material to be imported to the proposed development site and 13,599 cy of material to be exported. The Revised Project also includes up to 12 inches of over-excavation below the depths of the proposed building foundation slabs for subgrade preparation. Trenching would also be required to accommodate dry and wet utilities. Utility trenches would be a typical depth of four (4) feet, with the main sewer and storm drain utilities up to eight to ten (8 to 10) feet deep. It is anticipated that the foundation piles for that would be used for the Revised Project would be approximately 18 inches in diameter and could extend to 55 to 60 feet below ground surface.

The types of equipment which would be used for demolition and construction include concrete saws, excavators, dozers, loaders, graders, scrapers, tower cranes, forklifts, generator sets, and air compressors. All construction equipment is anticipated to be staged on site for the duration of construction activities.

Construction would take place Monday through Friday, 7:00 a.m. to 5:00 p.m. and Saturday, 8:00 a.m. to 4:00 p.m. These construction hours would comply with Section 8.40.090 of the Huntington Beach Municipal Code, which prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday.

2.4.5.8 Anticipated Approvals and Permits

It is anticipated that the Revised Project would require the following approvals and permits from the City of Huntington Beach:

- General Plan Amendment (GPA) No. 2021-001
- Zoning Text Amendment (ZTA) No. 2021-003, Specific Plan 13 Amendment Resolution No. [**XX**]
- Site Plan Review (SPR) No. 2021-002
- Conditional Use Permit (CUP) to authorize serving alcohol
- Parking Management Plan
- Affordable Housing Agreement
- Amendment to the existing Bella Terra Planned Sign Program

Any other necessary discretionary or ministerial permits and approvals required for the construction or operation of the Revised Project may be required by the following public agencies (refer to the section titled “Other Previous Related Environmental Documentation” below for additional information regarding previous permits and approvals that were required by agencies other than the City of Huntington Beach):

- Santa Ana Regional Water Quality Control Board
- State Water Resources Control Board
- Orange County Sanitation District
- South Coast Air Quality Management District
- California Department of Alcoholic Beverage Control
- Orange County Health Care Agency

2.4.5.9 Project Design Features

Project Design Features (PDF) are specific design components of the Revised Project that have been incorporated to reduce potential environmental impacts.

PDF-AQ-1 **Tier 4 Engines.** All off-road diesel-powered equipment greater than 50 horsepower used during construction shall be equipped with Environmental Protection Agency (EPA)-approved Tier 4 Final engines or shall be electric to reduce diesel particulate matter (DPM).

PDF-GEO-1 **Pile foundation systems.** The concrete podium would be supported on pile foundations penetrating the soft upper deposits and end-bearing in the underlying dense sandy soils. Pile foundations would consist of auger cast piles.

PDF-GEO-2 **Structural floor slab implementation.** The structure would be required to be supported on pile foundations with a structural floor slab; therefore, over excavation of the undocumented fills and upper compressible soils would not be required below the building pad for the concrete podium building.

PDF-GEO-3 **Soil placement.** The clayey soils that are susceptible to shrink and swell would not be placed in retaining wall backfill or within two feet of flatwork or other concrete slabs-on-grade.

PDF-NOI-1 **Avoid or reduce potentially damaging vibration at nearby buildings from project construction.** During construction activities, the project proponent shall avoid using heavy construction equipment within 12 feet of all neighboring buildings. The contractor may use alternative (smaller) equipment to reduce the distance at which impacts could occur, such as, but not limited to, using a Bobcat or skid steer instead of full-size graders or bulldozers. If it is determined that equipment substitutions cannot be fully implemented, then the project proponent shall take the following additional steps to protect the neighboring buildings from construction vibration damage:

- The project proponent/contractor shall retain a qualified structural or geotechnical engineer to conduct preconstruction surveys of neighboring structures (including photographing and/or videotaping) to document existing building conditions for future comparison if any vibration-related damage is suspected or results from construction-related activities; and

- Based on professional judgment and review of the specific buildings involved, the structural/geotechnical engineer shall provide written recommendations to the project proponent and the City of Huntington Beach for updated vibration thresholds and revised impact distances for potentially affected buildings; and

- The person(s) conducting the monitoring shall have the authority to issue a stop work order to the contractor if excessive vibration levels are measured or other observations occur that indicate potential building damage may occur. In the event of such an occurrence, the monitor shall notify the project proponent and the City of Huntington Beach; and

- If any damage to existing buildings is determined to occur because of project construction, the project proponent shall be financially responsible for the necessary repairs, structural or cosmetic, to return the damaged building to its pre-existing state.

PDF-NOI-2 **Avoid or reduce potentially damaging vibration at nearby buildings from pile installation.** The project's geotechnical report recommends that the buildings to be supported on piles with a structural floor slab. The method of pile installation for the Revised Project will be auger cast piles with drilling instead of driven piles.

PDF-NOI-3 **Design and install all onsite mechanical and electrical equipment at the project site to comply with the applicable City of Huntington Beach noise ordinance.** During the architectural and engineering design phase, prior to the issuance of any building permits for the project, the project proponent shall retain an acoustical consultant to evaluate the design and provide recommendations, as necessary, to ensure that combined noise levels from all onsite mechanical and electrical equipment (e.g., HVAC equipment, transformers, pumps, fans, etc.), are designed and will be installed to comply with the City of Huntington Beach Noise Ordinance (City of Huntington Beach Municipal Code Section 8.40.050) at The Residences at Bella Terra apartments. Such recommendations may include, but are not limited to, changes in equipment locations; sound power limits or specifications; rooftop parapet walls; acoustic absorption materials, louvers, screens, or enclosures; or intake and exhaust silencers. The project proponent shall submit a copy of the acoustical consultant's report to the City of Huntington Beach for review and approval prior to project construction.

PDF-NOI-4 **Limit hours of operation of the pool and pool deck.** Use of the pool and pool deck shall be prohibited between the hours of 10 p.m. and 7 a.m.; this prohibition shall also be included in the City of Huntington Beach's Conditions of Approval for the project. Signage shall be clearly posted at all entrances to the pool deck indicating the hours of operation for residents and guests, which shall start each day no earlier than 7 a.m. (or later if desired by the project operator) and end each day no later than 10 p.m. (or earlier if desired by the project operator). The project operator shall enforce the hours of operation and access to the pool area shall be controlled by gates that are locked outside the designated hours of operation.

PDF-TRA-1 **Bella Terra Drive at Internal Street.** Construct the north leg to provide a southbound shared left-turn/through/right-turn lane and two northbound departure lanes as part of the construction of the extension of Bella Terra Drive through the Project site as a three-lane roadway connecting to the existing parking structure on the north side of the site. Install a marked crosswalk across the north leg. Convert intersection to an all-way stop control.

PDF-TRA-2 **Bella Terra Driveway at Center Avenue**. Restripe the northbound approach to provide a shared northbound left-turn/through lane and an exclusive northbound right-turn lane. The installation of these improvements is subject to the approval of the City of Huntington Beach.

3.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

Following a review of the 2008 EIR, the 2010 EIR Addendum, and the Revised Project information, it was determined that only limited analysis was needed for the following resource areas:

- Agricultural Resources
- Mineral Resources

3.1.1 Agricultural Resources

At the time the Notice of Preparation (NOP) for the 2008 EIR was distributed in 2008, the project site was developed and located in a highly urbanized area. There was no Prime Farmland, Farmland of Statewide Importance, or Unique Farmland located on the project site, nor was the site under a Williamson Act contract. No environmental changes associated with the 2008 Project, the 2010 Project, or the Revised Project would result in the conversion of farmland to non-agricultural uses. Therefore, ***no impact*** would occur, and no further analysis of the issue is required.

3.1.2 Mineral Resources

At the time the NOP for the 2008 EIR was distributed in 2008, the project site was determined not to be within a mineral resource zone classified as significant and no State-designated mines or mineral producers existed within the project vicinity. No environmental changes associated with the 2008 Project, the 2010 Project, or the Revised Project would result in impacts to mineral resources. Therefore, ***no impact*** would occur, and no further analysis of the issue is required.

3.2 AESTHETICS

The Revised Project would result in changes to visual resources when compared to baseline conditions and could have the potential to introduce reflective surfaces that could increase existing levels of daytime glare. The Revised Project would result in the development of a portion of the Bella Terra shopping center by demolishing the existing 149,000 sf Burlington department store and 33,300 sf of adjacent retail space to construct a seven-story mixed-use infill project consisting of 300 apartment units, ground-floor retail and restaurant uses, and associated hardscape and landscaping improvements. Approximately 352,000 sf would be developed with residential uses and approximately 40,000 sf would be developed with commercial uses (including approximately 15,000 sf of existing retail that would remain in place).

3.2.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.2.1.1 Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Approved Project. At the time when the 2008 EIR and 2010 EIR Addendum were prepared, the Approved Project site was not within a State scenic highway; nor was the Approved Project site visible from any (officially designated or eligible) scenic highway. In addition, the Approved Project sites did not contain rock outcroppings or historic buildings. Therefore, the 2008 EIR and 2010 EIR Addendum for the Approved Project concluded that there would be ***no impacts***.

Revised Project. At the present time, the proposed development site is not located in the vicinity of a State Scenic Highway; nor is the proposed development site visible from any (officially designated or eligible) scenic highway. According to the List of Eligible and Officially Designated State Scenic Highways published by the California Department of Transportation (Caltrans), the only State-designated Scenic Highway in Orange County is a 4-mile portion of State Route 91 (SR-91) from State Route 55 (SR-55) to east of the Anaheim city limits.[2] This portion of SR-91 is more than 12 miles northeast of the project site. The nearest State highway that is eligible for official designation as a State Scenic Highway is a segment of Pacific Coast Highway (PCH or State Route 1 [SR-1]) from Interstate 5 (I-5) north of the San Clemente city limit to State Route 22 (SR-22) in Long Beach. At its closest distance, this segment of PCH is approximately 4 miles southwest of the proposed development site. Due to distance and intervening land uses, no portion of the proposed development site or surrounding area is viewable from the officially designated portion of SR-91 or the eligible portion of PCH. In addition, as the proposed development site is presently developed, the site does not contain rock outcroppings or historic buildings. As such, the Revised Project would not result in impacts related to the substantial damage of scenic resources within a State Scenic Highway. Therefore, impacts would remain ***less than significant.*** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.2.1.2 Would the project have a substantial adverse effect on a scenic vista?

Approved Project. As described in the 2008 EIR, scenic vistas in the City of Huntington Beach are primarily located along the coast. At the time of the 2008 EIR and the 2010 EIR Addendum, the Approved Project site consisted of vacant commercial and auto repair uses with associated surface parking in a highly urbanized portion of the City, located approximately 4 miles from the ocean. The Approved Project site and the surrounding area did not constitute a scenic vista; therefore, the 2008 EIR and 2010 EIR Addendum for the Approved Project determined that impacts would be ***less than significant***.

Revised Project. The proposed development site is presently developed with a 149,000 sf Burlington department store and 33,000 sf of adjacent retail space within the Bella Terra shopping center. While the City's General Plan does not officially designate any scenic vistas within Huntington Beach, the Circulation Element has identified scenic corridors that have notable aesthetic appeal for the community as a way to protect lands adjacent to scenic highways. Scenic resources in the City include the Pacific Ocean and the adjacent beaches and viewpoints, the Bolsa Chica Ecological Reserve and

[2] California Department of Transportation (Caltrans). Scenic Highways System Lists: Eligible and Officially Designated State Scenic Highways (XLSX). Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed November 9, 2021).

Mesa, the Huntington Beach Municipal Pier, the Huntington Beach Wetlands, the Huntington Harbour Marina, and the Huntington Beach Central Park urban forest. No designated scenic vistas or scenic resources are visible from the proposed development site. The proposed development site is within an urbanized area predominantly developed with residential, commercial, and public/semi-public uses. The surrounding views comprise a built-out developed urban and suburban environment.

The Revised Project includes the demolition of the existing retail space on the proposed development site and the construction of a seven-story mixed-use infill project consisting of 300 apartment units and ground-floor retail and restaurant uses. The proposed mixed-use development would be within the existing height and density range of structures in the vicinity of the Approved Project site and would not be significantly taller than the existing structures in the vicinity of the proposed development site. Because the Revised Project would be similar to the scale and height of surrounding structures, and because there are no scenic resources in the immediate vicinity of the proposed development site, the Revised Project would not obstruct any scenic vistas, and impacts would be considered ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.2.1.3 Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Approved Project – 2008 EIR. As described in the 2008 EIR, the 2008 Project was anticipated to result in a change in land use designation that would allow horizontally integrated mixed-use development and an overall increase in the permitted density of residential and commercial uses compared to the existing designation. The overall scale and massing of development was expected to generally increase from the existing permitted four stories, to six stories on the majority of the site; however, the maximum height limit would be ten stories, or approximately 135 feet. The 2008 EIR determined that the 2008 Project would serve to improve the aesthetic character of the portion of the Approved Project site where the 2008 Project would be developed. Although development of the 2008 Project could result in taller buildings compared to the land uses that existed at the time of the 2008 EIR, the overall changes would be designed to create visually attractive and compatible uses. Therefore, the 2008 EIR determined that the 2008 Project would not substantially degrade the existing visual character or quality of the site and its surroundings and impacts were ***less than significant*.**

Approved Project – 2010 EIR Addendum. The 2010 Project analyzed in the 2010 EIR Addendum included the development of a big-box retail store (Costco) in place of the mixed-use development that was previously approved on the northern portion of the project site as well as the demolition of the vacant Mervyn's building that existed at that time, which was not evaluated in the 2008 EIR. The 2010 EIR Addendum determined that although the 2010 Project would represent a change in the visual character of the site compared to the 2008 Project, the development would not be vastly different from the commercial uses that existed on the site and the 2010 Project would serve to improve the aesthetic character of the Approved Project site by removing the outdated vacant commercial structures. The 2010 EIR Addendum determined that the 2010 Project would not substantially degrade the existing visual character or quality of the Approved Project site and its surroundings from that previously analyzed and impacts were ***less than significant***.

Revised Project. The proposed development site is currently developed and is located in a highly developed and urbanized area that is predominantly developed with residential, commercial, and public/semi-public uses. There is an existing six-level parking garage northeast of the proposed development site, and a four-story multi-family residential development (the Residences at Bella Terra) and an approximately 25-feet-high commercial development (Costco) west of the proposed development site. The proposed development site and surrounding vicinity are generally flat in elevation. The proposed development site is presently developed with the 149,000 sf Burlington department store and 33,000 sf of retail space within the Bella Terra shopping center. The proposed development site contains minimal landscaping in the form of ornamental trees and shrubs.

The Revised Project would be designed to reflect an update to the Italian Village Mediterranean aesthetic and blend modern Mediterranean and Spanish architectural style motifs with the coastal vernacular. The contrast in detail color, material, and tower elements throughout the main façades would be designed to break down the scale of the Revised Project. The building's elevations would also include inset windows, edge detailing, balconies, and other projections that would add visual interest. The Revised Project would consist of a single seven-story building. The building's maximum height (measured from the lowest finished floor to the top of the gable roof) would be approximately 91 feet, or 79 feet to the top of the building's parapet wall. The Revised Project would provide landscaping coverage of at least 13 percent of the site area and 54 percent of the common areas. Hardscaping within these areas would be softened with landscape features such as potted planters to add detail near storefronts and large and small planting beds throughout the plazas and passageways. Landscape plantings would consist largely of Mediterranean groundcover, shrub, and tree species. The Revised Project would also comply with development standards set forth in the Specific Plan by providing at least 10 feet of perimeter landscaping.

The Revised Project would be within the existing height and density range of structures in the vicinity of the project site and would not be significantly taller than the existing structures in the vicinity of the site. The design elements described above would break down the visual scale of the Revised Project and the overall scale and height would be similar to surrounding development. In addition, the proposed Italian Village Mediterranean architectural style would visually blend with surrounding development. Proposed landscaping and open space areas would visually soften hardscaped areas and enhance views of the Revised Project from surrounding areas. With implementation of these design features, the Revised Project would not substantially degrade the existing visual character or quality of the proposed development site and its surroundings, and impacts would be ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.2.1.4 Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Approved Project. As described in the 2008 EIR and 2010 EIR Addendum, the Approved Project would result in an increase in overall nighttime lighting due to the introduction of additional street lighting, exterior lighting, and vehicle headlights. However, at the time both documents were prepared, the Approved Project site was located within an urbanized area with a significant amount of existing ambient nighttime light. Additionally, the City requires that all outdoor lighting be directed to prevent light spillage onto adjacent properties as a standard condition of approval.

The 2008 Project included proposed structures generally ranging from four to six stories, with structures up to ten stories in height that had the potential to introduce reflective surfaces that could increase existing levels of daytime glare. The 2008 EIR determined that impacts would be potentially significant and the implementation of Mitigation Measure MM4.1-1 was required to reduce impacts to ***less than significant*** levels by requiring the use of non-reflective façade treatments. The 2010 EIR Addendum did not anticipate that the 2010 Project would include large building facades that would introduce reflective surfaces; however, Mitigation Measure MM4.1-1, which requires the use of non-reflective façade treatments, was still required for new development on the proposed development site, and impacts were ***less than significant***.

Mitigation Measure MM4.1-1 To the extent feasible, the Applicant shall use non-reflective façade treatments, such as matte paint or glass coatings. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.

Revised Project. Similar to the Approved Project site, the proposed development site is currently developed and located within a highly developed and urbanized area. Existing sources of light in the vicinity of the proposed development site include pole-mounted streetlights in the surface parking areas around the proposed development site. Other sources of light in the vicinity of the proposed development site include exterior lighting from adjacent properties, streetlights, and vehicle headlights. The development of a seven-story mixed-use facility would introduce light sources to the proposed development site that would be typical of residential and commercial uses and similar to other existing light sources in the area. Outdoor lighting proposed as part of the Revised Project would include lighting along pedestrian walkways and in common areas. Similar to the Approved Project, the City requires that all outdoor lighting be directed to prevent light spillage onto adjacent properties as a standard condition of approval.

As described above, the Revised Project would include the construction of a seven-story mixed-use infill development. Buildings that are generally three or more stories in height have the potential to include large building façades that could introduce reflective surfaces that could increase daytime glare. Although the Revised Project could introduce reflective surfaces that would increase daytime glare in the vicinity of the proposed development site, Mitigation Measure MM 4.1-1, which would require the use of non-reflective façade treatments, would still be required for the Revised Project and impacts would be ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.3 AIR QUALITY AND GREENHOUSE GAS

The analysis in this section is based on information provided from the *2022 Air Quality and Greenhouse Gas Technical Report* (2022a) and the *Comparison of 2022 Air Quality and Greenhouse Gas Technical Report to 2010 EIR Addendum Air Quality Section and 2008 Air Quality Section* (2022d) documents prepared by ICF, which are included in Appendix A of this EIR Addendum. Air pollutant emissions would occur from both construction and operation of the new mixed-use development at the proposed development site. The Revised Project's construction activities would generate temporary air pollutant emissions from the use of off-road mobile equipment and combustion-

powered tools at the proposed development site as well as construction-related worker, vendor truck, and haul truck trips traveling to and from the proposed development site. Once constructed, air pollutant emissions would result from operation of the new mixed-use development, which would include mobile-, energy- and area-source emissions. The change in air pollutant emissions generated by the Revised Project relative to baseline conditions has been estimated and compared with the applicable air quality thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD).

Project related activities would result in short-term and long-term generation of greenhouse gas (GHG) emissions during construction and operation. The GHGs that were quantitatively estimated for the Revised Project include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Carbon dioxide equivalent (CO_2e) emissions were then calculated using the global warming potential (GWP) of each of these pollutants.

3.3.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.3.1.1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

The SCAQMD recommends that, when determining whether a project is consistent with the current Air Quality Management Plan (AQMP), a lead agency must assess: (1) whether the project would directly obstruct implementation of the plan through an increase in the frequency or severity of existing air quality violations, or cause or contribute to, new violations, or delay timely attainment of air quality standards, and (2) whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) upon which the plan is based.

Approved Project. The 2008 EIR and 2010 EIR Addendum concluded that the Approved Project would provide new sources of regional air emissions but would not impair implementation of the 2007 SCAQMD AQMP, resulting in a ***less than significant*** impact.

Revised Project. As described in the 2022 Air Quality and Greenhouse Gas Technical Report (Appendix A), the Revised Project would not obstruct implementation of the 2016 SCAQMD AQMP because emissions resulting from its construction and operation would not exceed SCAQMD's regional mass emissions thresholds and local significance thresholds (LSTs). The Revised Project would also be consistent with the 2016 AQMP in that it has incorporated control strategies set forth in the 2016 AQMP for achieving Basin-wide emission reduction goals, and the Revised Project is consistent with the demographic and economic assumptions upon which the plan is based. Impacts would be ***less than significant.*** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.3.1.2 Would the project result in a cumulatively considerable net increase in any criteria pollutant for which the project region is a nonattainment area with respect to the applicable federal or state ambient air quality standard?

Approved Project – 2008 EIR.

Construction. Construction activities associated with the 2008 Project were projected to generate emissions that exceed SCAQMD thresholds. Code requirements CR4.2-1 through CR4.2-5 and Mitigation Measures MM4.2-1 and MM4.2-2 were identified to reduce this impact, but not to levels below significance. Code requirements CR4.2-1 through CR4.2-5 would require the provision of a contact person to address air quality concerns during construction activity and ensure compliance with conditions; notification of nearby property owners of a tentative grading schedule; demonstration that construction activities are in accordance with SCAQMD's Rule 403 as related to fugitive dust control; installation of wind barriers; and implementation of dust control measures. Mitigation Measures MM4.2-1 and MM4.2-2 would require construction equipment to be turned off when not in use to reduce idling emissions and would require the use of low VOC rated paint and primer. Even with implementation of Mitigation Measures MM4.2-1 and MM4.2-2, the 2008 EIR determined that the 2008 Project's impacts were ***significant and unavoidable***.

Code Requirement CR4.2-1 Prior to issuance of any grading permit, the name and phone number of the contractor's superintendent hired by the Applicant shall be submitted to the Departments of Planning and Public Works. 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 SCAQMD Rule No. 403.

Code Requirement CR4.2-2 Prior to issuance of any grading permit, 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.

Code Requirement CR4.2-3 Prior to issuance of any grading permit or surcharge activities, the Applicant shall demonstrate that the grading/erosion control plan will abide by the provisions of SCAQMD's Rule 403 as related to fugitive dust control.

Code Requirement CR4.2-4 Prior to issuance of any grading permit, wind barriers shall be installed along the perimeter of the site and/or around areas being graded.

Code Requirement CR4.2-5 As required by SCAQMD Rule 403 – Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of proposed project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following: limiting the amount of area disturbed during site grading to 2 acres per day or less; application of soil stabilizers to inactive construction areas; quick replacement of ground cover in disturbed areas; watering of exposed surfaces three times daily; watering of all unpaved haul roads three times daily; covering all stock piles with tarp; reduction of vehicle speed on unpaved roads; post signs on site, limiting traffic to 15 miles per hour or less; sweep streets adjacent to the proposed project site at the end of the day if visible soil material is carried over to adjacent roads; cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas; install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip.

Mitigation Measure MM4.2-1 During construction, operators of any gas or diesel fueled equipment, including vehicles, shall be encouraged to turn off equipment if not in use or left idle for more than 5 minutes.

Mitigation Measure MM4.2-2 The Applicant shall require by contract specifications that the architectural coating (paint and primer) products used would have a low VOC rating. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a building permit.

Operations. The 2008 EIR determined that operation of the 2008 Project was projected to generate emissions that would exceed SCAQMD thresholds. Mitigation Measure MM4.2-3 was identified to reduce this impact, but not to levels below significance. Mitigation Measure MM 4.2-3 would require the installation of electrical outlets that could be used by refrigerated delivery trucks so they could keep their perishable goods chilled without idling their engines. Even with implementation of Mitigation Measure MM 4.2-3, the 2008 EIR determined that the 2008 Project's impacts were ***significant and unavoidable***.

Mitigation Measure MM4.2-3 The Applicant shall require by contract specifications that electrical outlets are included in the building design of the loading docks to allow use by refrigerated delivery trucks. The

proposed project Applicant shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than 5 minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.

Approved Project – 2010 EIR Addendum.

Construction. The 2010 EIR Addendum determined that the maximum construction activities associated with the 2010 Project could generate emissions that exceed SCAQMD thresholds. Code requirements CR4.2-1 through CR4.2-5 and project design features were identified to reduce this impact to a ***less than significant*** level. Although not required, the incorporation of Mitigation Measures MM4.2-1 and MM4.2-2 would further reduce the impact. With implementation of Mitigation Measures MM4.2-1 and MM4.2-2, the 2010 EIR Addendum determined that the 2010 Project's impacts were ***less than significant.***

Operations. The 2010 EIR Addendum determined that operation of the 2010 Project could generate emissions that exceed SCAQMD thresholds. Mitigation Measure MM4.2-3 as well as enhanced Mitigation Measures MM4.2-4 through MM4.2-8, which were identified in the 2010 EIR Addendum, would reduce this impact, but not to levels below significance. As discussed above, Mitigation Measure MM 4.2-3 would reduce emissions associated with refrigerated vehicle truck idling. Mitigation Measures MM4.2-4 through MM4.2-8 would reduce emissions by requiring the provision of plentiful short- and long-term bicycle parking; displaying transit schedules for employees and residents; provision of preferential van/carpool employee parking; provision of free parking passes to eligible employees; and the use of low VOC paints for maintenance activities. Even with implementation of Mitigation Measures MM4.2-3 through MM4.2-8, the 2010 EIR Addendum determined that the 2010 Project's impacts were ***significant and unavoidable***.

In addition, because the mitigated operational emissions associated with the 2010 Project would exceed SCAQMD thresholds, the 2010 Project would result in a cumulatively considerable impact for operational emissions, similar to the 2008 Project. Thus, the 2010 Project would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

Mitigation Measure MM4.2-4 The proposed project would provide plentiful short- and long-term bicycle parking facilities to meet peak demand (generally one bike rack space per 20 vehicle/employee space).

Mitigation Measure MM4.2-5 All retail and residential facilities shall ensure that current transit schedules are available in common areas for the use of employees and residents.

Mitigation Measure MM4.2-6 All retail facilities in excess of 150 employees shall provide preferential vanpool/carpool employee parking.

Mitigation Measure MM4.2-7 All retail facilities in excess of 150 employees shall be required to provide free parking passes to eligible employees.

Mitigation Measure MM4.2-8 All residential and nonresidential coatings applied during subsequent maintenance activities shall be required to be low VOC paints with a reduction of at least 20 percent.

Revised Project.

Construction. As detailed in the 2022 Air Quality and Greenhouse Gas Technical Report (Appendix A), the maximum level of daily unmitigated construction emissions generated by the Revised Project would not exceed SCAQMD's daily significance thresholds for any criteria pollutants during the construction phases. However, while not required to reduce the project's regional criteria pollutant construction emissions, the Revised Project would be required to implement PDF-AQ-1, which would require the use of diesel-powered equipment with EPA-approved Tier 4 final engines or use of electric equipment, in order to reduce construction diesel particulate matter (DPM) emissions at the nearest sensitive receptors. With implementation of PDF-AQ-1, the Revised Project's impacts would be less than significant impact. Overall, impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum with implementation of PDF-AQ-1.

PDF-AQ-1 All off-road diesel-powered equipment greater than 50 horsepower used during construction shall be equipped with Environmental Protection Agency (EPA)-approved Tier 4 Final engines or shall be electric to reduce diesel particulate matter (DPM).

Operations. During the operational phase, the Revised Project would result in long-term regional emissions of criteria air pollutants and ozone precursors that would be below SCAQMD's regional thresholds and operational impacts would be less than significant. Further, the existing commercial uses at the proposed development site generate approximately 4,664 average daily trips (ADTs), and the Revised Project would generate approximately 2,028 ADTs. As such, the Revised Project would reduce vehicle trips to and from the proposed development site by approximately 2,636 ADTs under entitled conditions. It should be noted that the Burlington department store is currently 50 percent occupied. When compared to this current condition, the Revised Project would reduce vehicle trips by approximately 731 ADTs. Therefore, under either condition, the Revised Project would result in less operational emissions than the existing commercial uses on the proposed development site and would result in ***less than significant*** impacts. Overall, impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.3.1.3 Would the project expose sensitive receptors to substantial pollutant concentrations?

Approved Project – 2008 EIR:

Construction. The 2008 EIR determined that construction activities associated with implementation of the 2008 Project would generate emissions that could result in exceedance of localized significance thresholds of CO, NO_2, PM_{10}, and $PM_{2.5}$ established by the SCAQMD, and, therefore, could expose sensitive receptors to substantial pollutant concentrations. Code requirements CR4.2-1 through CR4.2-5 and Mitigation Measures MM4.2-1 and MM4.2-2 were identified to reduce this impact, but not to levels below significance. Even with implementation of Mitigation Measures MM4.2-1 and MM4.2-2, the 2008 EIR determined that the 2008 Project's impacts would be ***significant and unavoidable***.

Operations. Implementation of the 2008 Project would generate increased local traffic volumes but would not cause localized CO concentrations at nearby intersections at nearby intersections to exceed national or state standards. Therefore, the 2008 EIR determined that the 2008 Project's impacts would be ***less than significant***.

Approved Project – 2010 EIR Addendum.

Construction. Construction activities associated with implementation of the 2010 Project were projected to generate emissions that could result in exceedance of localized significance thresholds of CO, nitrogen dioxide (NO_2), particulate matter of 10 micrometers or less in diameter (PM_{10}), and particulate matter of 2.5 micrometers or less in diameter ($PM_{2.5}$) established by the SCAQMD. With the incorporation of code requirements CR4.2-1 through CR4.2-5, project design features, and Mitigation Measures MM4.2-1 and MM4.2-2, the 2010 EIR Addendum concluded that the 2010 Project would result in a ***less than significant*** impact for all pollutants of concern.

Operations. Implementation of the 2010 Project was projected to generate increased local traffic volumes but would not cause localized CO concentrations at nearby intersections at nearby intersections to exceed national or state standards. Therefore, the 2010 EIR Addendum concluded the 2010 Project's impacts to be ***less than significant***.

Operational activities resulting from implementation of the gas station associated with the 2010 Project would generate emissions that could result in unacceptable levels of cancer and health risks. Modeling for impacts from benzene emissions indicate that the associated health and cancer risks resulting from the 2010 Project were ***less than significant***.

Revised Project.

Construction. According to the 2022 Air Quality and Greenhouse Gas Technical Report (Appendix A), the daily emissions generated on-site by construction of the Revised Project would not exceed any of the applicable SCAQMD LSTs for a nearby sensitive receptor over the course of the entire construction schedule. Thus, the Revised Project would result in ***less than significant*** impacts. This conclusion is consistent with the significance determination included in the 2010 EIR Addendum.

A health risk assessment (HRA) was performed for the Revised Project to determine the health risks at the nearest sensitive receptor due to DPM emissions during the construction phases. The unmitigated construction DPM emissions would cause a health risk impact at the nearest sensitive receptor that would exceed the SCAQMD 10 in a million threshold; however, with implementation of PDF-AQ-1, which would require the use of diesel-powered equipment with EPA-approved Tier 4 final engines or use of electric equipment, the nearest sensitive receptor would not incur a health risk impact that exceeds the 10 in a million threshold. Thus, the Revised Project's construction activities would result in a ***less than significant*** increase in health risks at nearby sensitive receptors with mitigation incorporated.

Operations. Daily operational emissions generated at the proposed development site would also not exceed SCAQMD's applicable operational LSTs for a nearby sensitive receptor. This conclusion is also consistent with the significance determination included in the 2010 EIR Addendum. Because the Revised Project's localized construction and operational emissions would not exceed the applicable SCAQMD LSTs, the project would not cause or contribute to a violation of any health-protective California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS).

In addition, since the Revised Project would reduce mobile trips to and from the project site by approximately 2,636 ADTs under entitled conditions or 731 ADTs when compared to current conditions, the Revised Project would help reduce potential carbon monoxide (CO) hot spots at existing roadway intersections and impacts would be ***less than significant***. This conclusion is consistent with the significance determination included in the 2010 EIR Addendum.

Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.3.1.4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Approved Project. Land uses associated with odor complaints typically include agricultural uses, wastewater treatment facilities, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. As described in the 2008 EIR and the 2010 EIR Addendum, the Approved Project would not include any land uses that are typically associated with odor complaints. Therefore, the 2008 EIR and the 2010 EIR Addendum concluded that the Approved Project would result in a ***less than significant*** impact.

Revised Project. As a mixed-use development that consists of multi-family residential and commercial uses, the Revised Project does not include any land uses that are typically associated with odor complaints. Thus, operation of the Revised Project is not expected to result in objectionable odors for the neighboring uses and would not adversely affect a substantial number of people. Therefore, the Revised Project's impacts would be ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.3.1.5 Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Approved Project – 2008 EIR. The 2008 Project's GHG emissions were estimated to be between 18,370 MT CO2e per year (Project Option 1) to 35,611 MT CO2e per year (Project Option 2). As described in the 2008 EIR, the 2008 Project would be required to comply with the CAPCOA Mitigation Measures, California Climate Action Taskforce (CAT) Recommendations, and California Attorney General Strategies. Consequently, the 2008 EIR concluded that the 2008 Project would have a ***less than significant*** impact on climate change.

Approved Project – 2010 EIR Addendum.

Construction. In accordance with SCAQMD guidance, the 2010 Project's construction emissions were amortized over a 30-year period to produce an additional 86 MT CO2e per year, which is combined with the project's annual operational GHG emissions. The 2010 Project was anticipated to have a ***less than significant*** impact on climate change.

Operations. Implementation of the 2010 Project had the potential to contribute substantial emissions of greenhouse gases. However, the 2010 EIR Addendum included Mitigation Measures MM4.2-6 through MM4.2-14 to reduce the 2010 Project's impacts. As described above, Mitigation Measures MM4.2-6 through 4.2-8 would reduce emissions by requiring the provision of preferential van/carpool employee parking; provision of free parking passes to eligible employees; and the use of low VOC paints for maintenance activities. Mitigation Measures MM4.2-9 through MM4.2-14 would reduce greenhouse gas emissions by implementing waste reduction and recycling measures; using drought tolerant plants for landscaping; implementing water reduction features; implementing energy saving measures; installing outside electrical outlets so electric landscaping equipment may be used; and implementing energy saving or incorporating renewable resources such that a minimum of 30 percent of the project's total electrical consumption is offset. The 2010 Project's mitigated GHG emissions (operational and amortized construction emissions) were estimated to be 8,405 MT CO_2e per year, which reflects a 30.34 percent reduction from business-as-usual (BAU) levels. Therefore, with the implementation of Mitigation Measures MM4.2-6 through MM4.2-14, the 2010 EIR Addendum determined that the 2010 Project's impacts were ***less than significant*** with mitigation incorporated.

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

Mitigation Measure MM4.2-10 Residential and Retail development shall use drought tolerant plants for landscaping. The following are suggestions to enhance the benefits of this measure. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the

south side of the house that will admit summer sun; evergreen plantings on the north side will slow cold winter winds; constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCR's not requiring that front and side yards of single-family homes be planted with turf grass. Vegetable gardens, bunch grass, and low –water landscaping shall also be permitted, or even encouraged.

Mitigation Measure MM4.2-11 Residential and Retail development shall implement water reduction features such that water usage is reduced by 20 percent. Water reduction features may include, but are not limited to: installation of water conserving irrigation systems such that watering times can be varied and that the system will shut off during rain events; installation of water saving appliances; installation of low-flow showers and toilets.

Mitigation Measure MM4.2-12 Residential and Retail developments shall implement energy saving measures such that natural gas usage is reduced to at least 15 percent below 2008 Title 24 standards. This could include, but is not limited to, the following: use of light colored roofing material; planting trees appropriately to provide shading during the heat of the day; increase energy efficiency of insulation, doors, and windows.

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

Mitigation Measure MM4.2-14 Residential and Retail developments shall implement energy saving or incorporate renewable resources such that a minimum of 30 percent of the projects total electrical consumption is offset. Energy saving features may include, but are not limited to the following: use of Energy Star appliances; use of energy saving lighting and light fixtures including dimmer switches, motion sensors, and timers; addition of photovoltaic cells to offset onsite electrical usage; installation of energy efficient HVAC units.

Revised Project.

Construction. The Revised Project's construction emissions are considered part of the total GHG emissions from the project lifecycle, which also includes GHG emissions during operations. In accordance with SCAQMD guidance, the Revised Project's construction emissions are amortized

over a 30-year period to produce an additional 37 metric tons of CO_2e (MT CO_2e) per year, which is combined with the project's annual operational GHG emissions. As discussed below, the Revised Project's GHG emissions, which includes construction emissions, would be ***less than significant.***

Operations. Existing commercial GHG emissions at the proposed development site were quantified and subtracted from the Revised Project GHG emissions to calculate the net-new GHG emissions. Including the amortized construction emissions of 37 MT CO_2e per year, the Revised Project's GHG emissions are estimated to be 3,249 MT CO_2e per year. However, considering the existing commercial GHG emissions at the proposed development site of 3,660 MT CO_2e per year, the Revised Project is estimated to result in a net reduction of 411 MT CO_2e per year over existing conditions. Thus, the Revised Project would greatly reduce annual GHG emissions when compared to the existing commercial uses and result in ***less than significant*** impacts related to climate change. In addition, the Revised Project would help the City of Huntington Beach and the State of California meet the SB 32 goal of reducing GHG emissions by 40 percent compared to the 1990 level by 2030.

Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.3.1.6 Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Approved Project – 2008 EIR. The GHG emissions of the 2008 Project would have the potential to conflict with the implementation of AB 32. However, with the incorporation of CAPCOA Mitigation Measures, California Climate Action Taskforce (CAT) Recommendations, and California Attorney General Strategies, the 2008 EIR determined that the 2008 Project's impacts would be reduced to a ***less than significant*** level.

Approved Project – 2010 EIR Addendum. Similar to the 2008 Project, the GHG emissions of the 2010 Project would have the potential to conflict with the implementation of AB 32. However, the 2010 EIR Addendum included Mitigation Measures MM4.2-6 through MM4.2-14 to reduce the 2010 Project's impacts. With the incorporation of Mitigation Measures MM4.2-6 through MM4.2-14, the 2010 Project's impacts would be ***less than significant***. As described above, the 2010 Project's mitigated GHG emissions were estimated to be 30.34 percent below BAU levels. Therefore, with the implementation of Mitigation Measures MM4.2-6 through MM4.2-14, the 2010 EIR Addendum determined that the 2010 Project's impacts would be ***less than significant*** with mitigation incorporated.

Revised Project. The GHG emission reductions resulting from implementation of the Revised Project would be consistent with the goals of the 2017 Scoping Plan, SB 375, the 2020-2045 RTP/SCS, and the City of Huntington Beach's Greenhouse Gas Reduction Program. Accordingly, impacts related to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions would be ***less than significant***. This conclusion is consistent with the significance determination included in the 2010 EIR Addendum.

Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.4 BIOLOGICAL RESOURCES

The Revised Project would be located in a highly urbanized area with existing development on the proposed development site and would have ***no impact*** on riparian habitats and wetlands, sensitive natural communities, movement of migratory fish or wildlife species, nursery sites, or any habitat conservation plans. However, construction of the Revised Project could adversely affect nesting habitat for avian species protected under the *Migratory Bird Treaty Act* due to tree removal and other construction activities such as grading, materials laydown, facilities construction, vegetation removal, and construction vehicle traffic.

3.4.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.4.1.1 Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Approved Project. According to the National Wetlands Inventory Map developed by the United States Fish and Wildlife Service (USFWS), there was no riparian habitat within the Approved Project site when the 2008 EIR and the 2010 EIR Addendum were prepared. The Approved Project site was highly developed at the time of the 2008 EIR and the 2010 EIR Addendum. According to those documents, the Approved Project site and surrounding areas contain ornamental trees and shrubs and no sensitive natural communities. As such, the 2008 EIR and the 2010 EIR Addendum determined that the Approved Project would have ***no impact*** upon any riparian habitat or other sensitive natural communities.

Revised Project. As indicated above, according to the National Wetlands Inventory Map developed by the USFWS, there is no riparian habitat within the proposed development site. The proposed development site is highly developed at the present time. Existing vegetation within the proposed development site and surrounding areas consists of ornamental trees and shrubs, and no sensitive natural communities exist within the proposed development site. As such, the Revised Project would not have a direct effect upon any riparian habitat or other sensitive natural communities. ***No impact*** would occur, and no further analysis of this issue is required. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.4.1.2 Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?

Approved Project. According to the National Wetlands Inventory Map developed by the USFWS, there are no records indicating that federally protected wetlands or jurisdictional drainage features exist on the Approved Project site or historically existed at the time of the 2008 EIR or 2010 EIR Addendum.

As such, the 2008 EIR and the 2010 EIR Addendum determined the Approved Project would not have a direct effect upon any federally protected wetlands. ***No impact*** would occur, and no further analysis of the issue was required.

Revised Project. As stated above, according to the National Wetlands Inventory Map developed by the USFWS, there are no records indicating that federally protected wetlands or jurisdictional drainage features exist on the Approved Project site, including the proposed development site. As such, the Revised Project would not have a direct effect upon any federally protected wetlands. ***No impact*** would occur, and no further analysis of the issue is required. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.4.1.3 Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?

Approved Project. There are no wildlife nursery sites within the Approved Project site. At the time of the 2008 EIR and 2010 EIR Addendum, the Approved Project site was not part of a major or local wildlife corridor/travel route, as it did not serve to connect two significant habitats. It was located within a developed urban landscape, surrounded by existing commercial, office, and institutional uses. The existing right-of-way northwest of the Approved Project site did not connect to a larger open space area and did not provide adequate space, cover, food, and water for wildlife movement. The area was constrained and fragmented as a result of urban development and the I-405 freeway. As such, the Approved Project site did not fit into any of the wildlife movement categories (travel route, wildlife crossing, wildlife corridor). Therefore, the 2008 EIR and the 2010 EIR Addendum determined the Approved Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. ***No impact*** occurred, and no further analysis of this issue was required.

Revised Project. As stated above, there are no wildlife nursery sites within the Approved Project site, which includes the proposed development site. The project site is not part of a major or local wildlife corridor/travel route, as it does not serve to connect two significant habitats. It is located within a developed urban landscape, surrounded by existing commercial, office, and institutional uses. The existing right-of-way located northwest of the proposed development site does not connect to a larger open space area and does not provide adequate space, cover, food, and water for wildlife movement. The area is constrained and fragmented as a result of urban development and the I-405 freeway. As such, the proposed development site does not fit into any of the wildlife movement categories (travel route, wildlife crossing, wildlife corridor). Therefore, the Revised Project does not interfere substantially with the movement of any native resident or migratory fish or wildlife species. ***No impact*** would occur, and no further analysis of this issue is required. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.4.1.4 Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Approved Project. No habitat conservation plan or natural community conservation plan affected the Approved Project site at the time of the 2008 EIR and 2010 EIR Addendum. Therefore, the 2008 EIR

and the 2010 EIR Addendum determined that no conflict with conservation plans would occur due to the Approved Project. ***No impact*** occurred, and no further analysis of this issue was required.

Revised Project. As stated above, no habitat conservation plan or natural community conservation plan affects the Approved Project site, including the proposed development site, at present time. Therefore, no conflict with conservation plans would occur due to the Revised Project. ***No impact*** would occur, and no further analysis of this issue is required. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.4.1.5 Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified or published as an endangered, threatened, rare, candidate, sensitive, or special-status species by the CDFW or USFWS, and meets the definition of Section 15380 (b), (c), or (d) of the CEQA guidelines?

Approved Project. There were no sensitive species anticipated to exist on the Approved Project site at the time of the 2008 EIR and 2010 EIR Addendum. However, migratory avian species could have used portions of the site or surrounding areas for nesting during breeding season, which are protected under the *Migratory Bird Treaty Act*. Implementation and construction associated with the Approved Project, including, but not limited to, grading, materials laydown, facilities construction, vegetation removal, and construction vehicle traffic could have resulted in the disturbance of nesting species protected by the MBTA. The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. The loss of nesting efforts of sensitive avian species, raptors, and species protected by the MBTA was considered a potentially significant impact. However, with the implementation of Mitigation Measure MM 4.3-1, as identified in the 2008 EIR, the 2008 EIR and the 2010 EIR Addendum determined the Approved Project's impacts were reduced to ***less than significant***. Mitigation Measure MM4.3-1 reduced impacts to nesting bird species by requiring that the construction period occur outside of the nesting period; completing a nesting survey if construction would occur during the nesting period; and establishing no-work buffers if nests were discovered.

Mitigation Measure MM4.3-1 The following mitigation measures shall be implemented to protect nesting habitat for protected or sensitive avian species:

1) Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible.

2) Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City

of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds) a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or USFWS.

3) Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.

Revised Project. There are no sensitive species anticipated to exist on the proposed development site at present time. However, migratory avian species may use portions of the site or surrounding areas for nesting during breeding season, which are protected under the *Migratory Bird Treaty Act*. Implementation and construction associated with the Revised Project, including, but not limited to, grading, materials laydown, facilities construction, vegetation removal, and construction vehicle traffic may result in the disturbance of nesting species protected by the MBTA. Additionally, the Revised Project would result in the removal of four mature trees, including two Canary Island Date Palms and two Brisbane Box trees. As described above, the loss of nesting efforts of sensitive avian species, raptors, and species protected by the MBTA would be considered a potentially significant impact. Therefore, similar to the Approved Project, the Revised Project would be required to implement Mitigation Measure MM 4.3-1, as identified in the 2008 EIR. With the implementation of Mitigation Measure MM4.3-1, the Revised Project's impacts would be reduced to ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.4.1.6 Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Approved Project. As discussed above, migratory avian species protected under the MBTA could have used portions of the Approved Project site for nesting during breeding season. However, the implementation of Mitigation Measure MM4.3-1 ensured the protection of migratory bird species/habitat by limiting the construction period to occur outside of the nesting period; completing a nesting survey if construction would have occurred during the nesting period; and establishing no-work buffers if nests were discovered. Although the City did not have a tree protection ordinance at the time of the 2008 EIR and the 2010 EIR Addendum, it was anticipated that the removal of any of the existing 78 mature trees as part of the Approved Project would be replaced at a two-to-one ratio with 36-inch box trees or palm equivalent, or some trees would be transplanted onsite. As such, the 2008 EIR and the 2010 EIR Addendum determined that, with implementation of Mitigation Measure MM4.3-1, the Approved Project would not have conflicted with any local policies or ordinances protecting biological resources, and impacts were ***less than significant***.

Revised Project. As discussed above, migratory avian species protected under MBTA may use portions of the Approved Project site, including the proposed development site, for nesting during breeding season. Therefore, the Revised Project would also be required to implement Mitigation Measure MM4.3-1 to ensure the protection of migratory bird species/habitat. Although the City still does not have a tree protection ordinance, the removal of any of the existing mature trees on the proposed development site would be replaced at a 2 to 1 ratio with 36-inch box trees or palm equivalent, or

some trees would be transplanted on site. The Revised Project calls for the removal of four existing trees and the planting of 134 trees. As such, with implementation of Mitigation Measure MM4.3-1, the Revised Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.5 CULTURAL RESOURCES

The analysis in this section is based on information provided from the *Bella Terra Residential Project Cultural and Paleontological Resources Assessment Report* (2022b), the *Bella Terra Residential Project Historical Resources Technical Report* (2022c), and the *Bella Terra Residential Project Cultural and Paleontological Resources Assessment Report* letter (2022f) prepared by ICF, all of which are included in Appendix B of this EIR Addendum. Because the proposed development site is in a highly developed and urbanized area, the potential for encountering either prehistoric or historical archaeological resources is considered low. Based on historical disturbance and construction in the area, the sensitivity for intact buried archaeological deposits of historic age within the proposed development site is relatively low. However, as no record exists of any recent pedestrian surveys or monitoring efforts in the vicinity of the project area, potential for subsurface archaeological deposits cannot be ruled out, and archaeological monitoring is recommended for the Revised Project.

3.5.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

The 2010 EIR Addendum included no new cultural resources or paleontological analysis or thresholds but instead revised the numbering of the mitigation measures as included in the 2008 EIR.

3.5.1.1 Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Approved Project. At the time of the 2008 EIR and 2010 EIR Addendum, the Approved Project site contained a vacant, 190,100 sf retail building and associated vacant 18,600 sf auto repair facility, formerly occupied by a Montgomery Ward Department store. The building was constructed in 1966 and was not classified as a historic resource. Therefore, the 2008 EIR and 2010 EIR Addendum determined that there would be ***no impact*** to a historical resource, and no additional analysis was required.

Revised Project. The proposed development site is presently developed with the 149,000 sf Burlington Coat Factory department store and 33,000 sf of additional retail suites within the Bella Terra shopping center. All buildings on the site are the original buildings built in 1966 or later. A standard records search was conducted at the South Central Coastal Information Center at California State University, Fullerton on October 15, 2021. Nine cultural resource studies have been conducted within a 0.5-mile radius of the project site; two of the studies encompassed the proposed development site. However, no built-environment historical resources were found in the vicinity of the proposed development site during any of the aforementioned studies. The evaluations for the two buildings at the proposed development site concluded that they are not historical resources and

the Revised Project, similar to the Approved Project, would have ***no impact*** on built-environment historical resources. Impacts related to this topic would not be greater than those identified in the 2008 EIR or the 2010 EIR Addendum.

3.5.1.2 Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

Approved Project. As previously discussed, at the time of the 2008 EIR and 2010 EIR Addendum, the portion of the project site where the project was to be constructed was developed with a vacant 190,100 sf retail building and associated vacant 18,600 sf auto repair facility, formerly occupied by a Montgomery Ward Department store. No archeological sites were identified on the portion of the project site where the 2008 Project would be developed or within a 0.5-mile radius of the site according to a record search conducted by the South Central Coastal Information Center (SCCIC). However, both documents determined there was potential for unanticipated finds of archaeological resources and Mitigation Measures MM4.4-1 and MM4.4-2 were required to reduce impacts on archaeological resources to a ***less than significant*** level. Mitigation Measures MM4.4-1 and MM4.4-2 (renumbered as MM3.1-2 and MM3.1-3 in the 2010 EIR Addendum) would require the presence of an archaeological and paleontological monitor during ground-disturbing construction activities to assess any potential finds; ceasing all work within 50 feet of any potential finds until the significance of the resource is determined; and proper recovery and documentation of any significant resources that are discovered. Implementation of these measures would ensure that impacts to archaeological or paleontological resources were reduced to a ***less than significant*** level.

Mitigation Measure MM4.4-1 The applicant shall arrange for a qualified professional archaeological and paleontological monitor to be present during all project-related ground-disturbing activities. In addition, all construction personnel shall be informed of the need to stop work on the project site in the event of a potential find, until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel will also be informed that unauthorized collection of cultural resources is prohibited.

Mitigation Measure MM4.4-2 If archaeological or paleontological resources are discovered during ground-disturbing activities, all construction activities within 50 feet of the find shall cease until the archaeologist/ paleontologist evaluates the significance of the resource. In the absence of a determination, all archaeological and paleontological resources shall be considered significant. If the resource is determined to be significant, the archaeologist or paleontologist, as appropriate, shall prepare a research design for recovery of the resources in consultation with the State Office of Historic Preservation that satisfies the requirements of Section 21083.2 of CEQA. The archaeologist or paleontologist shall complete a report of the excavations and findings and shall

submit the report for peer review by three County-certified archaeologists or paleontologists, as appropriate. Upon approval of the report, the City shall submit the report to the South Central Coastal Information Center at California State University, Fullerton, and keep the report on file at the City of Huntington Beach.

Revised Project. There are no known previously recorded archaeological resources within the project area, and the proposed development site is entirely developed. According to the Geotechnical Investigation provided in Appendix C, geotechnical borings results revealed fill soils overlying native soils, and fills reached depths of 3 to 6 feet below existing grade. Review of geotechnical borings and soils mapping indicates the soils underlying artificial fill deposits are Holocene in age. The Holocene includes the time frame of human occupation of the project area. Therefore, the Revised Project has the potential to cause a substantial adverse change in the significance of an archaeological resource.

Per Public Resources Code (PRC) Section 21083.2(f), a lead agency may make provisions for archeological sites accidentally discovered during construction. The project Applicant would be required to comply with mitigation measure MM-ARCH-1 if any subsurface cultural resources are encountered at the project site during construction or during any ground disturbance activities, pursuant to Health and Safety Code Section 7050.5. Mitigation Measure MM-ARCH-1 is applicable to the Revised Project and would reduce potentially significant unforeseen impacts to a *less than significant* level. Mitigation Measure MM-ARCH-1 would require monitoring by a qualified archaeologist or archaeological monitor during ground-disturbing construction activities; completion of Worker Education and Awareness Program training for construction personnel; if any archaeological resources are discovered, ceasing construction activities in the vicinity of the find; proper handling of any cultural materials discovered and collected; provision of information on any cultural materials discovered to the pertinent Native American group; and completion of a final data recovery report. Although Mitigation Measure MM-ARCH-1 is required, it is intended to further clarify and outline the actions to be implemented in the event of an undiscovered find, consistent with Mitigation Measures MM4.4-1 and MM4.4-2 (renumbered as MM3.1-2 and MM3.1-3 in the 2010 EIR Addendum); it does not indicate a new or substantially more significant impact. Therefore, impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

Mitigation Measure MM-ARCH-1 The following mitigation measures shall be implemented to prevent impacts to archaeological resources:

- All ground-disturbing activities associated with Project construction occurring within previously undisturbed native sediments will be monitored by a qualified archaeologist or qualified archaeological monitor. A qualified archaeologist is defined as an individual with an M.S. or Ph.D. in archaeology who is familiar with archaeological procedures and techniques, who is knowledgeable in the archaeology and history of the area. An archaeological monitor is defined as an individual who has experience in the collection and

salvage of cultural materials and works under the direction of a qualified archaeologist.

- A qualified archaeologist will attend preconstruction meetings to consult with the grading and excavation contractors concerning planned depths, excavation schedules, archaeologist field techniques, and safety issues. In addition, all onsite construction personnel will receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work.

- If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in PRC Section 21083.2. Personnel of the Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 21083.2.

- Cultural materials collected during the monitoring and salvage portion of the program will be cleaned, sorted, and catalogued.

- Cultural materials collected, along with copies of all pertinent field notes, photos, and maps, will be repatriated to the pertinent Native American group if prehistoric or ethnohistoric or discarded if historic in age.

- A final data recovery report will be completed that outlines the results of the archaeological monitoring program. This report will include discussions of the methods used, stratigraphic section(s) exposed, cultural materials collected, and significance of any recovered cultural materials.

3.5.1.3 Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Approved Project. As previously discussed, at the time the 2008 EIR and 2010 EIR Addendum were prepared, the project site was developed with vacant commercial and auto service uses. There were no known unique geologic features on-site and there were no recorded vertebrate or invertebrate fossil localities in the vicinity of the site according to collections maintained by the Natural History Museum of Los Angeles County (NHMLAC). Although unlikely, it was determined it was possible for

surface grading and shallow excavation to uncover paleontologically sensitive rock units. Implementation of Mitigation Measures MM4.4-1 and MM4.4-2 (renumbered as MM3.1-2 and MM3.1-3 in 2010 EIR Addendum) were required to reduce impacts on undiscovered paleontological resources to a ***less than significant*** *level.* Mitigation Measures MM4.4-1 and MM4.4-2 would require the presence of an archaeological and paleontological monitor during ground-disturbing construction activities to assess any potential finds; ceasing all work within 50 feet of any potential finds until the significance of the resource is determined; and proper recovery and documentation of any significant resources that are discovered.

Revised Project. The *2022 Bella Terra Residential Project Cultural and Paleontological Resources Assessment Report* letter prepared by ICF incorporated the results of fossil locality searches conducted by the NHMLAC for the 2008 EIR and for 2021 conditions. In both 2008 and 2021, the NHMLAC reported that it had no recorded fossil localities in the proposed development site footprint or the immediate surrounding area. Based on this fossil locality search, no paleontological resources are known to be present in the proposed development site footprint. However, the NHMLAC advised that deeper excavations in the proposed development site area that extend down into the older, Pleistocene alluvial units may encounter significant Pleistocene-age terrestrial vertebrate fossils. Due to the planned over excavation of 2 to 10 feet below grade and the presence of geologic units in immediate subsurface with a high potential to contain paleontological resources, the Revised Project could result in significant impacts on paleontological resources. Pleistocene alluvium (Qyas) likely underlies the pavement and artificial fill throughout the proposed development site. Deeper excavations that extend down into Pleistocene deposits may encounter significant fossil remains. Therefore, Mitigation Measure MM-GEO-1 is proposed and will reduce potentially significant impacts to a ***less than significant*** *level*. Mitigation Measure MM-GEO-1 would require the preparation of a Paleontological Resources Impact Mitigation Program by a qualified paleontologist; completion of Worker Education and Awareness Program training for construction personnel; spot checking ground disturbances in artificial fill; monitoring of any discovered undisturbed potentially fossil-bearing sediments; proper handling of any fossils discovered and collected; and preparation of a final data recovery report. Although MM-GEO-1 is required, it is intended to further clarify and outline the actions to be implemented in the event of an undiscovered find, consistent with Mitigation Measures MM4.4-1 and MM4.4-2 (renumbered as MM3.1-2 and MM3.1-3 in the 2010 EIR Addendum); it does not indicate a new or substantially more significant impact. Impacts related to this topic would not be greater than those identified in the 2008 EIR or the 2010 EIR Addendum.

Mitigation Measure MM-GEO-1 The following mitigation measures shall be implemented to prevent impacts to paleontological resources:

- The Applicant will submit a Paleontological Resources Impact Mitigation Program (PRIMP) prepared by a qualified paleontologist to the City's Community Development Director, or designee, prior to the issuance of a grading permit. A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques,

who is knowledgeable in the geology and paleontology of the area.

- A qualified paleontologist will attend preconstruction meetings to consult with the grading and excavation contractors concerning planned depths, excavation schedules, paleontological field techniques, and safety issues. In addition, all onsite construction personnel will receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work.

- Due the variable depth of artificial fill and presence of existing structures, Project-related ground disturbances in artificial fill will be spot-checked to determine the depth to the underlying native, previously undisturbed geologic units. If undisturbed potentially fossil-bearing sediments are encountered, they will initially be monitored full-time to determine whether Pleistocene deposits will be affected during Project-related excavations. If not, then monitoring will be reduced or halted at the discretion of the Project Paleontologist in consultation with the City of Huntington Beach.

- All ground-disturbing activities associated with Project construction occurring within previously undisturbed fossil bearing formations will be monitored by a qualified paleontologist or qualified paleontological monitor. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and works under the direction of a qualified paleontologist.

- If fossils are discovered, the paleontologist (or paleontological monitor) will recover them. In most cases, this fossil salvage can be completed in a short period of time; however, some fossil specimens, such as a complete large mammal skeleton, may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) will be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on site.

- Fossil remains collected during the monitoring and salvage portion of the program will be cleaned, repaired, sorted, and catalogued.

- Prepared fossils, along with copies of all pertinent field notes, photos, and maps, will be deposited (as a donation) in a scientific institution with permanent paleontological collections.

- A final data recovery report will be completed that outlines the results of the paleontological monitoring program. This report will include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. The report will be submitted to the City's Community Development Director, or designee, prior to the issuance of a building permit.

3.5.1.4 Would the project disturb any human remains, including those interred outside of formal cemeteries?

Approved Project. No formal cemeteries are known to have occupied the portion of the project site where the 2008 and 2010 Projects would be developed, and any human remains encountered would likely come from archaeological or historical archaeological contexts. The potential exists for archaeological resources to be present and for excavation during construction activities to disturb these resources, and it is possible that human burials could be associated with potential finds. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California PRC. To reduce this impact, and as required by law, Mitigation Measure MM4.4-3 (renumbered as MM3.1-4 in 2010 EIR Addendum) reflects provisional measures if human remains were discovered on the portion of the project site where the 2008 and 2010 Projects would be developed. Mitigation Measure MM 4.4-3 would require halting all excavation or grading in the vicinity of any burial sites or suspected human bones and notifying the City and Orange County Coroner and the Native American Heritage Commission (NAHC). Implementation of this mitigation measure would reduce impacts to ***less than significant***.

Mitigation Measure MM4.4-3 In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately, the area of the find shall be protected, and the Developer shall immediately notify the City and the Orange County Coroner of the find and comply with the provisions of PRC Section 5097. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 24 hours of notification and may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials.

Revised Project. As previously discussed, no formal cemeteries are known to have occupied the proposed development site and any human remains encountered would likely come from archaeological or historical archaeological contexts. There are no known previously recorded

archaeological resources within the Revised Project area, and the proposed development site is entirely developed. According to the Geotechnical Investigation provided in Appendix C, geotechnical borings results revealed fill soils overlying native soils, fills reached depths of 3 to 6 feet below existing grade. Review of geotechnical borings and soils mapping indicates the soils underlying artificial fill deposits are Holocene in age. The Holocene includes the time frame of human occupation of the project area. Therefore, the Revised Project has the potential to cause a substantial adverse change in the significance of an archaeological resource, and it is possible that human burials could be associated with potential finds. Therefore, Mitigation Measure MM-ARCH-2 is required and would reduce potentially significant unforeseen impacts to a ***less than significant*** level. Mitigation Measure MM-ARCH-2 would require halting all excavation or grading in the vicinity of any discovered human remains until the Orange County Coroner makes a determination of whether the remains are subject to the provisions of Section 27491 of the Government Code and until recommendations concerning the treatment and disposition of the human remains have been made. Although MM-ARCH-2 is required, it is intended to further clarify and outline the actions to be implemented in the event of the discovery of a burial, human bone, or suspected human bone find, consistent with Mitigation Measure MM4.4-3 (renumbered as MM3.1-4 in 2010 EIR Addendum); it does not indicate a new or substantially more significant impact. Therefore, impacts related to this topic would not be greater than those identified in the 2008 EIR or the 2010 EIR Addendum.

Mitigation Measure MM-ARCH-2 In accordance with Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Orange County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. The coroner shall make his or her determination within 2 working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

3.6 GEOLOGY AND SOILS

The analysis in this section is based on information provided from the *Geotechnical Investigation, Proposed Retail/Residential Development, Bella Terra Residential* prepared by Geotechnical Professionals, Inc. (Geotechnical Investigation, December 2020) which is included in Appendix C of this EIR Addendum. The Geotechnical Investigation concluded that the Revised Project is feasible to develop and contained recommendations regarding updated construction methods, including pile foundations and structurally supported floor slabs to help address long term differential settlement of the proposed concrete podium structures.

3.6.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.6.1.1 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Approved Project. The Approved Project site is not in an Alquist-Priolo Earthquake Fault Zone and is not affected by known on-site faults (active, potentially active, or inactive). The possibility of fault rupture is considered very low. Therefore, no impacts from fault rupture would result from the Approved Project, and no further analysis was required. The 2008 EIR and the 2010 EIR Addendum determined that the Approved Project's impacts related to rupture of a known earthquake fault were ***less than significant***.

Revised Project. As described above, the Approved Project site, which includes the proposed development site, is not in an Alquist-Priolo Earthquake Fault Zone and does not contain known on-site faults. Because the proposed development site is located within the Approved Project site, impacts related to rupture of a known earthquake fault remain ***less than significant*** for the Revised Project. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.6.1.2 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Approved Project. The Approved Project site is in a relatively flat area with no pronounced slopes. There was no potential for a landslide and the subsurface soil conditions were considered favorable for gross stability of excavated slopes. As indicated in the Environmental Hazards Element of the City's General Plan, there was no potential for unstable slopes at the Approved Project site. Therefore, the 2008 EIR and the 2010 EIR Addendum determined that no impacts from landslides would result from the Approved Project. Impacts related to landslides was ***less than significant*** for the Approved Project.

Revised Project. As described above, the Approved Project site, which includes the proposed development site, would not be subject to landslide risks. Therefore, no impacts from landslides would result from the Revised Project, and no further analysis is required. Because the proposed development site is located within the Approved Project site, the Revised Project's impacts related to

landslides would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.6.1.3 Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

Approved Project. The Approved Project was provided with sanitary sewer service by the City of Huntington Beach. No septic tanks or alternative wastewater systems were proposed. Therefore, the 2008 EIR and the 2010 EIR Addendum determined that the Approved Project would result in ***no impacts*** related to alternative waste water service.

Revised Project. As with the Approved Project, the Revised Project would be provided sanitary sewer service by the City of Huntington Beach. No septic tanks or alternative wastewater systems are proposed. Therefore, no impact would occur. The Revised Project, like the Approved Project, would be served by the City's sanitary sewer service and not from septic tanks; therefore, the Revised Project would result in ***no impacts*** related to alternative waste water service. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.6.1.4 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: strong seismic groundshaking or seismic-related ground failure, including liquefaction?

Approved Project. The Approved Project site is located in a seismically active area and the 2008 EIR and the 2010 EIR Addendum determined that strong seismic groundshaking was likely to occur at the Approved Project site during the design life of the development. A groundshaking event had the potential to adversely affect the proposed structures and improvements. However, it was determined that the depths and thickness of the liquefiable soils layers made foundation bearing failure unlikely in the event of liquefaction. Adherence to the seismic design and construction parameters of the City's Municipal Code and California Building Code (CBC) seismic standards would ensure the maximum practicable protection available for the Approved Project's structures and occupants/visitors. Code Requirement CR4.5-1 would require the completion of a detailed soils and geotechnical analysis by a California-licensed Civil Engineer and Mitigation Measure MM4.5-1 would require the preparation of a grading plan that contains the recommendations of the final soils and geotechnical report. Therefore, the 2008 EIR and the 2010 EIR Addendum concluded that implementation of code requirement CR4.5-1 and Mitigation Measure MM4.5-1 (renumbered as CR4.5-1 and MM4.5-1 in the 2010 EIR Addendum) would reduce impacts to ***less than significant*** levels.

Code Requirement CR4.5-1 A California-licensed Civil Engineer (Geotechnical) shall prepare and submit to the City a detailed soils and geotechnical analysis with the first submittal of a grading plan. This analysis shall include Phase II Environmental soil sampling and laboratory testing of materials to provide detailed recommendations far grading, chemical and fill properties, liquefaction and landscaping.

Mitigation Measures MM4.5-1 The grading plan prepared for the proposed project shall contain the recommendations of the final soils and geotechnical report. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.

Revised Project. According to the *Geotechnical Investigation*, the proposed development site is located in a seismically active area typical of Southern California and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults. Additionally, thin sand, silty sand and sandy silt layers between depths of 10 to 50 feet exhibit a potential for liquefaction. Should liquefaction of these layers occur, the estimated magnitude of induced settlement would be from approximately 2 to 3 inches. Differential settlement across 40 feet could be on the order of 1-inch to 1½ inches. However, as with the Approved Project, adherence to the seismic design and construction parameters of the City's Municipal Code and CBC seismic standards would ensure the maximum practicable protection available for the Revised Project's structures and occupants/visitors. Additionally, implementation of code requirement CR4.5-1 and Mitigation Measure MM4.5-1, which remain applicable to the Revised Project, would reduce impacts to ***less than significant*** levels. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.6.1.5 Would the project result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?

Approved Project. The Approved Project proposed ground-disrupting activities such as excavation and trenching for foundations and utilities; soil compaction and site grading; and the construction of new structures, all of which resulted in the temporarily disturbance of soils. The exposure of previously covered soils during these activities were expected to potentially increase on-site erosion and off-site sediment transport because disturbed soils are susceptible to higher rates of erosion from wind, rain, and runoff of dewatering discharge or dust control water than undisturbed soils. However, the City's *Grading and Excavation Code* (*Municipal Code* Title 17, Chapter 17.05) and the State Water Resources Control Board require erosion and sediment controls for construction projects with more than one acre of land disturbance. The requirements include the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that would include construction-period and permanent erosion and sediment controls and site inspection. The 2008 EIR and the 2010 EIR Addendum determined that adherence to these requirements as well as code requirement CR4.5-1 and implementation of Mitigation Measure MM4.5-1 reduced the Approved Project's impacts to ***less than significant*** levels.

Revised Project. Similar to the Approved Project, the Revised Project would include various ground-disrupting activities that could lead to increased erosion. Construction of the Revised Project would be subject to the same City grading and erosion control requirements as the Approved Project. Additionally, because the Revised Project would disturb more than one-acre of surface area, it would

be subject to the Construction General Permit requirements, including preparation of a SWPPP. The Revised Project would also be required to comply with the City of Huntington Beach Local Implementation Plan (LIP), which requires the implementation of storm water Best Management Practices (BMPs) that shall include, at a minimum, erosion, and sediment controls. Adherence to these requirements as well as code requirement CR4.5-1 and implementation of Mitigation Measure MM4.5-1 would reduce the Revised Project's impacts to ***less than significant*** levels. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.6.1.6 Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Approved Project. The Approved Project site was determined to be located on soils that could become unstable due to the shallow groundwater table underneath the site. Additionally, it was determined that subsidence could be caused by the weight of large earthmoving equipment used during the construction phase of the development. However, the proposed structures were designed, constructed and operated in conformance with Section 1802.2.1 of the City's Municipal Code and Title 17 Excavation and Grading Code and were required to comply with code requirement CR4.5-1, Mitigation Measure MM4.5-1, and Condition of Approval CofA4.7-1 (renumbered as CR3.1-1, MM3.1-5, and CofA3.1-1 in the 2010 EIR Addendum). CofA4.7-1 required the preparation of a site Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering as well as for surface drainage. Therefore, the 2008 EIR and the 2010 EIR Addendum determined that, with adherence to these requirements and the implementation of Mitigation Measure MM4.5-1, the Approved Project would reduce potential risks to life and property from unstable soil conditions to ***less than significant*** levels.

Condition of Approval CofA4.7-1 Prior to receiving a precise grading or building permit, the Applicant shall prepare a site Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering as well as for surface drainage.

Revised Project. The Geotechnical Investigation included the analysis of ten Cone Penetration Tests and four exploratory borings. Six of the Cone Penetration Tests and four of the borings were from previous investigations performed from 1999 to 2010. These tests indicated the subsurface profile of the proposed development site consists of fill soils overlying native materials. Fills consisted predominantly of silty sands, silty clays, and their mixtures and the natural soils consisted of interbedded layers of organic silts and clays, clays, peat, silty sands, and sands. The Geotechnical Investigation concluded that the soils within the upper 30 to 40 feet are weak and compressible and the underlying soils become more dense and stiff with depth, and exhibit moderate to high strength and moderate to low compressibility characteristics. Groundwater was encountered at depths of approximately 6 to 10.5 feet below existing grades.

The *Geotechnical Investigation* concluded that the silty sand and sand layers between depths of 10 to 50 feet exhibit a potential for liquefaction, the upper clays and peats at the proposed development site are highly compressible, and the clayey soils on-site are expansive and will shrink and swell with

changes in moisture content. To prevent adverse impacts due to the unstable soils on-site, the following Project Design Features would be implemented as recommended in the *Geotechnical Investigation*:

PDF-GEO-1 **Pile foundation systems.** The concrete podium would be supported on pile foundations penetrating the soft upper deposits and end-bearing in the underlying dense sandy soils. Pile foundations could consist of auger cast piles with drilling.

PDF-GEO-2 **Structural floor slab implementation.** The structure would be required to be supported on pile foundations with a structural floor slab; therefore, over excavation of the undocumented fills and upper compressible soils would not be required below the building pad for the concrete podium building.

PDF-GEO-3 **Soil placement.** The clayey soils that are susceptible to shrink and swell would not be placed in retaining wall backfill or within two feet of flatwork or other concrete slabs-on-grade.

Additionally, the proposed structure would be designed, constructed and operated in conformance with Section 1802.2.1 of the City's Municipal Code and Title 17 Excavation and Grading Code and would be required to comply with code requirement CR4.5-1, Mitigation Measure MM4.5-1, and condition of approval CofA4.7-1, all of which remain applicable to the Revised Project. Implementation of the recommended Project Design Features, code requirements and mitigation would reduce potential risks to life and property from unstable soil conditions to ***less than significant*** levels. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.6.1.7 Would the project be located on expansive soil, as defined in Section 802.3.2 of the California Building Code (2007), creating substantial risks to life or property?

Approved Project. The Approved Project site is located on soils consisting of silty sands with some clays. The clayey soils on-site are considered expansive and highly compressible; however, the Approved Project's structures were required to be designed, constructed, and operated in conformance with §1802.2.2 Expansive Soils, of the City's Municipal Code and Title 17 Excavation and Grading Code and were required to comply with code requirement CR4.5-1 and implement Mitigation Measure MM4.5-1. The 2008 EIR and the 2010 EIR Addendum determined that these requirements reduced the Approved Project's potential risks to life and property associated with expansive soil to ***less than significant*** levels.

Revised Project. The Geotechnical Investigation indicates that the soils within the upper 30 to 40 feet of the proposed development site are weak and compressible and the clayey soils on-site are expansive and will shrink and swell with changes in moisture content. However, the Revised Project's structure would be designed, constructed, and operated in conformance with Project Design Features PDF-GEO-1 through PDF-GEO-3, as described above, Municipal Code Section 1802.2.2 Expansive Soils, and Title 17 Excavation and Grading Code. The Revised Project would also be required to comply with code requirement CR4.5-1 and implement Mitigation Measure MM 4.5-1, which remains applicable to the Revised Project. Adherence to these requirements and the implementation of Mitigation

Measure MM 4.5-1 would reduce the Revised Project's potential risks to life and property associated with expansive soil to ***less than significant*** levels. Impacts related to this topic would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.7 HAZARDS AND HAZARDOUS MATERIALS

The analysis in this section is based on information provided from the *Hazardous Material Survey, Burlington Coat Factory and Tenant Spaces (Bella Terra Shopping Center)* (2021a) and the *Phase I Environmental Site Assessment* (2021b), prepared by B2 Environmental (October 2021), which is attached in Appendix D of this EIR Addendum. Hazardous materials of potential concern at the project site include asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), mercury, universal waste, ozone-depleting substances, radioactive materials, and common maintenance and household cleaning products.

3.7.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.7.1.1 Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Approved Project. The portion of the project site associated with the Approved Project did not serve a function in any emergency response or evacuation plan. Road and driveway access was designed and constructed per applicable City codes to allow adequate emergency vehicle access. Therefore, ***no impacts*** to an emergency response plan or emergency evacuation plan would result from the Approved Project, and no further analysis is required.

Revised Project. Similar to the Approved Project, the Revised Project would not occupy any area that serves a function related to an emergency response or emergency evacuation plan. The Revised Project would replace existing uses, and roads and driveways would be designed and constructed per applicable City codes to allow adequate emergency vehicle access. Therefore, ***no impacts*** to an emergency response plan or emergency evacuation plan would result. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.7.1.2 Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Approved Project. At the time that the 2008 EIR and 2010 EIR Addendum were prepared for the Approved Project, the project site and surrounding areas were highly urbanized, and no wildlands were present within the vicinity of the project areas. Therefore, ***no impacts*** due to wildland fires would have resulted from the Approved Project, and no further analysis was required.

Revised Project. Similar to the Approved Project, the Revised Project is located on a site in a highly urbanized area, and no wildlands are present within the surrounding vicinity. Therefore, ***no impacts***

related to wildland fires are expected to occur, and impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.7.1.3 Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Approved Project - 2008 EIR. The 2008 Project had the potential to expose the public or the environment to hazardous materials through improper handling or use of hazardous materials or waste by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Hazardous materials associated with the residential component of the 2008 Project were anticipated to consist primarily of household cleaning products and hazardous materials potentially present at the retail and residential uses could include maintenance products such as paints and solvents, landscape maintenance products, fuels, cleaners and degreasers, solvents, lubricants, adhesives, sealers, and pesticides/herbicides. The 2008 Project was required to adhere to existing hazardous materials regulations including the Resource Conservation and Recovery Act (1976) (RCRA), the California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health. Additionally, The United Stated Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 40, 42, 45, and 49 of the Code of Federal Regulations (CFR), and implemented by Title 17, 19, and 27 of the California Code of Regulations (CCR). Compliance with existing applicable regulations would reduce the risk of project-induced upset from hazardous materials and the likelihood and severity of accidents which might occur during transit to a ***less than significant*** level.

Approved Project - 2010 EIR Addendum. In addition to the hazardous materials discussed in the 2008 EIR, the 2010 Project included the construction and operation of a gas station that would require the installation of three Underground Storage Tanks (UST) containing vehicle fuel, which is considered a hazardous material. Therefore, the 2010 Project would also be subject to the requirements of the State Water Resources Control Board (SWRCB) UST regulations (CCR Title 23, Chapter 16) and Huntington Beach Fire Department City Specification No. 41 (Installation of Underground Storage Tanks), which requires the completion of a Hazardous Materials Disclosure Packet and the acquisition of an operational permit for ongoing operation of an UST. Therefore, compliance with these regulations as well as those discussed in the 2008 EIR would reduce potential risks from hazardous materials associated with implementation of the 2010 Project to a ***less than significant*** level.

Revised Project. Similar to the 2008 Project, the Revised Project has the potential to expose the public or the environment to hazardous materials through improper handling or use of hazardous materials or waste by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Hazardous materials associated with the residential component of the Revised Project are anticipated to consist primarily of household cleaning products and hazardous materials potentially present at the retail and residential uses could include maintenance products such as paints and solvents, grounds and landscape maintenance products, fuels, cleaners and degreasers, solvents, lubricants, adhesives, sealers, and pesticides/herbicides. Compliance with existing applicable regulations discussed in the 2008 EIR would reduce the risk of project-induced upset from hazardous materials and the likelihood and severity of accidents which

might occur during transit would remain ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

3.7.1.4 Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Approved Project - 2008 EIR:

Construction Period. Demolition, grading, and excavation activities associated with development of the 2008 project could have resulted in the exposure of construction personnel and the pubic to previously unidentified hazardous substances in the soil. If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short--term or long-term adverse health effects in exposed persons. Demolition of the existing structures could have resulted in exposure of construction personnel and the public to hazardous substances such as asbestos or lead-based paints. Federal and State regulations including South Coast Air Quality Management District (SCAQMD) Rules and Regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the CCR, Part 61, Subpart M of the CFR (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD), and California Occupational Safety and Health Administration (Cal-OSHA) regulations reduced potentially significant impacts associated with the exposure of unknown hazardous materials through construction activities. Additionally, to address the potential for encountering unknown contamination within the project area, Mitigation Measure MM4.6-1 was proposed to reduce the potential impacts associated with unknown contamination to a ***less than significant*** level. Mitigation Measure MM4.6-1 requires construction to halt if any previously unknown or unidentified soil and/or groundwater contamination is discovered and would require a Risk Management Plan and, if necessary, a Health and Safety Plan to be prepared.

Mitigation Measure MM4.6-1 In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the project area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination,

if any, appropriate agencies shall be notified (e.g., Huntington Beach Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.

Peat and organic soils occurrences are estimated to be widespread in the City. Due to the proposed below-grade construction, the Huntington Beach Fire Department (HBFD) required the Applicant to test for the presence of methane gas to determine if a problem exists and to rule methane out as a potential concern. Implementation of Mitigation Measure MM4.6-2 required a plan for testing of soils for the presence of methane gas and the installation of a sub-slab methane barrier and vent system if significant levels of methane gas are discovered, which would reduce any impacts associated with methane gas to less than significant levels.

Mitigation Measure MM4.6-2 Prior to the issuance of grading permits, the project shall comply with HBFD City Specification No. 429, Methane District Building Permit Requirements. A plan for the testing of soils for the presence of methane gas shall be prepared and submitted by the Applicant to the HBFD for review and approval, prior to the commencement of sampling. If significant levels of methane gas are discovered in the soil on the project site, the Applicant's grading, building and methane plans shall reference that a sub-slab methane barrier and vent system will be installed at the project site per City Specification No. 429, prior to plan approval. If required by the HBFD, additional methane mitigation measures to reduce the level of methane gas to acceptable levels shall be implemented.

Operational Period. Operation of the 2008 Project was expected to include the use and storage of common, routinely used hazardous materials such as paints, solvents, cleaning projects, fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. However, these materials were expected to be used and stored in small quantities and there would be little probability of a major hazardous materials incident; therefore, impacts were considered less than significant.

High-voltage power transmission towers are located northwest of the Specific Plan site and the potential for electromagnetic field (EMF) exposure would exist for residents of the proposed development; however, no health-based standards or regulations for EMF existed at the time of the 2008 EIR and the scientific data were inconclusive and speculative in nature and, therefore, these impacts were considered less than significant.

Approved Project - 2010 Addendum.

Construction Period. Similar to the 2008 Project, demolition, grading, and excavation activities for the 2010 Project could have resulted in the exposure of construction personnel and the public to asbestos, lead paint, and previously unidentified hazardous substances in the soil. However, implementation of Mitigation Measure MM4.6-1 (renamed MM4.3-1 in the 2010 EIR Addendum) and compliance with the previously discussed existing rules and regulations reduced the potential impacts associated with unknown contamination to a ***less than significant*** level. Mitigation Measure MM4.6-1 required construction to halt if any previously unknown or unidentified soil and/or groundwater contamination is discovered and required a Risk Management Plan and, if necessary, a Health and Safety Plan to be prepared. Peat and organic soils occurrences are estimated to be widespread in the City. Due to the proposed below-grade construction, the Huntington Beach Fire Department (HBFD) required the Applicant to test for the presence of methane gas to determine if a problem exists and to rule methane out as a potential concern. Implementation of Mitigation Measure MM4.6-2 (renamed MM4.3-2 in the 2010 EIR Addendum) required a plan for testing of soils for the presence of methane gas and the installation of a sub-slab methane barrier and vent system if significant levels of methane gas are discovered, which reduced any impacts associated with methane gas to ***less than significant*** levels.

Operational Period. In addition to the hazardous materials discussed in the 2008 EIR, the 2010 Project also included the installation and use of three USTs which would contain hazardous materials (fuels). However, compliance with the SWRCB UST Regulations, which requires proper installation of UST tanks and implementation of a monitoring plan, as required by the HBFD Hazardous Materials Disclosure Program, reduced the potential for the accidental release of hazardous materials. Compliance with all applicable federal, state, and local regulations would reduce the probability of a major hazardous materials incident and impacts remained ***less than significant***, similar to the 2008 EIR.

Revised Project.

Construction Period. Demolition, grading, and excavation activities associated with development of the Revised Project could result in the exposure of construction personnel and the pubic to previously unidentified hazardous substances in the soil. If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short--term or long-term adverse health effects in exposed persons. Demolition of the existing structures could result in exposure of construction personnel and the public to hazardous substances such as asbestos or lead-based paints. Federal and State regulations discussed in the 2008 EIR section would reduce potentially significant impacts associated with the exposure of unknown hazardous materials through construction activities. Additionally, to address the potential for encountering unknown contamination within the project area, Mitigation Measure MM4.6-1 remains applicable to the Revised Project and would ensure that the potential impacts associated with unknown contamination remain ***less than significant***. Mitigation Measure MM4.6-1 would require construction to halt if any previously unknown or unidentified soil and/or groundwater contamination is discovered and would require a Risk Management Plan and, if necessary, a

Health and Safety Plan to be prepared. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

Peat and organic soils occurrences are estimated to be widespread in the City. Due to the proposed below-grade construction, the HBFD would require the Applicant to test for the presence of methane gas to determine if a problem exists and to rule methane out as a potential concern. Mitigation Measure MM4.6-2 remains applicable to the Revised Project and would require a plan for testing of soils for the presence of methane gas and the installation of a sub-slab methane barrier and vent system if significant levels of methane gas are discovered, which ensure any impacts associated with methane gas remain ***less than significant***.

Operational Period. Operation of the Revised Project would include the use of and storage of common, routinely used hazardous materials such as paints, solvents, cleaning projects, fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. However, these materials would be used and stored in small quantities and there would be little probability of a major hazardous materials incident; therefore, impacts would remain ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.7.1.5 Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile or an existing or proposed school?

Approved Project: Golden West College is located within 0.25 mile of the portion of the project site where the Approved Project was to be developed. Construction activities would involve the use of diesel-powered trucks and equipment, which would result in temporary diesel emissions that have been determined to be a health hazard and operation of the project would include the handling and/or storage of potentially hazardous materials on the site. The Approved Project also included a gas station which would involve the handling, dispensing, and storage of hazardous materials on the project site which could result in airborne health risks, as detailed in Section 3.3, Air Quality. However, hazardous materials would be limited to regulated types and quantities and compliance with all applicable local, State, and federal laws and regulations as previously discussed would ensure that hazardous materials would not pose a significant risk to Golden West College. Implementation of Mitigation Measure MM4.6-1 would ensure impacts would be reduced to a less than significant level if ground contamination is found at the project site before or during construction. Mitigation Measure MM4.6-1 would require construction to halt if any previously unknown or unidentified soil and/or groundwater contamination is discovered and would require a Risk Management Plan and, if necessary, a Health and Safety Plan to be prepared. Therefore, impacts were determined to be ***less than significant***.

Revised Project. Golden West College is located within 0.25 mile of the portion of the proposed development site. Construction activities would involve the use of diesel-powered trucks and equipment, which would result in temporary diesel emissions that have been determined to be a health hazard, and operation of the project would include the handling and/or storage of potentially hazardous materials on the site. However, hazardous materials would be limited to regulated types and quantities and compliance with all applicable local, State, and federal laws and regulations as previously discussed would ensure that hazardous materials would not pose a significant risk to

Golden West College. Implementation of Mitigation Measure MM4.6-1 remains applicable to the Revised Project and would ensure that impacts remain ***less than significant*** if ground contamination is found at the project site before or during construction. Mitigation Measure MM4.6-1 would require construction to halt if any previously unknown or unidentified soil and/or groundwater contamination is discovered and would require a Risk Management Plan and, if necessary, a Health and Safety Plan to be prepared. Therefore, impacts would remain ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.7.1.6 Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Approved Project – 2008 EIR. The portion of the project site where the 2008 Project would be developed was located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project site was once occupied by a leaking underground storage tank. A fuel release occurred from an underground storage tank sometime prior to 1986 when the tanks were removed. According to the preliminary Environmental Site Assessment (ESA), assessment and remedial clean-up work occurred at the automotive site through the late 1980s and into the early 2000s. The clean-up work included excavation and treatment of contaminated soils, implementation of a groundwater pump and treat system, installation of soil vapor extraction and air sparging, and the placement of horizontal extraction wells. This assessment work culminated in 2004 when a Site Closure Report was submitted to the lead enforcement agency, the Orange County Health Care Agency (OCHCA). The Site Closure Report provided documentation that residual levels of gasoline hydrocarbons remained in both soil and groundwater beneath the project site. Though high levels of residual fuel hydrocarbons remain, the site was recommended for low-risk closure. The residual gasoline fuel hydrocarbon impacts in both soil and groundwater beneath the site have been issued a Remedial Action Completion Certificate by the lead environmental agency, the OCHCA. However, as part of the HBFD project approval process, approval or final closure from the OCHCA and the Regional Water Quality Control Board (RWQCB) is required to be on file with the HBFD.

Implementation of Mitigation Measure MM4.6-3 was required to ensure that all soils (native and imported) at the portion of the project site where the 2008 Project would be developed were in compliance with the City of Huntington Beach's Specification No. 431-92 Soil Clean-Up Standards prior to grading or building plan approval and that all work conducted for development of the 2008 Project followed the requirements of the City's Public Works Department. Overall, implementation of Mitigation Measures MM4.6-1, MM4.6-2, and MM4.6-3 would reduce potentially significant impacts associated with the exposure of hazardous materials through project construction activities to a ***less than significant*** level. Mitigation Measure MM4.6-1 would require construction to halt if any previously unknown or unidentified soil and/or groundwater contamination is discovered and would require a Risk Management Plan and, if necessary, a Health and Safety Plan to be prepared; Mitigation Measure MM4.6-2 would require a plan for testing of soils for the presence of methane gas and the installation of a sub-slab methane barrier and vent system if significant levels of methane gas are discovered; Mitigation Measure MM4.6-3 would require a soil testing work plan and that all soils at the site meet the standards outlined under the City’s Specification No. 431-92

Mitigation Measure MM4.6-3 Prior to project implementation, the Applicant shall submit for approval a soil testing work plan to the HBFD. All native and imported soils associated with the proposed project site shall meet the standards outlined under the City's Specification No. 431-92 prior to the approval of grading plans and building plans by the HBFD. Additionally, all work at the project site shall conform to the City's Public Works Department requirements (i.e., haul route permits).

Approved Project – 2010 EIR Addendum. Consistent with the 2008 Project, grading of the portion of the project site where the 2010 Project would be developed could result in the encounter of petroleum hydrocarbon-impacted soils. Complete removal of the impacted soils would require excavation to depths of 15 feet. Due to the additional construction activities that would occur under the 2010 Project, the potential for disturbance of potentially impacted soils was considered incrementally greater. However, consistent with the 2008 Project, removal of residual petroleum hydrocarbon contamination may be required by OCHCA. Such development would also trigger the need to complete a risk assessment with soil vapor data as the input parameter to evaluate future indoor air quality. Implementation of Mitigation Measure MM4.6-3 (renamed MM4.3-3 in the 2010 EIR Addendum) would ensure compliance with the City's Specification No. 431-92.

Overall, implementation of Mitigation Measures MM4.6-1, MM4.6-2, and MM4.6-3 would reduce potentially significant impacts associated with the exposure of hazardous materials through project construction activities to a ***less than significant*** level. Mitigation Measure MM4.6-1 would require construction to halt if any previously unknown or unidentified soil and/or groundwater contamination is discovered and would require a Risk Management Plan and, if necessary, a Health and Safety Plan to be prepared; MM4.6-2 would require a plan for testing of soils for the presence of methane gas and the installation of a sub-slab methane barrier and vent system if significant levels of methane gas are discovered; and MM4.6-3 would require the completion of a soil testing work plan and that all soils at the site meet the standards outlined under the City's Specification No. 431-92.

Revised Project. Due to the location of the Revised Project in the vicinity of the Approved Project, grading of the project site could result in the encounter of petroleum hydrocarbon-impacted soils. If encountered, removal of residual petroleum hydrocarbon contamination may be required by OCHCA. Implementation of Mitigation Measure MM4.6-3 (renamed MM4.3-3 in the 2010 EIR Addendum) would ensure that all soils meet the standards outlined under the City's Specification No. 431-92.

Overall, implementation of Mitigation Measures MM4.6-1, MM4.6-2, and MM4.6-3 would ensure that potentially significant impacts associated with the exposure of hazardous materials through project construction activities remain ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

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

Approved Project. The Joint Forces Training Center (JFTC) is an airfield located approximately 5 miles northwest of the project site at 11200 Lexington Drive within the City of Los Alamitos. On-site facilities include two runways and associated taxiways, ramp space, and hangars. The JFTC is primarily utilized for helicopter training missions. The Airport Land Use Commission (ALUC) for Orange County has adopted an Airport Environs Land Use Plan (AELUP) that seeks to protect the public from the adverse effects of aircraft noise to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents and that no structures or activities adversely affect navigable airspace. Specific land use regulations regarding Federal Aviation Administration (FAA) notification imaginary surfaces, aircraft noise, and building heights have been implemented at the JFTC. According to the AELUP, the ALUC has specified a height restriction of 200 feet above ground level for all of Orange County. CFR Title 14 Part 77.13 requires that any Applicant who intends to perform any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The implementation of the 2008 Project and the 2010 Project would not include the construction of structures that exceed 200 feet and, therefore, would not require filing the project with the FAA. Adherence to all local, State, and federal regulations would ensure that impacts associated with potential aviation hazards remain ***less than significant***.

Revised Project. The Revised Project is located within the same Specific Plan area as the Approved Project. No structures exceeding 200 feet in height and, therefore, would not require filing a project notice to the FAA. Impacts for the Revised Project would remain ***less than significant*** and would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8 HYDROLOGY AND WATER QUALITY

The analysis in this section is based on information provided from the *Preliminary Hydrology Analysis* (2021) and the *Preliminary Water Quality Management Plan* (2021) prepared by Mollenhauer Group Civil, Inc., which are attached in Appendix E of this EIR Addendum. Although the construction and operation of the Revised Project could result in adverse impacts to hydrology and water quality, compliance with existing regulations and requirements, including, but not limited to, the Construction General Permit, the De Minimus Threat General Permit, the Citywide Urban Runoff Management Plan, the City of Huntington Beach Municipal Code, the City of Huntington Beach LIP, Orange County Drainage Area Management Plan (DAMP), and Federal Emergency Management Agency (FEMA) requirements would ensure that any impacts would remain ***less than significant***.

3.8.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.8.1.1 Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dams?

Approved Project. The Approved Project site was not located in any dam inundation areas as identified in the City of Huntington Beach General Plan, the Hazards Element, or the Prado Dam Inundation Area, as identified in the Orange County General Plan at the time of the 2008 EIR.

The Santa Ana River is the nearest large watercourse with a levee system in the proximity of the Approved Project site and is approximately 4 miles southeast. However, according to FEMA flood maps, the 2008 EIR determined that the Approved Project Site was not located within the flood zone of the Santa Ana River and would not be impacted by failure of the Santa Ana River levee system. The nearest channelized water course to the Approved Project site is the Murdy Channel, which is not confined in a levee system; therefore, the 2008 EIR also determined there would be *no impacts* associated with the failure of a levee along the Murdy Channel. The Approved Project site is located within the 100-year flood zone of the East Garden-Grove Wintersburg Channel, which is an at-grade structure that is confined within levees. Therefore, the 2008 EIR evaluated hazards associated with failure of the East Garden Grove-Wintersburg Channel levee system in the sections discussing thresholds concerning the 100-year flood hazard areas. The 2008 EIR determined that the Approved Project would result in ***no impacts*** related to flooding as a result of the failure of a levee or dams.

Revised Project. According to the Natural and Environmental Hazards Element of the City's General Plan (2017), the proposed development site is located within the Prado Reservoir Inundation area. Additionally, the proposed development site would likely be impacted the failure of levees located along the East Garden-Grove Wintersburg Channel. Although the Revised Project would result in the introduction of residential uses on the proposed development site, it would not result in substantially more structures in the overall floodplain or any changes that would expose additional people or structures to a significant risk of loss, injury, or death involving flooding when compared to existing baseline conditions. Therefore, impacts would be ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8.1.2 Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

Approved Project. The Approved Project site is not located in an area that would be at risk of inundation by tsunami, seiche, or mudflow due to the site being located far enough away from the coast and other enclosed bodies of water and being located on flat, stable land. The Approved Project site is approximately 4 miles northeast of the Pacific Ocean, and according to the Natural and Environmental Hazards Element of the City's General Plan, the Approved Project site is not located within a tsunami hazard or evacuation zone. The closest enclosed bodies of water that could result in earthquake-induced seiches are Huntington Lake, Talbert Lake, and Sully Miller Lake, all of which are located more than one mile from, and topographically down gradient from the Approved Project site. Additionally, the Approved Project site is not located near steep unstable hillslopes that are susceptible to mudslide. Therefore, the 2008 EIR and 2010 EIR Addendum determined the Approved Project would result in ***no impacts*** associated with the risk of inundation by tsunami, seiche, or mudflow.

Revised Project. As described above, the Approved Project site, which includes the proposed development site, is not located in an area that would be at risk of inundation by tsunami, seiche, or mudflow. Therefore, the Revised Project would also result in ***no impacts*** associated with the risk of inundation by tsunami, seiche, or mudflow. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8.1.3 Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality? (Including additional NPDES criteria 1 through 4 and 6)

Approved Project.

Construction. The Approved Project included construction activities that could increase stormwater pollutant loads or concentrations, which could result in a violation of waste discharge requirements or water quality standards and provide substantial additional sources of polluted runoff. The Approved Project also included clearing and grubbing, pavement removal and replacement, excavation and trenching for foundations and utilities, soil compaction, cut-and-fill activities, and grading, all of which would temporarily disturb soils. Disturbed soils are susceptible to high rates of erosion from wind and rain, which could result in sediment transport from the site. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported downstream, which could contribute to degradation of water quality.

The delivery, handling, and storage of construction materials and wastes, as well as the use of construction equipment, could also introduce a risk for stormwater contamination that could impact water quality. Spills or leaks from heavy equipment and machinery can result in oil and grease contamination, and some hydrocarbon compound pollution associated with oil and grease can be toxic to aquatic organisms at low concentrations. Staging areas or building sites can also be the source of pollution due to the use of paints, solvents, cleaning agents, and metals during construction. Impacts associated with metals in stormwater include toxicity to aquatic organisms, such as bioaccumulation, and the potential contamination of drinking supplies. Pesticide use (including herbicides and fungicides) associated with site preparation work (as opposed to pesticide use for landscaping) is another potential source of stormwater contamination. Larger pollutants, such as trash, debris, and organic matter, are additional pollutants that could be associated with construction activities.

However, the Approved Project was subject to the same existing regulations that apply to all construction activities:

- As required by the Stormwater NPDES Permit and associated DAMP, Construction General Permit, and codified in Municipal Code 14.25.040 (New Development and Significant Redevelopment), prior to the issuance of a grading or building permit, the project Applicant shall file a Notice of Intent (NOI) with the State of California to comply with the requirements of the General Construction Permit. This will include the preparation of a SWPPP incorporating Best Management Practices (BMPs) for construction-related control of erosion and sedimentation contained in stormwater runoff. Prior to receiving a grading or building

permit, the project Applicant must obtain approval of their SWPPP from the City of Huntington Beach Public Works Department. The SWPPP may include, but would not necessarily be limited to, the following applicable measures:

- Erosion and Sediment Control BMPs, which may include the following:
  - Construction scheduling, such as phasing and season avoidance, to minimize erosion and sediment
  - Perimeter protection, such as straw wattles or silt fences
  - Check dam to prevent gulley erosion and/ or slow water down to allow sediment to settle out
  - Gravel bag berm/barriers to prevent runoff or run-on of surface water flows
  - Street sweeping and vacuuming to remove vehicle- tracked soil and sediment
  - Storm Drain Inlet Protection such as filter bags and perimeter protection
  - Stabilized Construction Entrances/Exits, Stabilized Construction Roads, Tire Washing to prevent vehicle tracking of sediment and debris on roadways
  - Wind Erosion Control BMPs such as soil stabilizers (would require more water quality modeling), wetting down of dry sediment, or covering exposed surfaces
  - Covering exposed surfaces as soon as possible (e.g., hydroseeding, hydraulic mulch, soil binders, and others)
  - Velocity dissipation devices
  - Water Conservation Practices BMP
  - Storm drain inlet protection
- Vehicle and Equipment Operation BMPs (vehicle and equipment cleaning/ maintenance, potable water/irrigation controls)
- Equipment staging areas to localize and establish BMPs for control of pollutants associated with equipment re-fueling, operation, and maintenance which may include the following:
  - Construction equipment shall be brought to the site no sooner than it is needed and shall be removed from the site as soon as practical. Major equipment overhaul will take place off site

- Vehicle and equipment maintenance facilities will be prepared and used to prevent discharges of fuel and other vehicle fluids
- Vehicle and equipment fueling will take place in a contained staging area to prevent discharges of fuel and other vehicle fluids

- Waste Management and Materials Management BMPs. Waste management and material pollution BMPs for control of pollutants associated with the storage of construction materials and construction activities may include the following:
  - Material Delivery and Storage-materials will be stored either off site or under cover. Hazardous materials will be stored in contained areas
  - Material Use-selection of less environmentally detrimental materials will be used, where feasible and practical
  - Stockpile Management-stockpiles will be minimized and covered to prevent leaching of potential chemicals and sediment
  - Spill Prevention and Control will be implemented to prevent contamination of soil or water with construction and equipment operations chemicals
  - Solid Waste Management
  - Sanitary/Septic Waste Management
  - Hazardous Waste Management-hazardous chemicals used in construction will be disposed of in accordance with hazardous waste materials management regulations, including Municipal Code: Title VII, Chapter 8.7823(i), which states that "[A]ll hazardous substances and hazardous materials shall be stored in such a manner as to prevent such substances or materials from coming into contact with stormwater or other runoff which discharges into the storm drain system. It is unlawful for any person to dispose of any hazardous waste in any trash container used for municipal trash disposal."
  - Contaminated Soil Management-soil found to exhibit signs of pre-existing contamination will be tested and disposed of as required based on level of contamination. No contaminated soil will be brought on site and used as fill material
  - Concrete Waste Management, such as contained concrete washout areas
- Water conservation
- Dewatering operations BMPs
- Slope drains

Due to the shallow depth to groundwater on the Approved Project site, groundwater was/is expected to be encountered during construction activities associated with the Approved Project. Therefore, development of the Approved Project was subject to the De Minimus Threat General Permit WDR for construction dewatering, including both discharge and effluent limitations based on site and groundwater characteristics. Compliance with this general discharge permit is considered by the RWQCB to be protective of water quality. The active monitoring of construction sites for compliance with regulations would also ensure compliance with this general permit. The following regulatory requirement would be applicable:

- The discharger or project Applicant must comply with the De Minimus Threat General Permit. This general permit includes discharges associated with construction dewatering. The discharger must:
    - Meet effluent limitations criteria listed in the order
    - Comply with the monitoring and reporting requirements

The following grading permit regulations from the City of Huntington Beach Municipal Code would also apply:

- Section 17.05.310 (Erosion control and water quality requirement systems) including:
    - The prohibition of grading more than 200 cubic between October 1 and April 30 on any single grading site under permit unless an erosion control system has been approved or waived by the Director of Public Works (Director)
    - A civil engineer shall be responsible for the design of all erosion control improvements and initial approval of the installation of permanent and semi-permanent erosion control devices during each rainy season
    - Desilting facilities shall be provided and maintained by the owner at drainage outlets from the graded site; equipment and workers for emergency work shall be made available at all times during the rainy season
    - And, any violation of an applicable federal or state-issued stormwater permit, or failure to conform to the City's water quality requirements prepared pursuant to such a permit is also a violation of this Chapter.
- Additionally, Section 17.05.320 (Erosion control plans) requires preparation of erosion control plans prepared by the engineer of record and in accordance with provisions of the Grading Manual shall be submitted to the Director for approval by September 15 of each year for projects under any grading permit.
- Section 17.05.330 (Erosion control maintenance) specifies required maintenance of erosion control BMPs and Section 17.05.340 (Inspection authority) specifies that grading operations for which a permit is required shall be subject to inspection by the Director.

Additionally, the Citywide Urban Runoff Management Plan (URMP) incorporates provisions for construction site inspection to ensure that construction BMPs are implemented and operating effectively. Consequently, the 2008 EIR and the 2010 EIR Addendum determined there would be no violation of the Construction General Permit or De Minimus Threat General Permit WDRs with implementation of the Approved Project.

Consequently, the potential violation of WDRs would be ***less than significant***. Furthermore, these existing regulations are considered protective of water quality and would, therefore, prevent violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff. Existing regulations would ensure that the potential of discharges of polluted stormwater from construction to affect beneficial uses of receiving waters would not be substantial. The 2008 EIR and 2010 EIR Addendum determined that the implementation of existing project requirements would ensure that any violation of WDRs, violation of water quality standards, and contributions of additional sources of polluted runoff during construction of the Approved Project would be ***less than significant***.

Operation. Development of the Approved Project would result in an alteration to the operational land use compared to existing conditions at the time of the 2008 EIR; new residential, commercial, and open space/landscaping would replace existing commercial space and vacant areas. However, the 2008 EIR and 2010 EIR Addendum determined that the overall annual stormwater runoff associated with the Approved Project would likely remain similar to existing conditions on the Approved Project site at the time of the 2008 EIR because the overall amount of impervious surfaces would not be greatly altered. Stormwater runoff from the Approved Project site would be conveyed to a lined or underground storm drain system, so there would be no potential for off-site erosion. During the operational phase of the Approved Project, the major source of pollution in stormwater runoff would be contaminants that have accumulated on rooftops and other impervious surfaces, such as driveways and pedestrian walkways. Pollutants associated with the operational phase of the Approved Project include nutrients, oil and grease, metals, organics, pesticides, and gross pollutants (including trash, debris, and bacteria).

In accordance with the Orange County Drainage Area Management Plan (DAMP), the City Municipal Code, and the City of Huntington Beach LIP, all new development and significant redevelopment projects requiring a grading and/or building permit are required to develop and implement a WQMP that includes BMPs, depending upon the project size and characteristics. The Approved Project would be required to prepare and implement a project WQMP that would be reviewed and approved by the City prior to receiving a precise grading permit and must include the following BMPs: site design BMPs, routine non-structural BMPs, project-based treatment control BMPs; and/or participation in an approved regional or watershed management program, treatment control BMPs, provide proof of ongoing BMP maintenance.

Implementation of the existing regulations along with Mitigation Measure MM4.7-1 (renamed MM3.6-1 in the 2010 EIR Addendum), which requires the preparation of a Water Quality Management Plan, would reduce potential pollutant loads and ensure that appropriate BMPs are used (e.g., constraints on infiltration-type BMPs and documented effectiveness for the pollutants of concern), that regulatory requirements are met, and that any post-construction violation of WDRs or water quality standards would be ***less than significant.***

Mitigation Measure MM4.7-1

The Applicant shall prepare a City of Huntington Beach-approved Water Quality Management Plan in accordance with the DAMP requirements for a Project WQMP and measures described below.

A final WQMP shall be prepared to satisfy the requirements of the DAMP and City LIP. The final WQMP shall incorporate water quality BMPs for all improved phases of the proposed project. Prior to receiving a precise grading permit, three signed copies and an electronic copy on CD (*.pdf or *.doc format) shall be submitted to the Public Works Department. The final WQMP shall include the following additional requirements:

<u>Project and Site Characterization Requirements</u>

- Entitlement Application numbers and site address shall be included on the title sheet of the WQMP
- In the project description section, explain whether proposed use includes onsite food preparation, eating areas (if not please state), outdoor activities to be expected, vehicle maintenance, service, washing cleaning (if prohibited onsite, please state).
- All potential pollutants of concern for the proposed project land use type as per Table 7.II-1 of the Orange County Model Water Quality Management Plan shall be identified
- A narrative describing how all potential pollutants of concern will be addressed through the implementation of BMPs and describing how site design BMP concepts will be considered and incorporated into the project design shall be included.
- Existing soil types and estimated percentages of perviousness for existing and proposed conditions shall be identified
- In Section I of the WQMP, state verbatim the Development Requirements from the Planning Department's letter to the Applicant.
- A figure showing the selected treatment BMPs and drainage areas shall be included in the WQMP.

Structural Treatment BMPs

- Infiltration-type BMPs shall not be used. These would not be suitable or feasible for the project site because, as mentioned above, the project site soils have a shallow depth to seasonal high groundwater.

- Wet swales and grassed channels shall not be used because of the slow infiltration rates of project site soils and potentially shallow depth to groundwater

- Dry and wet detention basins and constructed wetlands are not recommended for the project site because of the amount of area required for treatment and potential impacts to shallow groundwater. Additionally, wet detention basins would require approval by the vector control agency.

- If proprietary Structural Treatment Control devices are used, they shall be sited and designed also in compliance with the manufacturers design criteria.

- Treatment BMPs shall be selected such that standing water drains within 24 hours or as required by the City's vector control.

- Excess stormwater runoff shall bypass the treatment BMPs unless they are designed to handle the flow rate or volume from a 100-year storm event without reducing effectiveness. Effectiveness of any treatment BMP for removing the pollutants of concern shall be documented.

- The WQMP shall incorporate water efficient landscaping using drought tolerant, native plants in accordance with Landscape and Irrigation Plans as set forth by the Association (see below).

- Pet waste stations shall be provided and maintained.

- Building materials shall minimize exposure of bare metals to stormwater. Copper or Zinc roofing materials, including downspouts, shall not be used. Bare metal surfaces shall be painted with non-lead containing paint.

For all structural treatment and source control BMPs, the WQMP shall identify the responsible party, such as a Master Residential Association and Master Commercial Association or property owner, for maintenance of the treatment system, and a funding source or sources for its operation and maintenance. The term Association refers to the responsible party. Operations and maintenance BMPs shall include, but not be limited to:

- The Association shall dictate minimum landscape maintenance standards and tree trimming requirements for the total project site. Landscape maintenance must be performed by a qualified landscape maintenance company or individual in accordance with a Chemical Management Plan detailing chemical application methods, chemical handling procedures, and worker training. Pesticide application shall be performed by a certified applicator. No chemicals shall be stored on-site unless in a covered and contained area and in accordance with an approved Materials Management Plan. Application rates shall not exceed labeled rates for pesticides, and shall not exceed soil test rates for nutrients. Slow release fertilizers shall be used to prevent excessive nutrients in runoff or irrigation waters.

- The Association shall have the power and duty to establish, oversee, guide, and require proper maintenance and tree trimming procedures per the ANSI A-300 Standards as established by the International Society of Arborist. The Association shall require that all trees be trimmed by or under the direct observation/ direction of a licensed/certified Arborist, for the entire The Village at Bella Terra improvement area. The Association shall establish minimum standards for maintenance for the total community, and establish enforcement thereof for the total community. The Association shall rectify problems arising from incorrect tree trimming, chemical applications, and other maintenance within the total community.

- Landscape irrigation shall be performed in accordance with an Irrigation Management Plan to minimize excess irrigation contributing to dry- and wet-weather runoff. If automated sprinklers are used, they shall be inspected at least quarterly and adjusted yearly to minimize potential

excess irrigation flows. Landscape irrigation maintenance shall be performed in accordance with the approved irrigation plans, the City Water Ordinance and per the City Arboricultural and Landscape Standards and Specifications.

- Proprietary stormwater treatment systems maintenance shall be in accordance with the manufacturer's recommendations. If a non-proprietary treatment system is used, maintenance shall be in accordance with standard practices as identified in the CASQA (2003) handbooks, City BMP guidelines, or other City-accepted guidance.

- Education programs. Signage, enforcement of pet waste controls, and public education would improve use and compliance, and therefore, effectiveness of this BMP and reduce potential for hazardous materials and other waste in stormwater runoff. The Association shall prepare and install appropriate signage, disseminate information to residents and retail businesses, and include pet waste controls in the Association agreement/Conditions, Covenants, and Restrictions.

- Street sweeping shall be performed at an adequate frequency to prevent build up of pollutants (see http://www.fhwa.dot.gov/environment/ultraurb/ for street sweeping effectiveness).

- Maintenance Plan. The Association shall develop a maintenance plan for BMPs and facilities identifying responsible parties and maintenance schedules and appropriate BMPs to minimize discharges of contaminants to storm drain systems during maintenance operations. No discharge of building or courtyard/open space wash water shall enter the storm drain system unless treated and approved by the City of Huntington Beach.

- Reporting requirements: the Association shall prepare an annual report and submit the annual report to the City of Huntington Beach documenting the BMPs operations and maintenance conducted that year. The annual report shall also address the potential system deficiencies and corrective actions taken or planned.

The applicant is encouraged to consider the following BMPs:

- Use of porous concrete or asphalt (if acceptable to the Geotechnical Engineer) or other pervious pavement for driveways, paths, sidewalks, and courtyards/open space areas to the maximum extent practicable will reduce pollutants in stormwater runoff as well as provide some detention within the material void space. If porous paver blocks are used, they must be adequately maintained to provide continued porosity (effectiveness).

- Incorporation of rain gardens or cisterns to reuse runoff for landscape irrigation

- Site design and landscape planning to group water use requirements for efficient irrigation

- Sand filters or other filters (including media filters) for rooftop runoff

- Dry swales a dry swale treatment system could be used if sufficient area, slope gradient, and length of swale could be incorporated into the project design (PBS&J 2008). Dry swales could remove substantial amounts of nutrients, suspended solids, metals, and petroleum hydrocarbons (PBS&J 2008).

- Other proprietary treatment devices (if supporting documentation is provided)

These BMPs shall not be used because they have not been shown to be effective in many situations. Therefore, unless sufficient objective studies and review are available and supplied with the WQMP to correctly size devices and to document expected pollutant removal rates the WQMP shall not include:

- Hydrodynamic separator type devices as a BMP for removing any pollutant except trash and gross particulates

- Oil and Grit separators

Revised Project. The proposed development site is located within the Approved Project site area. Therefore, when compared to the Approved Project, the Revised Project would result in similar water quality effects as those described above for the Approved Project's construction and operation.

The Citywide Urban Runoff Management Plan (URMP) incorporates provisions for construction site inspection to ensure that construction BMPs are implemented and operating effectively. The Revised Project would be required to implement the standard construction BMPs. Consequently, there would be no violation of the Construction General Permit or De Minimus Threat General Permit WDRs with implementation of the Revised Project. The potential violation of WDRs would be ***less than significant***. Furthermore, as discussed above, the implementation of existing project requirements would ensure that any violation of WDRs, violation of water quality standards, and contributions of additional sources of polluted runoff during construction would be ***less than significant***.

Similar to the Approved Project, implementation of the existing regulations along with Mitigation Measure MM4.7-1 (renamed MM3.6-1 in the 2010 EIR Addendum), which requires the preparation of a Water Quality Management Plan, would reduce potential pollutant loads associated with the Revised Project's operation and ensure that appropriate BMPs are used, that regulatory requirements are met, and that any post-construction violation of WDRs or water quality standards would be ***less than significant.*** Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8.1.4 Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Including additional NPDES criteria 1, 2, 4, and 6).

Approved Project. As discussed above in Section 3.8.1.3, the Approved Project was not expected to result in a significant change in impervious surfaces because the Approved Project site was primarily impervious surface at the time when the 2008 EIR was prepared. Therefore, implementation of the Approved Project would not create or contribute runoff water that is significantly increased from existing conditions at the time of the 2008 EIR. Additionally, the Approved Project would be required to comply with the existing regulatory requirements discussed in Section 3.8.1.3 that would ensure that it would not result in substantial additional sources of polluted runoff. Therefore, impacts associated with the Approved Project would be ***less than significant***.

Revised Project. Similar to the Approved Project, the Revised Project would not result in a significant change in impervious surfaces because the proposed development site is primarily impervious surface in its existing condition. Therefore, implementation of the Revised Project would not create or contribute runoff water that is significantly increased from existing conditions. Further, the Revised Project would be required to comply with the existing regulatory requirements discussed in Section 3.8.1.3 that would ensure that it would not result in substantial additional sources of polluted runoff. Therefore, impacts associated with the Revised Project would be ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

3.8.1.5 Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Approved Project. Due to the shallow groundwater levels at the Approved Project site, it was anticipated that construction dewatering for utilities, foundation excavation and fill, and below-ground structures would be required for the Approved Project. However, any potential dewatering impacts would be temporary and therefore, ***less than significant***. Development of the Approved Project would also require coverage under the De Minimus Threat General Permit, which would include discharge quantity and quality limitations, based on site and groundwater characteristics. Consequently, the 2008 EIR and the 2010 EIR Addendum concluded that the Approved Project's potential impacts associated with construction dewatering on the local groundwater table and water supplies would be ***less than significant***.

Some permanent structures associated with the Approved Project (e.g., basements and underground parking) could be located below the local groundwater table. If the project proponent elected to use a permanent groundwater dewatering system instead of dry flood-proofing and full-hydrostatic pressure load construction to protect these structures, the Approved Project could permanently lower the localized groundwater table. The extent of this effect on the local groundwater table would depend upon the lateral transmissivity of project site and neighboring subsurface materials and depth of dewatering. Permanent dewatering activities would require coverage under the De Minimus Threat General Permit or an individual WDR/NPDES Permit, and consequently, it would be subject to discharge quantity limitations. The actual amount of required dewatering is currently unknown but not expected to be substantial based on the large amount of underlying alluvial materials with low permeabilities. Additionally, in portions of the Approved Project site, the groundwater table may be below the lowest floor level during construction, but above this level during the wet weather season, requiring dewatering only during certain conditions or not at all.

Implementation of Condition of Approval CofA4.7-1 would require the preparation of a site Grading and Drainage Plan, which would also serve to minimize the Approved Project's potential effects of temporary or permanent groundwater dewatering.

Condition of Approval CofA4.7-1 Prior to receiving a precise grading or building permit, the Applicant shall prepare a site Grading and Drainage Plan containing the recommendations if the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering as well as for surface drainage.

Additionally, if the project Applicant proposed to develop underground structures that include permanent groundwater dewatering, implementation of Mitigation Measure MM4.7-2, which requires the preparation of a Groundwater Hydrology Study and the incorporation of designs and recommendations of a qualified engineer, would ensure that permanent groundwater dewatering does not cause or contribute to a lowering of the local groundwater table that would affect nearby water supply wells. With implementation of Mitigation Measure MM4.7-2, the 2008 EIR and the 2010

EIR Addendum determined that the Approved Project would result in ***less than significant*** impacts with mitigation incorporated.

Mitigation Measure MM4.7-2 The Applicant shall prepare a Groundwater Hydrology Study to determine the lateral transmissivity of area soils and a safe pumping yield such that dewatering activities do not interfere with nearby water supplies. Based on the Groundwater Hydrology Study, the Geotechnical, Hydrogeologic, or other qualified Engineer shall determine whether permanent groundwater dewatering is feasible within the constraints of a safe pumping level. The project Applicant shall incorporate the qualified Engineers designs and recommendations into project plans. If safe groundwater dewatering is determined to not be feasible, permanent groundwater dewatering shall not be implemented. The City's Director of Public Works shall approve or disapprove of any permanent groundwater dewatering based on the Groundwater Hydrology Study and qualified Engineer recommendations.

Revised Project. The Revised Project does not include permanent underground structures (such as basements and subterranean parking); therefore, project implementation would not require permanent dewatering. Due to the shallow groundwater levels at the proposed development site, it is anticipated that construction dewatering for utilities and foundation excavation and fill may be required. However, any potential dewatering impacts would be temporary and therefore, ***less than significant***. Similar to the Approved Project, the development of the Revised Project would also require coverage under the De Minimus Threat General Permit, which would include discharge quantity and quality limitations, based on site and groundwater characteristics. Implementation of Condition of Approval CofA4.7-1, described above, would require the preparation of a site Grading and Drainage Plan, which would also serve to minimize potential effects of temporary groundwater dewatering. Consequently, potential impacts associated with construction dewatering on the local groundwater table and water supplies would be ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

The Revised Project does not include any permanent dewatering or permanent underground structures (e.g., basements and underground parking) that could be located below the local groundwater table.

As the Revised Project would not require permanent groundwater dewatering, implementation of Mitigation Measure MM4.7-2 would not be required. The Revised Project would not cause or contribute to a lowering of the local groundwater table that would affect nearby water supply wells. The Revised Project would result in ***less than significant*** impacts.

3.8.1.6 Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site? (Including additional NPDES criteria 1, 2, 5, and 6)

Approved Project.

Construction. The Approved Project would include construction activities, such as excavation and trenching for foundations and utilities, soil compaction, cut and fill activities, and grading, all of which would temporarily disturb soils. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport from the site. Construction of the Approved Project would require a City Grading Permit (City Municipal Code Section 7.05.060) including erosion control and water quality requirement systems (Municipal Code Section 17.05.310), an Erosion Control Plan (Municipal Code Section 17.05.320), erosion control maintenance (Municipal Code Section 17.05.330) and grading operations inspections (Municipal Code Section 17.05.340). Additionally, because the Approved Project would disturb more than one acre of surface area, they would be subject to the Construction General Permit requirements, including preparation of a SWPPP. The City of Huntington Beach Local Implementation Plan (LIP) also requires that all construction projects, regardless of size or priority, implement stormwater BMPs that shall include, at a minimum, erosion, and sediment controls. The City of Huntington Beach LIP has incorporated the model construction program described in the DAMP and includes requirements, guidelines, and methods that must be used for pollution prevention to protect water quality from construction discharges. Therefore, existing regulatory requirements would ensure that construction of the Approved Project would not result in substantial on-site erosion or off-site siltation, and impacts would be ***less than significant.***

Operation. Operation of the Approved Project would not result in a significant change in land use or the potential for increased site runoff; the Approved Project site is/was made up of commercial uses and parking and the Approved Project would include both commercial and high-density multi-family residential uses. Exposed surfaces would be required to be stabilized in accordance with Municipal Code, the City of Huntington Beach LIP, and the DAMP. The Approved Project would also be required to develop and implement a WQMP, including post-construction structural and non-structural BMPs for erosion and sediment controls. Therefore, existing regulatory requirements would ensure that the Approved Project's operational erosion and off-site siltation would not be substantial and potential impacts associated with on-site erosion or off-site siltation would be reduced to ***less than significant*** levels.

Revised Project.

Construction. Similar to the Approved Project, the Revised Project would include construction activities, such as excavation and trenching for foundations and utilities, soil compaction, cut and fill activities, and grading, all of which would temporarily disturb soils, potentially resulting in increased erosion. Construction of the Revised Project would be subject to the same City grading and erosion control requirements as the Approved Project. Additionally, because the Revised Project would disturb more than one acre of surface area, it would be subject to the Construction General Permit requirements, including preparation of a SWPPP. The Revised Project would also

be required to comply with the City of Huntington Beach LIP, which requires the implementation of stormwater BMPs that shall include, at a minimum, erosion, and sediment controls. As noted above, the City of Huntington Beach LIP has incorporated the model construction program described in the DAMP and includes requirements, guidelines, and methods that must be used for pollution prevention to protect water quality from construction discharges. Therefore, existing regulatory requirements would ensure that construction of the Revised Project would not result in substantial on-site erosion or off-site siltation and impacts would be ***less than significant.***

Operation. Operation of the Revised Project would not result in a significant change in land use or the potential for increased site runoff; the proposed development site is/was made up of commercial uses and parking and the Revised Project would include both commercial and high-density multi-family residential uses. Exposed surfaces would be required to be stabilized in accordance with Municipal Code, the City of Huntington Beach LIP, and the DAMP. The Revised Project would also be required to develop and implement a WQMP including post-construction structural and non-structural BMPs for erosion and sediment controls. Therefore, existing regulatory requirements would ensure that operational erosion and off-site siltation would not be substantial and potential impacts associated with on-site erosion or off-site siltation would be reduced to ***less than significant*** levels. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8.1.7 Would the project substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site? (Including additional NPDES criteria 1, 2, and 5)

Approved Project. Because both the existing and proposed drainage conditions were unknown at the time the 2008 EIR was developed, it was determined that implementation of the Approved Project could substantially alter the drainage of the Approved Project site such that storm drain system capacity could be exceeded, resulting in on- or off-site flooding. However, implementation of Mitigation Measure MM4.7-3 (renumbered MM3.1-8 in the 2010 EIR Addendum), which requires the preparation of a Hydrology and Hydraulics Study and a City-approved Site Development and Drainage Plan, would reduce the Approved Project's potential stormwater impacts to ***less than significant*** levels.

Mitigation Measure MM4.7-3

Prepare a Hydrology and Hydraulics Study and City-approved Site Development and Drainage Plan and reduce peak runoff rates to the existing conditions 25-year storm event peak runoff rate; the design capacity of the City storm drainage channels. Prior to receiving a precise grading permit, the project Applicant shall:

- Prepare a Site Development and Drainage Plan
- Prepare an existing and proposed project Hydrology and Hydraulics Study based on the Site Development and Drainage Plan. The existing hydrology shall include an

evaluation of run-on to the project site because of spillage from the Bella Terra Mall drainage system, north of the Montgomery Ward Site.

- Implement stormwater detention BMPs, based on the Hydrology and Hydraulics Study, for all storm events up to the 100-year storm event, to ensure that peak flow rates from the project site to the off-site storm drain system do not exceed the existing 25-year storm event peak flow rate.

- Analyze existing street flow capacity to determine exceedance of any design criteria and guidelines from the City's MPD.

- Additionally, stormwater detention BMPs shall be implemented such that areas draining to the existing piped storm drain systems do not exceed existing peak flow rates for the 10- and 25-year storm events and that peak flows to local streets do not exceed MPD and City design guidelines:

- In accordance with the MPD, streets must be designed to leave at least one-lane free of ponded water in each direction for conveyance of the 10-year storm event, must be contained within the curbs for the 25-year storm event, cannot exceed 0.2 foot above the street curbs for the 50-year storm event, and cannot exceed 0.5 foot above the street curbs for the 100-year storm event.

- The internal storm drain system must be adequate to detain sufficient stormwater runoff such that the street flow requirements are not exceeded.

- Surface ponding or sump areas on the site will be limited to a maximum depth of 8-inches, and shall be distributed to areas away from building pads, and remote areas of parking lots.

- Surface ponding or sump areas shall not exceed 1/3 of the proposed parking area in surface area. If there are proposed underground parking structures, they shall not be used for retention or storage, unless approved by the Director of Public Works.

- Stormwater retention areas shall be analyzed for back-to-back 24-hour 100-year storm events per the requirements of the Orange County Flood Control Manual.

- The final Hydrology and Hydraulics Study shall identify and evaluate the routing through the project site in relation to the new buildings, landscaping, utilities, and others. Sufficient detention, provided to mitigate constrained capacities in the Bella Terra Mall drainage system, shall be implemented for run-on from north of the Montgomery Ward site onto the project site.

- The final Hydrology and Hydraulics Study shall incorporate all NPDES requirements in effect at the time that the precise grading permit is anticipated to be issued or when the study is accepted as complete.

- Precise final grading and street improvement plans and studies shall be submitted to the Public Works Department for review and approval. The project developer shall incorporate into a final Drainage Plan all recommendations and requirements identified the review of the final Hydrology and Hydraulics Study and identified stormwater detention requirements/features.

Following grading, excavation, and installation of utilities, the Public Works Department shall inspect the project site and verify that project site drainage is in accordance with the Final Drainage Plan and that required detention/storm drain system improvements have been implemented.

Revised Project. There are no existing streams or rivers on the proposed development site; therefore, the Revised Project would not alter the course of a stream or river. As previously discussed, the Revised Project would not result in a significant change in impervious surfaces because approximately 95.2 percent of the existing site consists of impervious surfaces. Therefore, implementation of the Revised Project would not create or contribute runoff water that is significantly increased from existing conditions.

According to the *Preliminary Hydrology Report*, drainage of the proposed development site splits in three different directions towards the northwest, the northeast, and to the south under existing conditions. Each of the separate areas drain into a storm drain system which is treated prior to discharging into the Huntington Beach Channel. As part of the Revised Project, drainage and runoff from the proposed development would be diverted into a proprietary biofiltration system prior to entering the storm drain system. Runoff from the proposed development site would be directed in such a way to match the existing conditions entering each storm drain system. Additionally, the

Revised Project would be required to comply with Mitigation Measure MM4.7-3, which requires the preparation of a Hydrology and Hydraulics Study and a City-approved Site Development and Drainage Plan. Therefore, the Revised Project would not substantially alter the existing drainage pattern of the site or area, and impacts would be ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8.1.8 Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Approved Project. At the time when the 2008 EIR and the 2010 EIR Addendum were prepared, the Approved Project site was determined to be located within the 100-year flood zone of the East Garden-Grove Wintersburg Chanel, which is an at-grade structure that is confined within levees. At the present time, the Approved Project site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. According to the FEMA Flood Insurance Rate Maps No. 06059C0251J (December 3, 2009), the project site is located within Zone X, Area with Reduced Flood Risk due to a Levee. However, the Approved Project would be subject to a variety of existing regulatory requirements that would reduce potentially flooding impacts to ***less than significant*** levels. Existing regulatory requirements include the following:

- Residential uses (including basements) must be elevated such that the lowest floor would be constructed 2 feet above highest existing grade (as required by FEMA and Chapter 222 of the City of Huntington Beach Zoning and Subdivision Ordinance).

- Non-residential structures, including utilities and sanitary facilities must be elevated or flood-proofed to below the flood depth and capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy as required by Chapter 222 of the City of Huntington Beach Zoning and Subdivision Ordinance.

In accordance with FEMA requirements, the following minimum development requirements would also apply that would help prevent potential impacts associated with on-site flooding:

- The applicant shall comply with the following and the City of Huntington Beach shall review the development plan/design to ensure that requirements are met:

  (1) Obtain all necessary permits from those governmental agencies from which approval is required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334;

  (2) Ensure that proposed building sites will be reasonably safe from flooding. If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall

    a. Be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;

b. Be constructed with materials resistant to flood damage;

c. Be constructed by methods and practices that minimize flood damages; and

d. Be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

(3) New and replacement water supply systems to be designed to minimize or eliminate infiltration of flood waters into the systems; and

(4) New and replacement sanitary sewage systems to be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters and onsite waste disposal systems to be located to avoid impairment to them or contamination from them during flooding.

- The City of Huntington Beach shall:

(1) Review the proposed new development to determine whether it would be reasonably safe from flooding. If a development proposal is in a flood-prone area, any such proposals shall be reviewed to ensure that (i) all such proposals are consistent with the need to minimize flood damage within the flood-prone area, (ii) all public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage, and (iii) adequate drainage is provided to reduce exposure to flood hazards.

These standards have been designed to be protective of human health and safety. Consequently, with implementation of existing regulations, the Approved Project's impacts associated with housing within a flood hazard area would be ***less than significant***. Additionally, if the project Applicant proposes to develop underground structures, implementation of Mitigation Measure MM4.7-4 (renumbered as MM3.1-9 in the 2010 EIR Addendum), which requires the implementation of drainage features and flood-proofing measures and preparation of a Precise Grading and Site Development Drainage Plan, would reduce potential on-site flood impacts to a ***less than significant*** level.

Mitigation Measure MM4.7-4

The Applicant shall design and implement project site drainage features to minimize stormwater runoff and flood waters from entering into any proposed underground parking structures or otherwise contribute to flood hazards and shall incorporate flood-proofing and hydrostatic pressure measures for all below-ground structures.

Prior to receiving a precise grading or building permit, the Applicant shall prepare a Precise Grading and Site Development and Drainage Plan identifying BMPs to minimize underground structure flooding. The Precise Grading and Site Development and Drainage Plan shall

implement design features to minimize flooding of underground structures such as, but not limited to:

- Grade areas to drain away from the structure entryways.
- Implement run-on prevention (e.g., berms or dikes) to direct project site runoff and flood flows away from underground structure entryways.
- Elevate underground structure entryways to two-feet above the existing grade (approximate depth of potential flooding from the East Garden Grove-Wintersburg Channel).
- Implement sumps and pumps within the underground structures to remove any runoff entering the underground structures (this measure shall also be subject to the WQMP and DAMP BMP requirements for discharge treatment and disposal).

Additionally, the Applicant shall incorporate flood-proofing measures to prevent seepage flooding. Underground structures materials and design shall be in accordance with FEMA floodplain development requirements and the 2007 California Building Code for structures subject to flooding and hydrostatic pressures.

- The geotechnical engineer and/or waterproofing specialist shall prepare design requirements for flood proofing the underground structures and ensuring that structures are build to withstand hydrostatic pressures.
- Any utilities located in below grade structures shall be protected from ponding water and seepage in accordance with the geotechnical engineer recommendations and 2007 California Building Code.
- The Applicant shall also design on-site runoff to drain away from building foundations and shall not allow for more than 8 inches of ponding at any location on-site.

Revised Project. At the present time, the proposed development site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. According to the FEMA Flood Insurance Rate Maps No. 06059C0251J (December 3, 2009), the proposed development site is located within Zone X, Area with Reduced Flood Risk due to a Levee. However, the Revised Project would be subject to a variety of existing regulatory requirements, described above for the Approved

Project, that would reduce potentially flooding impacts to ***less than significant*** levels. These standards have been designed to be protective of human health and safety. Consequently, with implementation of existing regulations, the Revised Project's impacts associated with housing within a flood hazard area would be ***less than significant***. Additionally, if the project Applicant proposes to develop underground structures, implementation of Mitigation Measure MM4.7-4 (described above and renamed MM 3.1-9 in the 2010 EIR Addendum), which requires the implementation of drainage features and flood-proofing measures and preparation of a Precise Grading and Site Development Drainage Plan, would reduce potential on-site flood impacts to ***less than significant*** levels. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8.1.9 Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Approved Project. As previously mentioned, the Approved Project would place structures within a flood hazard area as mapped by FEMA. The regulatory floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without increasing the base flood elevation more than a specified amount. FEMA has mandated that projects can cause no rise in the regulatory floodway and no more than a one-foot cumulative rise for all projects in the base (100-year) floodplain. However, the Approved Project would not result in substantially more structures in the overall floodplain compared to existing conditions at the time when the 2008 EIR was prepared (the floodplain was already primarily developed with structures at that time). Therefore, potential impacts of the Approved Project's structures on flood flows would be ***less than significant***.

Revised Project. As stated above, the Revised Project would place structures within a flood hazard area as mapped by FEMA. However, the Revised Project would not result in substantially more structures in the overall floodplain compared to existing conditions (the floodplain is currently primarily developed with structures). Therefore, potential impacts of the Revised Project's structures on flood flows would be ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.8.1.10 Would the project result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Approved Project. As previously discussed in Sections 3.8.1.3 and 3.8.1.5, the Approved Project would be subject to a variety of existing regulations in place to protect water quality. The Approved Project required the preparation and implementation of a SWPPP, and a City precise grading permit would be required. Any construction dewatering would be subject to the De Minimus Threat General Permit Conditions, and the City of Huntington Beach LIP requires that all construction projects implement stormwater BMPs that shall include, at a minimum, erosion, and sediment controls. Therefore, although it is not anticipated that the Approved Project would result in the construction of additional new or expanded off-site storm drain facilities because it would not significantly increase runoff compared to existing conditions, if necessary, impacts would be ***less than significant*** due to existing regulations. Therefore, implementation of the Approved Project would not result in substantial environmental effects due to the construction of new stormwater drainage facilities or the expansion of existing facilities, and impacts would be ***less than significant***.

Revised Project. As previously discussed in Sections 3.8.1.3 and 3.8.1.5, the Revised Project would also be subject to a variety of existing regulations in place to protect water quality. The Revised Project would require the preparation and implementation of a SWPPP, and a City precise grading permit would be required. As with the Approved Project, any construction dewatering would be subject to the De Minimus Threat General Permit Conditions and the City of Huntington Beach LIP, which requires that all construction projects implement stormwater BMPs that shall include, at a minimum, erosion, and sediment controls. Therefore, although it is not anticipated that the Revised Project would result in the construction of additional new or expanded off-site storm drain facilities because it would not significantly increase runoff compared to existing conditions, if necessary, impacts would be ***less than significant*** due to existing regulations. Therefore, implementation of the Revised Project would not result in substantial environmental effects due to the construction of new stormwater drainage facilities or the expansion of existing facilities, and impacts would be ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 Addendum.

3.9 LAND USE AND PLANNING

The Revised Project would include a lot line adjustment, Specific Plan Amendment, General Plan Land Use Map and table updates, and a Zoning Text Amendment. Given the similarity between the Revised Project and the existing land use types, including the residential development on Subarea B.1, the Revised Project would be compatible with adjacent land uses and would not cause a substantial adverse change in the existing land use pattern of the project area. Generally, the City's land use policies encourage projects that provide a mix of uses, are compatible and harmonious with surrounding development, and offer pedestrian amenities that enhance the image and quality of life and the environment. Overall, the Revised Project would not conflict with existing City policies or regulations that were adopted for the purpose of mitigating an environmental impact.

3.9.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.9.1.1 Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Approved Project. There are no applicable habitat conservation plans or natural community conservation plans that cover the proposed development site or covered the portion of the project site where the 2008 and 2010 Projects were developed. The Approved Project site is developed with limited landscape or natural features. It was therefore determined that ***no impact*** would result, and no further analysis of this issue was required.

Revised Project. The proposed development site is located within the boundaries of the Specific Plan area, like the 2008 and 2010 Projects. Similar to the conclusions in the 2008 EIR and 2010 EIR Addendum, there are no applicable habitat conservation plans or natural community conservation plans that cover the proposed development site. The Revised Project would therefore have ***no impacts*** related to conservation plans, and impacts would not exceed those impacts identified in the 2008 EIR and 2010 EIR Addendum.

3.9.1.2 Would the project physically divide an established community?

Approved Project. The Approved Project would not disrupt or physically divide an established community as it was located within an established Specific Plan area. The Approved Project involves the redevelopment of an existing, underutilized commercial center with a mix of residential and commercial uses. The Approved Project would not cross or divide an existing or proposed transportation route. Therefore, ***no impacts*** would occur.

Revised Project. Similar to the Approved Project, the Revised Project is located within the established Specific Plan area and would not physically divide an established community. ***No impacts*** would occur. Impacts would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

3.9.1.3 Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Approved Project – 2008 EIR. The 2008 Project included redesignation of the portion of the site where the 2008 Project would be developed in order to allow a higher density of mixed-uses. The General Plan Amendment (GPA) associated with the 2008 Project would allow horizontally integrated mixed-use development in addition to the previously allowed vertical mixed-use development and would increase the total mixed-use building floor area ratio (FAR) from 1.5 to 1.75, allowing for an additional 172,606 sf beyond the 1,035,639 sf which was previously allowed. The maximum residential density would increase from 25 dwelling units per acre (du/acre) to 45 du/acre. This increase would allow a maximum of 317 additional units on site, beyond the 396 units that were originally allowed. The GPA would also increase the maximum number of stories from the previously allowed maximum of four stories to 10 stories.

The associated Zoning Text Amendment (ZTA) would amend SP-13 to allow residential uses and establish residential design and development standards. In addition, the development standards for commercial uses, including, but not limited to, parking, setbacks, and building height would be included within the Specific Plan text. Although SP-13 did not allow residential uses at the time of the 2008 EIR, the existing General Plan designation allowed vertical mixed-uses and approval of the GPA would allow the integration of horizontal mixed-uses on site.

At the time of the 2008 EIR, adjacent uses to the portion of the project site where the 2008 Project would be developed primarily consisted of commercial/retail uses with some scattered office uses and residential uses located further north. Development that would be permitted under the 2008 Project would extend the existing retail/commercial uses associated with Bella Terra Mall further west to encompass the remaining portion of the former Huntington Center. Given the similarity between the 2008 Project and the existing and proposed surrounding land use types, the proposed GPA/ZTA were determined to be compatible with adjacent land uses and would not cause a substantial adverse change in the existing land use pattern of the project area. Although project implementation would represent land use intensification by increasing the allowable densities on a former commercial site that was currently underutilized, this change in intensity was determined to be compatible with the land use mixture anticipated on site and within the surrounding area. At the time of the 2008 EIR, the

City was in the process of redeveloping the project area to permit more high-density mixed uses, and the 2008 Project was determined to conform to this overall vision.

Overall, at the time of the 2008 EIR, the City's land use policies generally encouraged projects that provide a mix of uses, were compatible and harmonious with surrounding development, and offered pedestrian amenities that enhanced the image and quality of life and the environment. Development under the 2008 Project would promote the City's image as a regional activity center that would provide the community and region with economic and service benefits. Additionally, the project site is located near the Golden West Transportation Center and the I-405, providing mixed-use development that is regionally visible and accessible. Consequently, conflicts with land use policies and plans were considered a ***less than significant*** impact.

Approved Project – 2010 EIR Addendum. The primary differences between the 2008 Project and the 2010 Project were the proposed development of a Costco center with a gas station rather than mixed-uses in the northern portion of the site where the 2010 Project would be developed, and the addition of acreage to the project site to accommodate the new uses. The mixed-uses that were previously proposed for the Costco development area would be eliminated, and additional buildings that were not part of the 2008 Project would be demolished in order to provide enough land area for the Costco center.

The 2010 Project included a new GPA and ZTA that would increase the area and use of commercial-only development within Area A and reduce the land area available for mixed-uses within Area B. The 2010 Project would include the realignment of the dividing line between Areas A and B of SP-13, which would transfer approximately 5.45 acres from Area B to Area A. The associated ZTA would amend SP-13 to increase the acreage in the Area A portion and correspondingly decrease acreage in Area B. The ZTA would also permit big-box and fuel station uses and establish associated design and development standards for such uses within Area A. The Area B mixed-use overlay would remain the same as previously analyzed but would be reduced from approximately 15.85 acres to approximately 10.4 acres with a maximum of 468 residential units and 30,000 sf of retail. The permitted FAR would remain the same for Area A and Area B.

Given the similarity between the 2010 Project and the existing land use types, the 2010 Project was determined to be compatible with adjacent land uses and would not cause a substantial adverse change in the existing land use pattern of the project area. Generally, the City's land use policies at the time of the 2010 EIR Addendum encouraged projects that provide a mix of uses, were compatible and harmonious with surrounding development, and offered pedestrian amenities that enhance the image and quality of life and the environment. Overall, the 2010 Project would not conflict with existing City land use policies or regulations that were adopted for the purpose of mitigating environmental impacts. Instead, the 2010 Project would provide the City with redevelopment in an area that could support high-density uses without contributing to adverse effects to the City's existing population base. Consequently, conflicts with land use policies and plans were considered a ***less than significant*** impact.

Revised Project. In the existing condition, the proposed development site for the Revised Project is comprised of two parcels, Specific Plan Area A (Area A) and Specific Plan Area B (Area B). Upon project approval, the existing boundary lines for these areas would be adjusted. The Specific Plan Amendment

would modify Area A to eliminate residential uses as a permitted use and amend Area B to allow an increase in the allowable commercial FAR. Table 3.9.A provides the existing and proposed subarea sizes and Figure 2-3, Bella Terra Specific Plan Areas A & B, shows the proposed subarea boundary lines.

Table 3.9.A: Existing and Proposed Parcel Sizes

Area	Existing Acreage	Proposed Acreage
Area A	52.35	45.03
Area B	10.40	17.72
TOTAL	**62.75**	**62.75**

Source: Bella Terra Specific Plan (City of Huntington Beach 2010).

The Revised Project development site consists of 3.35 acres of land area. The Revised Project would reallocate 7.315 acres, including the proposed development site, from Area A to Area B. The project also includes a lot line adjustment between Specific Plan Area A and Specific Plan Area B to allocate a portion of Area A to the newly configured Area B.

Specific Plan Amendments for Area A and Area B are being requested to change the land use designation from CR-F2-sp-mu (F9)—Commercial Regional – 0.5 FAR-Specific Plan Overlay-Mixed Use-1.5 (MU-0.5I/25 du/acre) to CR-F2-sp—Commercial Regional -0.5 FAR Specific Plan Overlay, and CR-F2-sp-mu (F14)—Commercial Regional -0.2 Floor Area Ratio [FAR]-Specific Plan Overlay-Mixed Use-1.75 FAR (MU-0.07(C)/45 du/acre) to CR-F2-sp-mu (F14)—Commercial Regional -0.2 Floor Area Ratio [FAR]-Specific Plan Overlay-Mixed Use-1.75 FAR (MU-0.09(C)/45) dwelling units per acre (du/acre).

The General Plan Land Use Map would be revised to depict the proposed development site being moved into Area B, but Area B would continue to be subject to the same 45 dwelling units per acre (du/ac) residential density cap that currently applies only to the Residences at Bella Terra, the apartment complex immediately southwest of the project site. Table LU-1 on p. 2-24 of the Land Use Element of the City's General Plan would be revised to account for the increase in the High Density Residential area (3.35 acres) represented by the Revised Project and the corresponding reduction in the General Commercial area. Table LU-2 at p. 2-25 of the Land Use Element of the City's General Plan would be revised to account for the increase in the residential acreage (3.35 acres) and the number of dwelling units (300) represented by the residential portion of the Revised Project. Table LU-2 would also be revised to account for the net decrease in commercial acreage and commercial square footage.

Modifications to the Specific Plan would include text and figure revisions to distinguish, where appropriate, the existing Residences at Bella Terra residential project from the newly proposed residential component of the Revised Project. More specifically, the existing Residences at Bella Terra portion of Area B would be located within Subarea B.1, and the Revised Project would be located within Subarea B.2. In accordance with the modifications that are made in the Specific Plan for Subarea B.1 and Subarea B.2, modifications must also be made to the pedestrian circulation plan, the conceptual circulation plan, and the landscape concept plan that are all found in the Specific Plan. Figure 2-4 and Figure 2-5 show the modifications that would be made to the Specific Plan to reflect

the proposed lot line adjustments for Area A and Area B as well as the subdivision of Area B into Subarea B.1 and Subarea B.2.

The Area A and Area B boundary line would be adjusted in the Specific Plan (SP-13). As stated above, revisions to the text of SP-13 are proposed to decrease the size of Area A (from 52.35 acres to 45.03 acres) and to increase the size of Subarea B (from 10.4 acres to 17.72 acres). Revision of the references in SP-13 are proposed to be consistent with the Revised Project, as listed in Tables 3.9.B and 3.9.C.

Table 3.9.B: Zoning (Specific Plan) Designations

Area	Current Acreage	Proposed Acreage	Current Commercial (sf)	Proposed Commercial (sf)	Current Residential Units (du)	Proposed Residential Units (du)
Area A	52.35	45.03	837,922	640,141	0	0
Area B	10.40	17.72	29,500	69,949	467	767
TOTAL	**62.75**	**62.75**	**867,422**	**710,090**	**467**	**767**
Net Change	**0**		**-157,332 sf**		**+300 du**	

Source: Bella Terra Specific Plan (City of Huntington Beach 2010).
du = dwelling unit
sf = square feet

Table 3.9.C: Existing and Proposed Area B Project Development Program

Area	Site Area (acres)	Residential Units	Residential (sf)	Residential (FAR)	Residential (du/ac)	Commercial (sf)	Commercial FAR
Subarea B.1 (Residences at Bella Terra)	10.40	467	424,130	0.94	45	29,500 (existing)	0.07
Subarea B.2 (Proposed Development Site)	7.32	300	352,461	1.11	41	25,000 (new); 15,449 (existing)	0.13
Total New Area B	**17.72**	**767**	**776,591**	**1.01**	**43**	**69,949**	**0.09**

Source: Bella Terra Specific Plan (City of Huntington Beach 2010).
du/ac = dwelling units per acre
FAR = floor area ratio
sf = square feet

Reduction of the referenced amount of commercial square footage in Area A, revision of the maximum FAR figure for Area B, and revision of all references in SP-13 to be consistent with the Revised Project are proposed to increase the commercial square footage in Area B.

Adjustment of the maximum permitted commercial FAR for the Specific Plan area consistent with the Revised Project and a 157,332 sf reduction in the maximum permitted commercial floor area for the entire Specific Plan Area are proposed. As shown in Table 3.9.B, the maximum commercial floor area in Area A would be reduced by 197,781 sf from 837,922 sf to 640,141 sf, while the maximum allowable commercial floor area in Area B would increase slightly from 29,500 sf to 69,949 sf (an increase of 40,449 sf). The Revised Project would also increase the total number of dwelling units in Area B from

467 dwelling units to 767 dwelling units (an increase of 300 dwelling units) and eliminate any permitted residential development/density in Area A.

Goals and policies of the Huntington Beach General Plan are applicable to the Revised Project, which is located within the Bella Terra Specific Plan within Huntington Beach. Table 3.9.D below summarizes the project's consistency with the goals and policies of the Huntington Beach General Plan.

Table 3.9.D: Project Consistency with Applicable Goals and Policies of the Huntington Beach General Plan

Huntington Beach General Plan Goals and Policies	Project Consistency with Applicable Goals and Policies
Land Use Element	
Goal LU-1: New commercial, industrial, and residential development is coordinated to ensure that the land use pattern is consistent with the overall goals and needs of the community.	**The Revised Project is consistent with this goal.** The proposed amendments to the Bella Terra Specific Plan, General Plan, and zoning code and ordinances would ensure that the project is consistent with the land use plans. Additionally, it would meet the needs of the community by providing affordable housing and more residential units near transit and services.
Policy A: Ensure that development is consistent with the land use designations presented in the Land Use Map, including density, intensity, and use standards applicable to each land use designation.	**The Revised Project is consistent with this policy.** The proposed amendments to the Bella Terra Specific Plan, General Plan, and zoning code and ordinances would ensure that the project is consistent with the land use designation of the Bella Terra Specific Plan.
Policy B: Ensure new development supports the protection and maintenance of environmental and open space resources.	**The Revised Project is consistent with this policy.** The project would be designed to meet sustainability goals, including the California Green Building Standards Code, Title 24 energy efficiency requirements, and AB 1881 water efficient landscaping requirements.
Goal LU-2: New development preserves and enhances a distinct Surf City identity, culture, and character in neighborhoods, corridors, and centers.	**The Revised Project is consistent with this goal.** The project would reflect an update to the Italian Village Mediterranean aesthetic and focus on the City's laid-back lifestyle by blending in modern Mediterranean and Spanish architectural style motifs with the coastal vernacular.
Policy B: Ensure that new and renovated structures and building architecture and site design are context-sensitive, creative, complementary of the city's beach culture, and compatible with surrounding development and public spaces.	**The Revised Project is consistent with this policy.** The project would reflect an update to the Italian Village Mediterranean aesthetic and focus on the City's laid-back lifestyle by blending in modern Mediterranean and Spanish architectural style motifs with the coastal vernacular.
Goal LU-3: Neighborhoods and attractions are connected and accessible to all residents, employees, and visitors.	**The Revised Project is consistent with this goal.** The project would provide internal vehicular and pedestrian access that would connect to adjacent properties.
Policy A: Ensure that future development and reuse projects are consistent with the Land Use Map to provide connections between existing neighborhoods and city attractions**.**	**The Revised Project is consistent with this policy.** The project would be consistent with existing and proposed land use plans and would provide access to all street users. The Revised Project is surrounded by existing residential and commercial uses. As such, the project offers a substantial opportunity to introduce new housing near existing employment opportunities, services, and transit.

Table 3.9.D: Project Consistency with Applicable Goals and Policies of the Huntington Beach General Plan

Huntington Beach General Plan Goals and Policies	Project Consistency with Applicable Goals and Policies
Goal LU-4: A range of housing types is available to meet the diverse economic, physical, and social needs of future and existing residents, while neighborhood character and residences are well maintained and protected.	**The Revised Project is consistent with this goal.** The project would offer affordable housing and multi-family residential units to accommodate people within a range of socioeconomic incomes and household composition and sizes.
Policy A: A. Encourage a mix of residential types to accommodate people with diverse housing needs.	**The Revised Project is consistent with this policy.** The project would consist of a mix of studio apartment units; 1, 2, and 2 bedroom + den residential units accommodating a range of household sizes and income levels.
Policy B: Improve options for people to live near work and public transit.	**The Revised Project is consistent with this policy.** The project site is surrounded with more than 10 different bus stations along Center Avenue, Edinger Avenue, and Gothard Street. The Revised Project is surrounded by existing residential and commercial uses. As such, the project offers a substantial opportunity to introduce new housing near existing employment opportunities, services, and transit.
Policy E: Encourage housing options located in proximity to employment to reduce vehicle miles traveled.	**The Revised Project is consistent with this policy.** The project site is located in an area with mixed-uses including residential development, commercial development, and retail uses, accommodating for additional housing options in places where people may work. Furthermore, the Revised Project is located near a variety of transit opportunities, reducing the need for single-occupancy vehicles and vehicle miles traveled.
Goal LU-7: Neighborhoods, corridors, and community subareas are well designed, and buildings, enhanced streets, and public spaces contribute to a strong sense of place.	**The Revised Project is consistent with this goal.** The project would be designed to reflect an update to the Italian Village Mediterranean aesthetic and would blend in modern Mediterranean and Spanish architectural style motifs with the coastal vernacular. The contrast in detail color, material, and tower elements throughout the main façades would be designed to break down the scale of the proposed project.
Goal LU-13: The city provides opportunities for new businesses and employees to ensure a high quality of life and thriving industry.	**The Revised Project is consistent with this goal.** The project would construct a new mixed-use infill project to accommodate 300 apartments, ground-floor retail and restaurant uses, and associated landscape and hardscape improvements. The Revised Project would provide market rate and affordable housing located near existing jobs, services, and transit, supporting a jobs and housing balance in the City.
Housing Element	
Housing Goal 2: Provide adequate sites to accommodate projected housing unit needs at all income levels identified by the 2021-2029 RHNA.	**The Revised Project is consistent with this goal**. The Revised Project would provide new affordable housing units that would help the City accommodate its 2021–2029 RHNA of 13,368 units.

Table 3.9.D: Project Consistency with Applicable Goals and Policies of the Huntington Beach General Plan

Huntington Beach General Plan Goals and Policies	Project Consistency with Applicable Goals and Policies
Policy 2.1: Provide site opportunities for development of housing that responds to diverse community needs in terms of housing types, cost and location, emphasizing locations that are near services, transit, promote walkability, and are moderate to highest resource areas.	**The Revised Project is consistent with this policy**. The Revised Project would provide new affordable housing units near existing jobs, services, and transit.
Policy 2.2: Facilitate the efficient use of land by allowing and encouraging a mix of commercial and residential uses on the same property in both horizontal and vertical mixed-use configurations.	**The Revised Project is consistent with this policy**. The Revised Project would provide a vertical mix of commercial and retail uses, which would support the efficient use of land in a densely developed area of the City.
Housing Goal 6: Promote a health and sustainable Huntington Beach through support of housing at all income levels that minimizes reliance on natural resources and automobile use.	**The Revised Project is consistent with this goal**. The Revised Project would promote a health and sustainable community by providing affordable housing and more residential units near transit and services, which would reduce dependence on automobile trips.
Policy 6.4: Incorporate transit and other transportation alternatives including walking and bicycling into the design of new development, including affordable housing, particularly in areas within a half mile of High-Quality Transit Areas.	**The Revised Project is consistent with this goal**. The Revised Project would provide new affordable housing units within a 0.5-mile radius of the Goldenwest Transportation Center and Park and Ride, which is located at the northeast corner of Gothard Street and Center Avenue. In addition, the Revised Project would provide plentiful short- and long-term bicycle parking, display transit schedules for employees and residents, provide preferential van/carpool employee parking, and provide free parking passes to eligible employees. Therefore, the Revised Project would incorporate features designed to encourage walking, bicycling, and transit usage.

Source: Huntington Beach General Plan (City of Huntington Beach 2017).
RHNA = Regional Housing Needs Assessment

Given the similarity between the Revised Project and the existing land use types, the Revised Project would be compatible with adjacent land uses and would not cause a substantial adverse change in the existing land use pattern of the project area. Generally, the City's land use policies encourage projects that provide a mix of uses, are compatible and harmonious with surrounding development, and offer pedestrian amenities that enhance the image and quality of life and the environment. The City has also adopted policies supporting the production of additional affordable housing units and mixed-use housing near transit. Overall, the Revised Project would not conflict with existing City policies or regulations that were adopted for the purpose of mitigating an environmental impact. Instead, the Revised Project would provide the City with redevelopment in an area that could support high-density uses without contributing to adverse effects to the City's existing population base. Consequently, similar to the conclusions in the 2008 EIR and 2010 EIR Addendum, the Revised Project would have ***less than significant*** impacts related to conflicts with land use policies and plans, and would not have impacts that exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.10 NOISE

The analysis in this section is based on information provided from the *Noise and Vibration Technical Report, Bella Terra Residential* Project (2022g), and the *Comparison of the 2010 EIR Addendum Noise Section to the 2022 Noise and Vibration Technical Report* (2022e) documents prepared by ICF, which are attached in Appendix F of this EIR Addendum. The Noise and Vibration Technical Report concluded that although the construction and operation of the Revised Project would result in some construction and vibration impacts, due to the implementation of various project design features (PDF) detailed below, impacts associated with the Revised Project would be ***less than significant***.

3.10.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.10.1.1 For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Approved Project. At the time when the 2008 EIR and 2010 EIR Addendum were prepared, the portions of the project site where those projects would be developed were not located within two miles of a public airport, public use airport, or within an airport land use plan. It was determined that ***no impact*** would occur, and no further analysis was required.

Revised Project. The closest public or public use airport to the proposed development site is John Wayne Airport (SNA) approximately 8 miles to the southeast. The closest military airfield is the Joint Forces Training Base (JFTB) Los Alamitos, approximately 5 miles to the northwest. At these distances, the project site is several miles outside the 60 decibel (dB) Community Noise Equivalent level (CNEL) noise contours for both SNA and JFTB Los Alamitos. The closest heliport to the project site is Southern California Edison's Huntington Beach Service Center Heliport approximately 0.9 mile to the north. This is a private heliport with approximately 5 flights per year. The next closest heliport is Huntington Beach Police Department Heliport approximately 2.5 miles to the south. Due to the large distances from the proposed development site and/or low number of flights, daily helicopter noise at the project site would be low. Furthermore, the project would not introduce any new aircraft noise sources to the study area and would not cause changes to flight operations at existing airports, airfields, airstrips, or heliports in the region. As a result, similar to the Approved Project, there would be ***no impacts*** related to airports. Impacts from the Revised Project would not exceed those identified in the 2008 EIR and 2010 EIR Addendum.

3.10.1.2 For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Approved Project. At the time when the 2008 EIR and 2010 EIR Addendum were prepared, the portion of the project site where those Projects would be developed was not located within the vicinity of a private airstrip. It was determined that ***no impact*** would occur, and no further analysis was required.

Revised Project. The portion of project site where the Revised Project would be developed is not located within the vicinity of a private airstrip. Similar to the Approved Project, there would be ***no impacts*** related to excessive noise levels from a private airstrip. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

3.10.1.3 Would the project expose people to or generate noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?

Approved Project - 2008 EIR.

Construction. Construction of the 2008 Project would have involved demolition of the existing 208,700 sf commercial use at the portion of the Approved Project site where the 2008 Project would be developed, along with excavation and pile driving for structural foundations and construction of the 2008 Project, all of which would involve the use of heavy equipment. Construction activities would also involve the use of smaller power tools, generators, and other equipment that are sources of noise. Additionally, haul trucks using the local roadways would generate noise as they move along the road. The closest sensitive receptors to the 2008 Project Site included residential uses at Old World Village, Seawind Village Apartments, Golden West College, and the Ripcurl project, all of which would be subjected to construction-generated noise. It was determined that most of the exterior construction activities would not generate continuously high noise levels but occasional single-event disturbances from grading and external building construction were possible.

Under Section 8.40.090(d) (Special Provisions) of Chapter 8.40 of the City's Municipal Code, noise sources associated with construction are exempt from the requirements of the Municipal Code, provided that the Applicant has acquired the proper permit(s) from the City and construction activities do not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Additionally, Mitigation Measures MM4.9-1 and MM4.9-2, which would require the implementation of a variety of best management practices to reduce construction noise levels and the placement of construction staging areas away from sensitive receptors, were required and with implementation would reduce construction-related noise levels to ***less than significant*** levels.

Mitigation Measure MM4.9-1 The Applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

- Notification shall be mailed to owners and occupants of all developed land uses immediately bordering or directly across the street from the project site area providing a schedule for major construction activities that will occur through the duration of the construction period. In addition, the notification will include the identification and contact number for a community liaison and designated construction manager that would be available on site to monitor

construction activities. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contract information for the community liaison and construction manager will be located at the construction office, City Hall, and the police department.

- Ensure that construction equipment is properly muffled according to industry standards.
- Utilize the best available technology to reduce noise levels from pile driving activities, including but not limited to the use of noise blankets or temporary sound barriers.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Schedule pile-driving activities between the hours of 8:00 A.M. and 4:00 P.M. on Mondays through Fridays only.

Mitigation Measure MM4.9-2 The Applicant shall require by contract specifications that construction staging areas, along with the operation of earthmoving equipment within the project site, are located as far away from vibration- and noise-sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City.

Operation. The primary sources of noise during the operational phase of the 2008 Project would include the use of large-scale HVAC systems and other mechanical equipment, and the delivery of goods by trucks. The HVAC units would be mounted within HVAC wells on the rooftops of the proposed buildings and would be screened from view by the wells and other building features; therefore, it was determined that noise levels would not impact sensitive receptors on- or off-site. Additionally, noise from mechanical equipment associated with operation of the 2008 Project would be required to comply with the State Building Code requirements pertaining to noise attenuation, and with City regulations requiring adequate buffering of such equipment. Sources of noise during delivery operations include the sound generated from diesel engines of semi-trailer trucks and the backup beeper alarm that sounds when a truck is put in reverse, as required and regulated by the California Occupational Safety and Health Administration (Cal-OSHA). These noises would be temporary in nature and the loading docks associated with the 2008 Project would be screened from sensitive receptors both on-site and off-site by intervening structures and design of the loading spaces. Noise generated by authorized City refuse collectors operating during regularly scheduled removal hours would be considered exempt from City noise standards.

Additionally, the portion of the project site where the 2008 Project would be developed was located approximately 30 feet from the Union Pacific Railroad (UPRR) right-of-way. However, the right-of-way would be separated from the portion of the project site where the 2008 Project would be developed by a 30-foot drainage channel, a pedestrian walking path, and landscaping features. These project features would serve to reduce the noise levels of the train pass by to levels below those established by the City Municipal Code Section 8.40.050 and Section 8.40.060. The residential uses would also be designed such that the exterior and interior noise level standards would not be exceeded as set forth in Section 8.40.070 and Section 8.40.080 of the Municipal Code.

In order to ensure that operation noise levels do not exceed the City of Huntington Beach exterior and interior noise standards for the residential component of the 2008 Project, Mitigation Measure MM4.9-3, which would require the preparation of an acoustical study by a certified acoustical engineer and if necessary, the incorporation of special design features, was required and when would be implemented would reduce impacts to ***less than significant*** levels.

Mitigation Measure MM4.9-3 Prior to issuance of building permits, the Applicant shall submit an acoustical study, prepared by a certified acoustical engineer, to ensure that exterior (e.g., patios and balconies) and interior noise levels would not exceed the standards set forth in the City of Huntington Beach Municipal Code Sections 8.40.050 through 8.40.070. Final project design shall incorporate special design measures in the construction of the residential units, if necessary.

Approved Project - 2010 EIR Addendum.

Construction. Construction of the 2010 Project would involve demolition of the existing 299,395 sf commercial use at the portion of the project site where the 2010 Project would be developed, along with excavation, pile driving for structural foundations and construction of the project, all of which would involve the use of heavy equipment. The types of heavy equipment used on-site would be similar to those analyzed in the 2008 EIR. Nearby sensitive receptors would include the residential uses located at the Old World Village, the Seawind Village Apartments, Perth Christian School, Montessori School of Huntington Beach, and Golden West College, all of which would be subjected to construction generated noise.

Under Section 8.40.090(d) (Special Provisions) of Chapter 8.40 of the City's Municipal Code, noise sources associated with construction are exempt from the requirements of the Municipal Code, provided that the Applicant has acquired the proper permit(s) from the City and construction activities do not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Additionally, Mitigation Measures MM4.9-1 and MM4.9-2 (renamed MM4.5-1 and MM4.5-2 in the 2010 EIR Addendum), which would require the implementation of a variety of best management practices to reduce construction noise levels and the placement of construction staging areas away from sensitive receptors, were required and would reduce construction-related noise levels to ***less than significant*** levels.

Operation. Additional sources of noise during operations of the 2010 Project that were not evaluated in the 2008 EIR include the operation of the Costco tire center and the 16 pump self-serve gas station. Noise generated by a tire center consists mainly of the operation of air wrenches to remove or mount tires, popping noise from tire bead breaking on the rims, and occasional thumping of mallets or banging of metal on metal. Analysis completed in the 2010 EIR Addendum concluded that the tire center would not expose future residential uses associated with the Revised Project to noise levels above the allowable limits established by Section 8.40.050 of the City's Noise Ordinance. It was determined that the single-event noise levels from fuel delivery by tanker trucks would typically be similar to peak noise events from existing sources (car horns, motorcycles, sirens, aircraft, etc.). In accordance with Section 8.40.060 of the City's Noise Ordinance, when baseline levels already exceed the noise ordinance threshold, the compliance standard is adjusted upward to equal the baseline. As such, nighttime fuel deliveries would not result in single event noise levels that would exceed the standards established in the City's Noise Ordinance.

Similar to the 2008 Project, the 2010 Project would include use of large-scale HVAC systems and other mechanical equipment and the delivery of goods by trucks. The HVAC units would be mounted within HVAC wells on the rooftops of the proposed buildings and would be screened from view by the wells and other building features; therefore, it was determined that noise levels would not impact sensitive receptors on- or off-site. Additionally, noise from mechanical equipment associated with operation of the project would be required to comply with the State Building Code requirements pertaining to noise attenuation, and with City regulations requiring adequate buffering of such equipment.

The 2010 Project would also involve an increase in the delivery of goods for the Costco commercial operations. Sources of noise during delivery operations include the sound generated from diesel engines of semi-trailer trucks and the backup beeper alarm that sounds when a truck is put in reverse, as required and regulated by Cal-OSHA. These noises would be temporary in nature and the loading docks associated with the 2010 Project would be screened from sensitive receptors both on-site and off-site by intervening structures and design of the loading spaces. Noise generated by authorized City refuse collectors operating during regularly scheduled removal hours would be considered exempt from City noise standards.

The portion of the project site where the 2010 Project would be developed was located approximately 30 feet from the UPRR. However, the 2010 Project would result in fewer residential units than the 2008 Project and the employees and patrons of Costco would not be considered noise sensitive uses; therefore, it was determined that the 2010 Project would not result in noise sensitive uses being exposed to noise levels from the UPRR right-of-way due to train pass-by beyond what was previously analyzed.

In order to ensure that operation noise levels do not exceed the City of Huntington Beach exterior and interior noise standards for the residential component of the 2010 Project, Mitigation Measure MM4.9-3 (renamed MM4.5-3 in the 2010 EIR Addendum), which would require the preparation of an acoustical study by a certified acoustical engineer and the incorporation of special design features, if necessary, was required and would reduce impacts to ***less than significant*** levels.

Revised Project. The Revised Project includes the following noise and vibration project design features (PDFs):

PDF-NOI-1 **Avoid or reduce potentially damaging vibration at nearby buildings from project construction.** During construction activities, the project proponent shall avoid using heavy construction equipment within 12 feet of all neighboring buildings. The contractor may use alternative (smaller) equipment to reduce the distance at which impacts could occur, such as, but not limited to, using a Bobcat or skid steer instead of full-size graders or bulldozers. If it is determined that equipment substitutions cannot be fully implemented, then the project proponent shall take the following additional steps to protect the neighboring buildings from construction vibration damage:

- The project proponent/contractor shall retain a qualified structural or geotechnical engineer to conduct preconstruction surveys of neighboring structures (including photographing and/or videotaping) to document existing building conditions for future comparison if any vibration-related damage is suspected or results from construction-related activities; and

- Based on professional judgment and review of the specific buildings involved, the structural/geotechnical engineer shall provide written recommendations to the project proponent and the City of Huntington Beach for updated vibration thresholds and revised impact distances for potentially affected buildings; and

- The person(s) conducting the monitoring shall have the authority to issue a stop work order to the contractor if excessive vibration levels are measured or other observations occur that indicate potential building damage may occur. In the event of such an occurrence, the monitor shall notify the project proponent and the City of Huntington Beach; and

- If any damage to existing buildings is determined to occur because of project construction, the project proponent shall be financially responsible for the necessary repairs, structural or cosmetic, to return the damaged building to its pre-existing state.

PDF-NOI-2 **Avoid or reduce potentially damaging vibration at nearby buildings from pile installation.** The project's geotechnical report recommends that the buildings to be supported on piles with a structural floor slab. The method of pile installation for the Revised Project will be auger cast piles with drilling instead of driven piles.

PDF-NOI-3 **Design and install all on-site mechanical and electrical equipment at the project site to comply with the applicable City of Huntington Beach noise ordinance.** During the architectural and engineering design phase, prior to the issuance of any building permits for the project, the project proponent shall retain an acoustical consultant to evaluate the design and provide recommendations, as necessary, to ensure that combined noise levels from all onsite mechanical and electrical equipment (e.g.,

HVAC equipment, transformers, pumps, fans, etc.), are designed and will be installed to comply with the City of Huntington Beach Noise Ordinance (City of Huntington Beach Municipal Code Section 8.40.050) at The Residences at Bella Terra apartments. Such recommendations may include, but are not limited to, changes in equipment locations; sound power limits or specifications; rooftop parapet walls; acoustic absorption materials, louvers, screens, or enclosures; or intake and exhaust silencers. The project proponent shall submit a copy of the acoustical consultant's report to the City of Huntington Beach for review and approval prior to project construction.

PDF-NOI-4 **Limit hours of operation of the pool and pool deck.** Use of the pool and pool deck shall be prohibited between the hours of 10 p.m. and 7 a.m.; this prohibition shall also be included in the City of Huntington Beach's Conditions of Approval for the project. Signage shall be clearly posted at all entrances to the pool deck indicating the hours of operation for residents and guests, which shall start each day no earlier than 7 a.m. (or later if desired by the project operator) and end each day no later than 10 p.m. (or earlier if desired by the project operator). The project operator shall enforce the hours of operation and access to the pool area shall be controlled by gates that are locked outside the designated hours of operation.

Construction. The closest noise-sensitive receptors to the proposed development site are The Residences at Bella Terra apartments, approximately 75 feet to the west. The next closest receivers are 460 feet away or more, which is well outside the screening distances for all phases of construction, indicating there would be no significant construction noise impacts at those locations. Because The Residences at Bella Terra apartments are within the screening distances for potential construction noise impacts, additional analysis was conducted to estimate typical noise levels from each phase of construction after adjusting for the acoustical average distance between the apartments and construction area. Details are provided in Appendix B of the Noise and Vibration Technical Report attached in Appendix F of this Addendum, and the results are summarized in Table 3.10.A, below. The calculated construction noise levels are also compared to the existing ambient noise levels. For the purposes of this comparison, the range of measured hourly daytime weekday L_{eq} is used because the weekday daytime period is when most of the construction activity would occur. As shown in Table 3.10.A, noise increases are predicted to range from 1 dB, which is a barely noticeable change associated with periods when construction activity is quieter than the existing ambient noise environment, to 23 dB which would be a large and clearly noticeable increase. Although these short-term increases would be very noticeable and may cause nuisance or annoyance to nearby residents, average construction noise levels are less than 80 dBA for all phases.

Table 3.10.A: Construction Noise Levels and Ambient Noise Increases at The Residences at Bella Terra Apartments

Construction Phase	8-Hour L_{eq} dBA	Range of Measured Ambient Noise Levels, L_{eq} dBA	Range of Combined Noise Levels, L_{eq} dBA	Noise Level Increase, dB
Demolition	79	56-66	79-79	13-23
Site Preparation	71		71-72	61-5
Grading and Pile Installation	77		77-77	11-21
Building Construction	70		70-72	6-14
Architectural Coating	62		63-67	1-7
Paving	70		70-71	5-14

Source: ICF (2022).

Section 8.40.090 (Special Provisions) exempts construction noise (i.e., noise sources associated with construction, repair, remodeling, or grading of any real property) from City's noise standards, provided that:

1. The City has issued a building, grading or similar permit for such activities;

2. Said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or a Federal holiday; and

3. The average construction noise levels do not exceed 80 dBA L_{eq} at nearby noise-sensitive land uses. If outdoor construction activities are permitted by the City after 7:00 p.m. or before 7:00 a.m., the average construction noise levels at nearby noise-sensitive land uses shall be limited to 50 dBA L_{eq}.

Therefore, although some large noise increases are predicted, the resulting noise levels would not exceed the applicable City noise limits for temporary construction activities. As a result, the overall impact of construction noise is determined to be ***less than significant***. Impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

Operation. The stationary noise sources associated with the Revised Project would be similar to noise sources that already exist within the Bella Terra Specific Plan area, at the proposed development site and in the surrounding vicinity. These noise sources include mechanical and electrical equipment, traffic within parking lots and parking structures, truck loading and unloading activities for commercial uses, outdoor dining and pavilion areas, and general pedestrian activity. As such, the proposed land uses and the associated noise sources would generally be compatible with the surrounding area, including the closest existing noise-sensitive receptors (The Residences at Bella Terra apartments) which are high-density residential uses within an existing mixed-use development. The primary noise sources associated with the Revised Project are discussed in further detail below.

Parking Lot Noise. Parking activity is part of the existing noise environment at the proposed development site. Surface parking lots are located throughout the Bella Terra Specific Plan

area and multi-story parking structures are located immediately north of the proposed development site as well as within The Residences at Bella Terra apartments development to the west. The proposed parking for the Revised Project, including the main entrance and exit driveway, would be located within the building structure toward the interior and east side of the project. At this location, the project parking would be shielded from the existing Residences at Bella Terra apartments to the west by intervening commercial and residential units. As a result, project parking activity would not increase parking-related noise at sensitive receptors in the project vicinity and impacts would be ***less than significant***.

Loading Areas. Commercial and residential loading areas would be accessed from the west side of the proposed development site, along the existing interior roadway that separates the proposed development site from the adjacent Costco and Residences at Bella Terra apartments. Loading activities already occur along this roadway, so this would not represent a new noise source. Furthermore, loading would occur within interior driveways inside the proposed podium structure east of the roadway. These interior locations would help to contain loading noise and reduce noise propagation to off-site receptors. As a result, project loading area activity would not increase loading-related noise at sensitive receptors in the project vicinity and impacts would be ***less than significant***.

Mechanical and Electrical Equipment. Mechanical equipment would include 300 rooftop compressor units, each with an estimated sound power of 76 dBA. Assuming the compressors would be distributed across the project rooftops and could potentially all run simultaneously, noise levels at the Residences at Bella Terra apartments are estimated using the acoustical average distance between the closest residential façade and the proposed development area (approximately 190 feet). At this distance, the estimated combined noise level is approximately 57 dBA. This noise level would exceed the City's operational noise limit for high-density residential uses of 50 dBA L_{eq} during nighttime hours but would comply with the limit of 60 dBA L_{eq} during daytime hours. Actual noise levels will depend on many factors and may be reduced by design features such as acoustical shielding, increased distance from noise-sensitive receptors, or selection of quieter equipment, as well as operational variables such as what equipment operates simultaneously. Noise levels may also be increased by additional exterior equipment that has not yet been identified, including equipment serving the commercial portions of the Revised Project. Therefore, the possibility exists that onsite mechanical and electrical equipment noise levels may exceed applicable noise standards at nearby noise-sensitive receptors. As discussed in PDF-NOI-3, all onsite mechanical and electrical equipment will be designed to comply with the applicable City of Huntington Beach noise ordinance. As a result, noise impacts from the Revised Project's mechanical and electrical equipment would be ***less than significant***.

Outdoor Activity Areas. Many of the proposed outdoor activity areas, such as Courtyards C and D, are surrounded by residential units that would block substantial noise from propagating to surrounding land uses. Other areas, such as Courtyard B and the Dog Courtyard are partially shielded from The Residences at Bella Terra apartments and oriented towards non-sensitive uses such as the neighboring Costco gas station. However, The Residences at Bella Terra apartments would be exposed to noise from Courtyard A (the main

pool deck). Assuming 25 children playing in the pool and 50 adults talking continuously in raised voices and adjusting for the acoustical average distance between the closest residential façade and the pool deck (approximately 125 feet), the resulting noise level is approximately 54 dBA L_{eq}. Because this noise level is dominated by speech, the applicable daytime noise limit from the City of Huntington Beach municipal code is 55 dBA L_{eq} (this is derived from the basic daytime noise limit of 60 dBA L_{eq} at high-density residential uses, with a reduction of 5 dB due to the dominance of speech). As a result, outdoor activity noise is expected to comply with applicable noise standards and the impact would be ***less than significant*** during the daytime hours of 7:00 a.m. to 10:00 p.m. In addition, as PDF-NOI-4 would prohibit the use of the pool and pool deck during the nighttime hours of 10:00 p.m. and 7:00 a.m., there would be no exceedance of nighttime noise standards. If the pool were to be utilized during the nighttime hours of 10:00 p.m. and 7:00 a.m., the predicted noise level of 54 dBA L_{eq} would exceed the applicable nighttime noise limit of 45 dBA L_{eq} (this is derived from the basic nighttime noise limit of 50 dBA L_{eq} at high-density residential uses, with a reduction of 5 dB due to the dominance of speech). Adherence to PDF-NOI-4 would ensure that noise impacts from the project's outdoor activity areas would be ***less than significant***. With incorporation of PDF-NOI-3 and PDF-NOI-4, impacts for the Revised Project would remain ***less than significant*** and would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

3.10.1.4 Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Approved Project – 2008 EIR

Construction. Some construction activities that would occur under the 2008 Project would have the potential to generate groundborne vibration including the use of pile drivers, bulldozers, jackhammers, loaded trucks, and drilling. Vibration levels at the residential uses at the Old World Village were anticipated to be 83 vibration velocity decibels (VdB). Therefore, sensitive receptors would not experience vibration levels during construction that would exceed the Federal Transit Administration's (FTA) vibration impact threshold of 85 VdB for human annoyance, and this impact would be considered less than significant.

Operation. During operation of the 2008 Project, background operational vibration levels would be expected to average around 50 VdB which is substantially less than the FTA's vibration impact threshold of 85 VdB for human annoyance. Although the Union Pacific Railroad right-of-way is located approximately 30 feet west of the 2008 Project, the tracks are in good condition and of continuous weld throughout the 2008 Project vicinity, and train passage was not anticipated to generate vibration levels that would exceed the 85 VdB threshold for occupants of the 2008 Project. No substantial sources of groundborne vibration would be built as part of the 2008 Project; therefore, operation of the 2008 Project would not expose sensitive receptors on-site or off-site to excessive groundborne vibration or groundborne noise levels, and this impact would be less than significant.

Approved Project – 2010 EIR Addendum

Construction. The 2010 Project was not anticipated to result in construction activities that would exceed vibration levels analyzed in the 2008 EIR, as no vibration generating activities would be located closer to sensitive receptors than was previously analyzed. Vibration levels at the nearest residential development associated with the RedOak/Amstar were anticipated to be 84 VdB and vibration levels at the residential uses at the Old World Village (the closest sensitive receptor) were anticipated to be 81 VdB. Therefore, sensitive receptors would not experience vibration levels during construction that would exceed the FTA's vibration impact threshold of 85 VdB for human annoyance and this impact would be considered less than significant, similar to the 2008 EIR.

Operation. Groundborne vibration resulting from operation of the 2010 Project would primarily be generated by trucks making daily deliveries to Costco. The loading docks associated with Costco would be located adjacent to the surface parking lot and the UPRR right-of-way along the northwestern portion of the project site, and over 50 feet from the nearest vibration sensitive receptor (future occupants of The RedOak/Amstar project). During operation of the 2010 Project, background operational vibration levels would be expected to average around 50 VdB, as stated in the 2008 EIR. This is substantially less than the FTA's vibration impact threshold of 85 VdB for human annoyance. As loading dock activities would not result in sustained vibration, and background vibration levels would be below 85 VdB, potential vibration impacts associated with operation of the 2010 Project would remain less than significant, similar to the 2008 EIR.

Revised Project. At the present time, the CIty's Municipal Code states that it is unlawful for any person to create, maintain or cause any operational ground vibration on any property which exceeds 72 VdB at nearby vibration-sensitive land uses; the vibration limit at vibration-sensitive uses with high sensitivity, such as operations conducting medical research and imaging, is 65 VdB. Heavy construction equipment would generate groundborne vibration that could affect nearby structures or residents. Each of the potential types of construction impact (building damage and human annoyance) is discussed in further detail below.

Potential Building Damage. The distances for potential vibration damage impacts at various receiver building categories were calculated for the range of anticipated construction equipment. The analyses are provided in Appendix C of the Noise and Vibration Technical Report, and the results are summarized in Table 3.10.B. Because the potential for building damage is assessed based on the instantaneous peak particle velocity (PPV), the identified distances are the closest distances between the construction equipment and the potentially affected structure (not the average distance). The closest off-site buildings are the neighboring commercial buildings and parking structure, and the apartments to the west, (approximately 75 feet from the construction zone). These buildings are all modern commercial or residential structures which have a vibration damage threshold of 0.5 inches per second (in/s) PPV. The apartments are outside of the worst-case impact distance of 12 feet, indicating there would be no significant building damage impacts at the apartments due to project construction.

Table 3.10.B: Impact Distances for Potential Vibration Damage from Project Construction

Equipment Item	Building Category	Vibration Damage Impact Criteria, PPV[1]	Distance to Impact Criteria
Vibratory roller	New residential structures	0.5 in/s	12 feet
	Modern industrial/commercial buildings	0.5 in/s	12 feet
Large bulldozer[2]	New residential structures	0.5 in/s	6 feet
	Modern industrial/commercial buildings	0.5 in/s	6 feet
Drilling[3]	New residential structures	0.5 in/s	6 feet
	Modern industrial/commercial buildings	0.5 in/s	6 feet
Small bulldozer[4]	New residential structures	0.5 in/s	1 foot
	Modern industrial/commercial buildings	0.5 in/s	1 foot

Source: ICF (2022).

[1] All criteria are based on the values for continuous/frequent intermittent sources (all the anticipated sources fall into this category).

[2] Considered representative of other heavy earthmoving equipment such as excavators, graders, backhoes, etc.

[3] Based on data for caisson drilling.

[4] Considered representative of smaller equipment such as small skid steers and mini excavators.

However, the existing commercial and parking structure buildings to the north and east could be within 12 feet of the anticipated construction equipment. Implementing the restrictions included in project design features PDF-NOI-1 and PDF-NOI-2 would reduce the construction vibration damage impacts to ***less than significant***.

PDF-NOI-1 would require avoiding the use of heavy construction equipment close to neighboring buildings and a variety of other construction Best Management Practices to prevent damaging vibration at nearby buildings from project construction and PDF-NOI-2 would require the use of auger cast piles with drilling instead of driven piles.

Potential Human Annoyance. The distances at which various levels of human vibration perception are expected were calculated for the range of anticipated construction equipment. The analyses are provided in Appendix C of the Noise and Vibration Technical Report and the results are summarized in Table 3.10.C. While exact vibration sensitivity varies by individual, the "strongly perceptible" criterion of 0.1 in/s PPV is selected as the threshold of impact. Because the potential for annoyance is assessed based on the instantaneous PPV, the indicated impact distances are the closest distances between the construction equipment and the sensitive structure (not the average distance). The closest sensitive offsite buildings are the apartments to the west, approximately 75 feet from the construction zone, which is beyond the predicted distance at which strongly perceptible groundborne vibration would occur. As a result, project construction would not generate excessive groundborne vibration levels with respect to human annoyance at any sensitive receptor and the impact would be ***less than significant***.

Impacts for the Revised Project would remain ***less than significant*** and would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

Table 3.10.C: Impact Distances for Potential Human Annoyance from Project Construction

Equipment Item	Distance to Strongly Perceptible Groundborne Criterion of 0.1 in/s PPV[1]
Vibratory roller	50
Large bulldozer[2]	23
Drilling[3]	23
Small bulldozer[4]	2

Source: ICF (2022).

1 Criterion is based on the value for continuous/frequent intermittent sources (all the anticipated sources fall into this category).

2 Considered representative of other heavy earthmoving equipment such as excavators, graders, backhoes, etc.

3 Based on data for caisson drilling.

4 Considered representative of smaller equipment such as small skid steers and mini excavators.

3.10.1.5 Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Approved Project – 2008 EIR. The 2008 Project would generate increased local traffic volumes but would not cause a substantial permanent increase in ambient noise levels exceeding 3 dBA L_{dn}. Increased human activity associated with operation of the 2008 Project would not cause a substantial permanent increase in ambient noise levels exceeding the 60 dBA limit for areas zoned commercial. Additionally, the residential units of the 2008 Project would be required to comply with Policy N 1.5.1 of the City's General Plan Noise Element which requires that commercial and residential mixed-use structures minimize noise transmission through the use of materials that would mitigate sound transmission, or through the configuration of interior spaces to minimize sound amplification. Overall, potential noise impacts resulting from increases in traffic and human activity, and relating to on-site parking and helicopters, were considered ***less than significant*.**

Approved Project – 2010 EIR Addendum. The 2010 Project would result in a change in PM peak hour local traffic patterns but would not cause a substantial permanent increase in ambient noise levels exceeding 3 dBA L_{dn}, similar to the 2008 Project. Implementation of the 2010 Project would include two new substantial noise sources that were not evaluated in the 2008 EIR: the Costco tire center and 16-pump self-service gas station. It was determined that occupants of the closest sensitive receptor would not be exposed to noise generated from operation of the tire center or gas station, or from deliveries at the associated loading and shipping facilities. Additionally, it was determined that noise exposure at the nearest on-site residential unit would be below the City of Huntington Beach standard for residential exteriors. Therefore, it was determined that operational noise and loading activities associated with the tire center and fueling station would not result in a permanent increase in ambient noise levels and impacts would not be considered substantial. Overall, potential noise impacts resulting from increases in traffic and human activity associated with on-site parking, would be considered *less than significant*, similar to the 2008 Project.

Revised Project. As discussed above, the Revised Project would not increase parking-related noise or truck loading/unloading noise and would not result in significant noise impacts from the project's mechanical and electrical equipment or outdoor activity areas. Impacts to ambient noise levels in the

project vicinity would be ***less than significant*** when compared to levels existing without the project. Further, noise impacts for the Revised Project would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

3.10.1.6 Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Approved Project – 2008 EIR. Construction activities associated with the 2008 Project would involve demolition, grading, and excavation activities, followed by construction and external finishing of the proposed facilities and parking areas, as well as landscaping improvements. Construction activities would involve the use of heavy equipment, smaller power tools, generators, and other equipment that generates noise. Under Section 8.40.090(d) (Special Provisions) of Chapter 8.40 of the City's Municipal Code, noise sources associated with construction are exempt from the requirements of the Municipal Code, provided that construction activities do not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Additionally, Mitigation Measures MM4.9-1 and MM4.9-2, which would require the implementation of a variety of best management practices to reduce construction noise levels and the placement of construction staging areas away from sensitive receptors, were identified to minimize or reduce construction related noise levels to the extent feasible. However, noise levels during pile driving activities could reach up to 91 dBA and pile driving activities would last for approximately 7 months. The construction contractor would be required to implement noise attenuation measures during pile driving activities but would not reduce pile driving noise to a less than significant level. Therefore, construction related temporary increases in ambient noise levels would be considered ***significant and unavoidable***.

Approved Project – 2010 EIR Addendum. Similar to the 2008 Project, the 2010 Project would involve demolition, grading, and excavation activities, followed by construction and external finishing of the proposed facilities parking areas, as well as landscaping improvements. Construction activities would involve the use of heavy equipment, smaller power tools, generators, and other equipment that generates noise. Under Section 8.40.090(d) (Special Provisions) of Chapter 8.40 of the City's Municipal Code, noise sources associated with construction are exempt from the requirements of the Municipal Code, provided that construction activities do not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Additionally, Mitigation Measures MM4.9-1 and MM4.9-2, which would require the implementation of a variety of best management practices to reduce construction noise levels and the placement of construction staging areas away from sensitive receptors, were identified to minimize or reduce construction related noise levels to the extent feasible. However, noise levels during pile driving activities could reach up to 91 dBA and pile driving activities would last for approximately 35 days. The construction contractor would be required to implement noise attenuation measures during pile driving activities but would not reduce pile driving noise to a less than significant level. Therefore, construction related temporary increases in ambient noise levels would be considered ***significant and unavoidable***.

Proposed Project. Similar to the 2008 and 2010 Projects, the Revised Project would involve demolition, grading, and excavation activities, followed by construction and external finishing of the proposed facilities and parking areas, as well as landscaping improvements. Construction activities would involve the use of heavy equipment, smaller power tools, generators, and other equipment

that generates noise. Under Section 8.40.090(d) (Special Provisions) of Chapter 8.40 of the City's Municipal Code, noise sources associated with construction are exempt from the requirements of the Municipal Code, provided that construction activities do not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Additionally, project design features PDF-NOI-1 through PDF-NOI-4, have been identified to minimize or reduce construction related noise levels to the extent feasible. PDF-NOI-1, PDF-NOI-3, and PDF-NOI-4 would require avoiding the use of heavy construction equipment close to neighboring buildings and a variety of other construction Best Management Practices to prevent damaging vibration at nearby buildings from project construction; designing all onsite mechanical and electrical equipment to comply with the applicable City noise ordinance; and limiting hours of operation of the pool and pool deck. As detailed in PDF-NOI-2, the Revised Project would utilize auger cast piles with drilling instead of driven piles. Therefore, unlike the Approved 2008 and 2010 Projects, construction-related temporary increases in ambient noise levels would be considered ***less than significant*** and would not exceed those identified in the 2008 EIR or 2010 EIR Addendum.

3.11 POPULATION AND HOUSING

The Revised Project includes the redevelopment of a portion of the Bella Terra shopping center by demolishing the existing 149,000 sf Burlington department store and 33,300 sf of adjacent retail space to construct a seven-story mixed-use infill project consisting of 300 apartment units and ground-floor retail and restaurant uses. The project site does not currently contain any permanent residents in its existing condition. As such, implementation of the Revised Project would potentially result in an increase in residents of the City.

3.11.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.11.1.1 Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Approved Project. The portions of the project site where the 2008 and 2010 Projects would be constructed were developed with commercial uses in their existing condition, with no residential units developed prior to project implementation. The 2008 and 2010 Projects would not result in the displacement of any existing housing, necessitating the construction of replacement housing elsewhere and therefore would have *no impact*.

Revised Project. Similar to the 2008 and 2010 Projects, the Revised Project would not result in the displacement of any existing housing, necessitating the construction of replacement housing elsewhere. There would be ***no impact*** related to this issue. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.11.1.2 Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Approved Project. The portion of the project site where the 2008 and 2010 Projects would be constructed were developed with commercial uses and no residential units prior to project

implementation. The 2008 and 2010 Projects would not result in the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere and therefore would have ***no impact***.

Revised Project. Similar to the 2008 and 2010 Projects, the Revised Project would not result in the displacement of any people, necessitating the construction of replacement housing elsewhere. There would be ***no impact*** related to this issue. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.11.1.3 Would the project induce substantial population growth in the area, either directly (for example by proposing new homes and businesses) or indirectly (for example through the extension of roads or other infrastructure)?

Approved Project - 2008 EIR. The proposed development associated with the 2008 Project would result in the development of up to 713 residential units, generating up to 1,889 residents. It was determined that the growth anticipated as part of the 2008 Project would fall well below Southern California Association of Governments (SCAG) projections for the population within the City of Huntington Beach and would not result in growth as identified in the City's Housing Element. However, implementation of Code Requirement CR4.10-1, which requires a minimum of 15 percent of all new residential construction consist of affordable housing units, was required to ensure requirements for affordable housing and Regional Housing Needs Assessment (RHNA) allocations would be met. Impacts to population growth were determined to be ***less than significant.***

Code Requirement CR4.10-1 Future on-site development shall comply with Title 23, Chapter 230, Section 230.26(B)(1) of the City Zoning Code and provide a minimum of 15 percent of all new residential construction as affordable housing units.

Approved Project - 2010 EIR Addendum. The proposed development associated with the 2010 Project would result in a reduction of the maximum number of residential units from 713 to 468 allowed on the project site, resulting in approximately 650 fewer residents on site. Therefore, the 2010 project would not generate a permanent population in excess of the population identified in the 2008 EIR. Implementation of Code Requirement CR4.10-1 (renamed CR3.1-2 in the 2010 EIR Addendum), would still be required to ensure that future development on-site contributes 15 percent of the total number of units as median-, low-, or very low-income units, as required by the City's zoning code. Impacts to population growth would be ***less than significant***.

Revised Project. The Revised Project would result in the development of 300 additional housing units, consisting of a mix of studio apartment units, 1, 2, and 2 bedrooms + den residential units, and 15,000 sf of common area for leasing and residential amenities. The Revised Project would include a draft Affordable Housing Plan consistent with the following requirements:

- Fifteen percent of new residential units (45 units total) would be affordable and restricted by covenant for approximately 55 years (consistent with Code Requirement CR4.10-1)

- Based on the 300 apartment units included in the Revised Project:

- Sixty percent of the affordable units (27 units total) would be restricted to moderate-income households earning not more than 120 percent of the County of Orange (County) median income.

- Forty percent of the affordable units (18 units total) would be restricted to very low-income households earning not more than 50 percent of the County median income.

Affordability is calculated annually, based on figures promulgated by the California Department of Housing and Community Development (HCD), with some input data (such as utility allowances) set by the Orange County Housing Authority.

Based on the City's U.S. Census persons per household statistics of 2.56 persons per household, the Revised Project would result in the addition of 768 new residents. The addition of 768 residents represents 0.4 percent of the Huntington Beach population as of April 1, 2020.[3] According to SCAG, the City will see a growth in population from 196,900 individuals in 2016 to 205,300 in 2045.[4] The Revised Project would represent approximately 9 percent of the anticipated 8,400 person change in population. Therefore, the anticipated growth from the Revised Project would fall well below SCAG projections for the population within the City of Huntington Beach and would not result in unplanned growth beyond that identified in the City's Housing Element.

Although the Revised Project would include infrastructure improvements (such as the extension of utility services throughout the project site), the Revised Project does not propose to expand surrounding utility infrastructure in the project vicinity, nor does the Revised Project include roadway expansions or improvements that would indirectly induce population growth.

For the reasons stated above, the Revised Project would not result in substantial unplanned population growth, nor would the Revised Project indirectly induce population growth through utility or circulation improvements. Further, the housing associated with the Revised Project would contribute towards the City's Regional Housing Needs Assessment (RHNA) allocation in accordance with its Housing Element. Therefore, potential impacts related to inducement of unplanned population growth, either directly or indirectly, would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.12 PUBLIC SERVICES

The Revised Project includes the redevelopment of a portion of the Bella Terra shopping center by demolishing the existing Burlington department store and additional retail suites to construct a seven-story mixed-use infill project consisting of 300 apartment units and ground-floor retail and restaurant uses. The Revised Project would result in an increase in population to the area; as such, implementation of the Revised Project would potentially result in impacts to public services.

[3] U.S. Census Bureau. *QuickFacts: Huntington Beach city, California*. Website: https://www.census.gov/quickfacts/huntingtonbeachcitycalifornia (accessed May 22, 2022).

[4] Southern California Association of Governments (SCAG). 2020. *Demographics and Growth Forecast*. September 3.

3.12.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.12.1.1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?

Approved Project - 2008 EIR. The 2008 Project would result in the construction of up to 713 dwelling units, resulting in an estimated population increase of up to 1,889 persons. The Huntington Beach Fire Department (HBFD) indicated that development of the 2008 Project would not significantly impact the level of service delivery for the project area. At the time of the 2008 EIR, the person-to-population ratio of sworn positions in the HBFD per every 1,000 residents was 0.67. At the time of the 2008 EIR, the City had a total of 135 sworn personnel and 51 civilian positions, and the addition of the new residents generated by the 2008 Project would reduce the present firefighter personnel-to-population ratio by less than 2 percent. Therefore, it was determined that implementation of the 2008 Project would not require any new or physically altered fire facilities to maintain adequate response times and staffing, the construction of which could result in significant environmental impacts. It was determined that impacts would be ***less than significant***.

Approved Project - 2010 EIR Addendum. The 2010 Project would result in 245 fewer residential units and the addition of a big-box retail store (Costco) with associated tire installation center and gas station as compared to the 2008 Project. Consequently, because the 2010 Project would result in fewer residences, no additional or increased impacts to public services would occur compared to the 2008 project and impacts would remain ***less than significant***.

Revised Project. The proposed development site is located within the service area of the HBFD. HBFD provides "all-risk" services and response for fire suppression, community risk reduction, technical rescue, hazardous materials and weapons of mass destruction, disaster preparedness, marine safety, emergency medical and ambulance transport. The HBFD is also a member of the Orange County-City Hazardous Materials Emergency Response Authority.[5]

HBFD operates eight fire stations located within the City. The closest fire station to the proposed development site is Murdy Fire Station 2, located at 16221 Gothard Street, approximately 0.5 miles southwest of the project site. HBFD currently staffs 131 total safety personnel, with a total of 51 fire suppression and ambulance personnel on-duty daily[6]. According to the City's Fiscal Year 2021/2022 Adopted Budget, HBFD provided 20,428 medical, fire, hazardous materials, and other emergency responses in 2020. HBFD has a goal response time of 7 minutes and 30 seconds from the time a medical or fire emergency is dispatched until the first unit arrives on scene. This equates to a

5 City of Huntington Beach. 2021. Fiscal Year 2021/2022 Adopted Budget.

6 City of Huntington Beach Fire Operations. 2021. Website: https://www.huntingtonbeachca.gov/government/departments/fire/fire_operations/ (accessed May 23, 2022).

1-minute, 30-second dispatch time, a 2-minute company turnout time, and a 4-minute drive in most populated areas. In Fiscal Year 2020/2021, HBFD achieved their service goal 85 percent of the time.

Emergency access to the proposed development site would be provided by Edinger Avenue and Center Avenue. There is one existing full-access driveway off Edinger Avenue that would provide ingress/egress to the new residential parking component, and there are two existing full-access driveways off of Center Avenue that would provide ingress/egress to the more central parts of the Bella Terra site as well as the Costco. As discussed in Section 3.14, Transportation/Traffic, the Revised Project would not result in a substantial increase in traffic congestion or significant impacts to the local circulation system that would delay emergency response vehicles. Therefore, the Revised Project would not impair emergency response vehicles or increase response times.

As discussed in Section 3.11, Population and Housing, the Revised Project could result in an increase of up to 768 additional City residents on the project site. However, the demolition of The Burlington store and various other retail stores would reduce the number of people on the project site during normal business hours (approximately 9:00 a.m. to 5:00 p.m. daily). Due to the type of use, size, and operation of the project, calls for service are not expected to be substantially increased beyond existing conditions.

Additionally, the Revised Project would be subject to a Fire Facilities Development Impact Fee, as established in Chapter 17.74.040, Fire Facilities Development Impact Fee, of the City's Municipal Code. The project's compliance with the payment of the fire facilities development impact fee would further reduce project-related impacts to fire facilities. Therefore, potential impacts related to fire protection services would remain ***less than significant*** and would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.12.1.2 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?

Approved Project - 2008 EIR. As previously discussed, the 2008 Project would result in the construction of up to 713 dwelling units, resulting in an estimated population increase of up to 1,889 persons, which would have increased the existing population of Huntington Beach from 201,993 residents to 203,882 residents. It was determined that this increase in population would decrease the officer-to- resident ratio slightly from 1.08 to 1.07 officers to 1,000 residents. The permanent increase in the City's population resulting from the 2008 Project, in addition to an increase in the number of service calls to the proposed commercial uses, would increase the average response time of 6 minutes for Priority 1 Calls throughout the City. Security concerns related to the proposed uses would be addressed through the permit process, at which time the HBPD would have the opportunity to review the proposed uses and provide input on necessary security measures. The City actively employs Crime Prevention Through Environmental Design (CPTED) recommendations in projects and has projects reviewed by a specialist in this field. Additionally, implementation of Mitigation Measure MM4.11-1, which would require the installation of radio antennae receivers in all underground parking structures, would ensure that impacts remain ***less than significant***.

Mitigation Measure MM4.11-1 Radio antennae receivers (BDA's) shall be installed in all underground parking structures in order to allow emergency responders to use their radio systems.

Approved Project - 2010 EIR Addendum. The 2010 Project would result in 245 fewer residential units and the addition of a big-box retail store (Costco) with associated tire installation center and gas station as compared to the 2008 Project. As previously discussed, security concerns related to the 2010 Project would be addressed through the permitting process, at which time the HBPD would have the opportunity to review the proposed uses and provide input on necessary security measures. Additionally, Mitigation Measure MM4.11-1 (renamed MM3.1-10 in 2010 EIR Addendum), which would require the installation of radio antennae receivers in all underground parking structures, would still be required. Consequently, because the 2010 Project would result in fewer residences, no additional or increased impacts to public services would occur compared to the 2008 Project, and impacts would remain ***less than significant***.

Revised Project. The proposed development site is located within the service area of the Huntington Beach Police Department (HBPD). HBPD provides police protection and law enforcement services to the City and operates from two separate substations. One station is located near the Civic Center, which is located 3.8 miles south of the project site across Yorktown Avenue at 2000 Main Street. This police station would be responsible for providing first-response service to the project site.

HBPD is comprised of 230 funded sworn positions and 150 civilian positions.[7] As previously discussed, the Revised Project would result in an increase of up to 768 additional City residents on the project site. The staffing that is necessary to operate the proposed apartment complex as well as the increase in residents would likely contribute to an increase in calls for police protection services. However, the demolition of the existing Burlington Store and the various other retail stores would reduce the number of people on the project site during normal business hours (approximately 9:00 a.m. to 5:00 p.m. daily).

As previously discussed, security concerns related to the Revised Project would be addressed through the permitting process, at which time the HBPD would have the opportunity to review the proposed uses and provide input on necessary security measures. Additionally, Mitigation Measure MM4.11-1, which would require the installation of radio antennae receivers in all underground parking structures, would still be applicable and required for the Revised Project. Further, the project would be subject to a Police Facilities Development Impact Fee, as established in Chapter 17.75.040, Police Facilities Development Impact Fee, of the City's Municipal Code, which would further reduce project-related impacts to police facilities. As such, construction and operation of the Revised Project would not trigger the need for new or altered police facilities. HBPD would be able to maintain current levels of service provided to the project site following project implementation. Therefore, potential impacts related to police protection services would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

[7] About HB Police Department. *City of Huntington Beach.* Website: https://www.huntingtonbeachca.gov/government/departments/pd/about-us/ (accessed May 23, 2022).

3.12.1.3 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities. the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools?

Approved Project - 2008 EIR. As previously discussed, the 2008 Project would result in the construction of up to 713 dwelling units, resulting in an estimated population increase of up to 1,889 persons. Based on a student generation rate of 0.1367 high school students per housing unit, the 2008 Project would have generated up to approximately 98 additional students in grades 9–12. Based on student generation rates of 0.66 student per housing unit for elementary school students and 0.12 student per housing unit for middle school students, the 2008 Project would result in up to 557 additional students in grades K-8. At the time of the 2008 EIR, the Marina High School as well as the Ocean View School district anticipated that student enrollment would decrease in upcoming years and continue to decline in the future. At the time of the 2008 EIR, all schools serving the project site were operating below maximum capacity; therefore, direct population growth from the 2008 Project would not have an impact on the capacity of the schools. Additionally, the project Applicant would have to pay required development impact fees as detailed in code requirements CR4.11-1 and CR4.11-2. Therefore, implementation of the 2008 Project would not require any new or altered school facilities to serve the project, the construction of which could result in significant environmental impacts and this impact would be ***less than significant***.

Code Requirement CR4.11-1 The project Applicant shall pay all applicable development impact fees in effect at the time of building permit issuance to the Ocean View School District to cover additional school services required by the new development. These fees are currently $1.37 per square foot (sf) of accessible interior space for any new residential unit and $0.22 per sf of covered floor space for new commercial/retail development.

Code Requirement CR4.11-2 The Applicant shall pay all applicable development impact fees in effect at the time of building permit issuance to the Huntington Beach Union High School District to cover additional school services required by the new development. As of June 18, 2022, these fees are $4.79 per square foot (sf) of accessible interior space for any new residential unit and $0.78 per sf of covered floor space for new commercial/retail development.

Approved Project - 2010 EIR Addendum. The 2010 Project would result in 245 fewer residential units and the addition of a big-box retail store (Costco) with associated tire installation center and gas station as compared to the 2008 Project. Code requirements MM4.11-1 and MM4.11-2 (renamed CR3.1-3 and CR3.1-4 in 2010 EIR Addendum), which would require the payment of development impact fees, would still be required. Consequently, because the 2010 Project would result in fewer residences, no additional or increased impacts to public services would occur compared to the 2008 Project and impacts would remain ***less than significant*.**

Revised Project. As previously discussed, the Revised Project would result in the construction of up to 300 dwelling units, resulting in an estimated population increase of up to 768 persons. This increase in population would likely result in an increase to student populations within the City's school districts. The project site is served by Ocean View School District (OVSD) for elementary and middle schools and the Huntington Beach Union High School District (HBUHSD) for high schools. The OVSD currently serves 8,683 students, and the HBUHSD currently serves 16,000 students. Based on a student generation rate of 0.1367 high school students per housing unit, the Revised Project would generate up to approximately 41 additional students in grades 9–12. Based on student generation rates of 0.66 student per housing unit for elementary school students and 0.12 student per housing unit for middle school students, the Revised Project would result in up to 234 additional students in grades K–8. This represents approximately 0.2 percent of the HBUHSD student population and 2.7 percent of the OVSD student population. Therefore, considering the incremental increase to student population it is not anticipated that the Revised Project would require any new or altered school facilities to serve the project. Additionally, the project Applicant would have to pay required development impact fees as detailed in code requirements CR4.11-1 and CR4.11-2. Therefore, impacts would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.12.1.4 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for library services?

Approved Project - 2008 EIR. As previously discussed, the 2008 Project would result in the construction of up to 713 dwelling units, resulting in an estimated population increase of up to 1,889 persons. According to State of California Library Statistics there should be an average service ratio of about 0.00036 full-time employees per resident. At the time of the 2008 EIR, the Huntington Beach Public Library currently had a staff of 37, which does not reflect this ratio. Based on the City's population of 201,993 residents, an additional 36 staff members would need to be hired in order to meet to this State standard. As the 2008 Project would only increase the population of Huntington Beach by at most approximately 1,889 residents, the increase in demand for new staff would only increase by another 0.6 staff member, and therefore, would not be substantial. It was determined that implementation of the initial would place a higher demand on services provided by the Huntington Beach Library System; however, implementation of code requirement CR4.11-3, which would require the payment of community enrichment impact fees, would reduce impacts to ***less than significant*** *levels*.

Code Requirement CR4.11-3 The Applicant shall pay required library and community enrichment impact fees, prior to issuance of building permits.

Approved Project - 2010 EIR Addendum. The 2010 Project would result in 245 fewer residential units and the addition of a big-box retail store (Costco) with associated tire installation center and gas station as compared to the 2008 Project. Code requirement CR4.11-3 (renamed CR3.1-5 in 2010 EIR Addendum), which would require the payment of community enrichment impact fees, would still be

required. Consequently, because the 2010 Project would result in fewer residences, no additional or increased impacts to public services would occur compared to the 2008 project and impacts would remain ***less than significant***.

Revised Project. As previously discussed, the Revised Project would result in the construction of up to 300 dwelling units, resulting in an estimated population increase of up to 768 persons. Based on the State of California Library Statistics average service ratio of about 0.00036 full-time library employees per resident, the increase in demand for new staff would only increase by 0.3 staff member. This increase in demand would not be substantial; additionally, code requirement MM4.11-3, which would require the payment of community enrichment impact fees, would still be applicable. Therefore, impacts would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.13 RECREATION

The Revised Project includes the redevelopment of a section of the Bella Terra shopping center by demolishing the existing Burlington department store and additional retail suites to construct a seven-story mixed-use infill project consisting of 300 apartment units and ground-floor retail and restaurant uses. The Revised Project would result in an increase in population to the area; as such, implementation of the Revised Project would potentially result in impacts to existing recreational facilities.

3.13.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.13.1.1 Would the project increase the use of existing neighborhood, community, and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Would the project affect existing recreational opportunities?

Approved Project. The Approved Project would result in additional housing units and therefore an increase in population to the area. As discussed in Section 3.11, Population and Housing, the 2008 Project would include up to 713 residential units, potentially increasing the population on-site by up to 1,889 residents and the 2010 Project would include up to 468 residential units, potentially increasing the population on-site by up to 1,239 residents. Therefore, the Approved Project would directly increase the City's residential population and if inadequate parkland and/or recreational facilities are provided, this would represent a potentially significant impact.

The direct increase in population would result in an increase in the general use of local and regional recreational facilities which would increase wear and tear to facilities, which adds to the maintenance costs and shortens some timelines for facility renovations. Increased demand for recreational programs is also created with a higher population on-site. The Approved Project does not include dedicated open space or parklands; however, the project included private and common open space area through on-site amenities. This availability of on-site amenities for future residents could potentially displace the demand on public recreational facilities.

Future development on the project site would be required to satisfy Section 230.20 and/or Section 254.08 of the City's Zoning Ordinance, which implements the provisions of the Quimby Act. Specifically, Section 230.20 requires payment of a park fee for all new commercial and industrial development and all new residential development, such as apartments, not covered by Chapter 254. For new residential subdivisions, Chapter 254 requires that five acres of property for each 1,000 residents be devoted to local park and recreational purposes. This could be met through land dedication or payment of park fees, or a combination of both. While dedicated parkland directly increases the available recreation space within the City for residents, the payment of park fees from new development could be allocated to fund the acquisition and/or development of future parks or facility renovations associated with increased use of public facilities. Code requirement CR4.12-1, which implements provisions of the Quimby Act, would be required at the time of development to reduce impacts to ***less than significant*** levels for the Approved Project.

Code Requirement CR4.12-1 Prior to the issuance of building permits, the Applicant shall demonstrate compliance with City parkland requirements identified in Section 230.20 and/or Section 254.08 of the City of Huntington Beach Zoning Ordinance, either through the dedication of onsite parkland or through payment of applicable fees. Any on-site park provided in compliance with this section shall be improved prior to final inspection (occupancy) of the first residential unit (other than the model homes).

Revised Project. The Revised Project would result in additional housing units and therefore an increase in population to the area. As discussed in Section 3.11, Population and Housing, the Revised Project would include 300 residential units, potentially increasing the population on site by up to 768 residents. Therefore, the Revised Project would directly increase the City's residential population and if inadequate parkland and/or recreational facilities are provided, this would represent a potentially significant impact.

The direct increase in population would result in an increase in the general use of local and regional recreational facilities which would increase wear and tear to facilities, which adds to the maintenance costs and shortens some timelines for facility renovations. Increased demand for recreational programs is also created with a higher population on site. The Revised Project does not include dedicated open space or parklands; however, the developments would include private and common open space area through on-site amenities. This availability of on-site amenities for future residents could potentially displace the demand on public recreational facilities.

Future development on the project site would be required to satisfy Section 230.20 and/or Section 254.08 of the City's Zoning Ordinance, which implements the provisions of the Quimby Act. Specifically, Section 230.20 requires payment of a park fee for all new commercial and industrial development and all new residential development, such as apartments, not covered by Chapter 254. For new residential subdivisions, Chapter 254 requires that five acres of property for each 1,000 residents be devoted to local park and recreational purposes. This could be met through land dedication or payment of park fees, or a combination of both. While dedicated parkland directly increases the available recreation space within the City for residents, the payment of park fees from new development could be allocated to fund the acquisition and/or development of future parks or

facility renovations associated with increased use of public facilities. As described above, code requirement CR4.12-1, which implements provisions of the Quimby Act, would be required at the time of development to reduce impacts to ***less than significant*** levels for the Revised Project. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.13.1.2 Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Approved Project. The Approved Project would include onsite recreational amenities such as a pool and other common open space areas. As required by CR4.12-1, future development would be subject to Chapter 254.08, which would require the dedication of land or the payment of in-lieu fees, or both, at the discretion of the City in order to comply with appropriate parkland dedication requirements. Implementation of construction-related applicable code requirements and mitigation measures as described throughout the technical sections of this document would help reduce impacts. Therefore, effects of construction activities associated with development of recreational facilities associated with the Approved Project would be ***less than significant***.

Revised Project. The Revised Project would include onsite recreational amenities such as a pool and other common open space areas. As required by CR4.12-1, future development would be subject to Chapter 254.08, which would require the dedication of land or the payment of in-lieu fees, or both, at the discretion of the City in order to comply with appropriate parkland dedication requirements. Implementation of construction-related applicable code requirements and mitigation measures as described throughout the technical sections of this document would help reduce impacts. Therefore, effects of construction activities associated with development of recreational facilities associated with the Revised Project would be ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.14 TRANSPORTATION/TRAFFIC

The analysis in this section is based on information provided from the *Traffic Analysis Report for the Proposed Bella Terra Residential Project* (2022b), the *Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed Bella Terra Residential Project* technical memorandum (2022c), and the *Comparison to 2010 EIR Addendum Transportation/Traffic Section and 2008 Transportation/Traffic Section* (2022b), all prepared by Linscott, Law & Greenspan, Engineers (LLG), which are attached in Appendix G of this EIR Addendum. The traffic analyses concluded that the Revised Project would result in fewer peak hour trips than the 2008 and 2010 Projects. Therefore, all impact conclusions that were identified in the 2008 EIR and 2010 Amendment would remain valid, and no new impacts would occur as a result of the Revised Project.

3.14.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.14.1.1 Would the proposed project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase

in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections)?

Approved Project - 2008 EIR. The 2008 EIR determined that study area intersections and regional transportation facilities would be impacted by project-related traffic. With the implementation of Mitigation Measure MM4.13-1, which would involve the construction of an additional northbound through lane along Beach Boulevard at Edinger Avenue or an additional westbound through lane on Edinger Avenue at Beach Boulevard, the impact to study area intersections from operation of future development under the 2008 Project on traffic load and capacity would be reduced to a less than significant level. However, because implementation of the 2008 Project would contribute to projected regional freeway deficiencies under the 2014 scenario, the increase in traffic was considered substantial in relation to the existing traffic load and capacity of the street system. Therefore, under the 2014 scenario conditions, this impact was considered ***significant and unavoidable***.

With implementation of Mitigation Measure MM4.13-1, the long-term (2030) study area traffic intersection impacts generated by operation of the 2008 Project would be less than significant. However, because implementation of the 2008 Project would contribute to projected regional freeway deficiencies under the 2030 scenario, the increase in traffic was considered substantial in relation to the existing traffic load and capacity of the street system. Therefore, under 2030 conditions, this impact to regional transportation facilities was considered ***significant and unavoidable***.

Mitigation Measure MM4.13-1 The Applicant shall provide funds on a fair share basis to the City of Huntington Beach to construct either an additional northbound through lane or an additional westbound through lane at the intersection of Beach Boulevard and Edinger Avenue.

Approved Project - 2010 EIR Addendum. The increase in PM peak hour traffic at Beach Boulevard and Edinger Avenue as a result of the 2010 Project would not result in a substantial increase over that previously evaluated in the 2008 EIR. The same impact conclusions and mitigation measures that were identified in the 2008 EIR would still apply. With the implementation of Mitigation Measure MM4.13-1 (renamed MM5.6-1 in the 2010 EIR Addendum), which would involve the construction of an additional northbound through lane along Beach Boulevard at Edinger Avenue or an additional westbound through lane on Edinger Avenue at Beach Boulevard, the 2010 Project's impact to traffic load and capacity of study area intersections from operation of future development would be reduced to a less than significant level. However, because implementation of the 2010 Project would contribute to projected regional freeway deficiencies under the 2014 scenario, the increase in traffic was considered substantial in relation to the existing traffic load and capacity of the street system. Therefore, under 2014 conditions, this impact was considered ***significant and unavoidable***, similar to the 2008 Project.

Implementation of the 2010 Project would result in a slightly higher AM peak hour intersection capacity utilization (ICU) at Beach Boulevard and Edinger Avenue than was previously evaluated. However, the ICU increase of 0.03 is not considered substantial. The same impact conclusions and mitigation measures that were identified in the 2008 EIR would still apply. With implementation of Mitigation Measure MM4.13-1 (renamed MM5.6-1 in the 2010 EIR Addendum), which would involve

the construction of an additional northbound through lane along Beach Boulevard at Edinger Avenue or an additional westbound through lane on Edinger Avenue at Beach Boulevard, the long-term (2030) study area traffic intersection impacts generated by operation of the 2010 Project (as identified in the 2008 EIR) would be less than significant. However, because implementation of the 2010 Project would contribute to projected regional freeway deficiencies in 2030, similar to the 2008 Project, the increase in traffic was considered substantial in relation to the existing traffic load and capacity of the street system. Therefore, under 2030 conditions, this impact was considered ***significant and unavoidable*****,** similar to the previous 2008 EIR.

Revised Project. The Revised Project includes the following transportation and traffic project design features (PDFs):

PDF-TRA-1 **Bella Terra Drive at Internal Street.** Construct the north leg to provide a southbound shared left-turn/through/right-turn lane and two northbound departure lanes as part of the construction of the extension of Bella Terra Drive through the Project site as a three-lane roadway connecting to the existing parking structure on the north side of the site. Install a marked crosswalk across the north leg. Convert intersection to an all-way stop control.

PDF-TRA-2 **Bella Terra Driveway at Center Avenue.** Restripe the northbound approach to provide a shared northbound left-turn/through lane and an exclusive northbound right-turn lane. The installation of these improvements is subject to the approval of the City of Huntington Beach.

The *Traffic Analysis Report* completed for the Revised Project forecasted an overall reduction in daily vehicle trips when compared to entitled conditions where the Approved Project would be fully occupied and existing development conditions whereby the Burlington department store is currently 50 percent occupied. The Revised Project would result in a reduction of 2,636 daily vehicle trips when compared to a fully occupied Approved 2010 Project, including six more AM peak hour trips and 287 fewer weekday PM peak hour trips. Under current occupancy conditions for the Burlington department store, the Revised Project would result in an overall reduction of 731 daily vehicle trips when compared to the Approved Project, with a forecasted reduction of 99 fewer weekday PM peak hour trips and 155 fewer Saturday Midday peak hour trips. Therefore, because of the reduction in daily trips under both scenarios, no substantial new impacts would occur as a result of the Revised Project. Furthermore, the northbound through lane improvements required in Mitigation Measure, MM4.13-1 (renamed MM5.6-1 in the 2010 EIR Addendum) have been constructed, and this mitigation measure would no longer be applicable to the Revised Project. Impacts to local project area intersections would remain less than significant due to the overall decrease in the number of daily traffic trips. In addition, the current improvements being implemented on the I-405 freeway adjacent to and throughout the vicinity of the Revised Project are addressing impacts previously identified for nearby projects, including improvements at the Bella Terra site. Therefore, regional transportation impacts identified in the 2008 EIR and 2010 Addendum would no longer be considered significant and adverse.

The *Traffic Analysis Report* identified a suggested restriping improvement at the Bella Terra Driveway at Center Avenue. Although the intersection of Bella Terra Driveway at Center Avenue exceeds the

level of service thresholds in the existing conditions, it should be noted that the Revised Project improves the existing delays at this location. Nonetheless, this intersection will continue to exceed the level of service (LOS) thresholds in the Existing Plus Project and Cumulative Plus Project traffic scenarios, and therefore, it is suggested that the northbound approach be restriped to provide a shared northbound left-turn/through lane and an exclusive northbound right-turn lane. This has been incorporated into the project design as PDF-TRA-2 and is not considered mitigation as the intersection already exceeds thresholds in the current conditions.

Overall, potential impacts related to increases in traffic would remain ***less than significant***. Impacts to the regional freeway facilities are no longer considered significant and adverse. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum as traffic would be reduced under the Revised Project.

3.14.1.2 Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Approved Project - 2008 EIR. Orange County Transportation Authority (OCTA) is designated as the Congestion Management Agency (CMA) to oversee the Orange County Congestion Management Program (CMP). The CMP Highway System (HS) includes specific roadways, which include State Highways and Smart Streets (formerly Super Streets), and CMP arterial monitoring locations/ intersections. Two CMP intersections are located in the initial project: (1) Beach Boulevard at Edinger Avenue, and (2) Beach Boulevard at Warner Avenue. CMP designated intersections have a performance standard of LOS E or better (intersection capacity utilization (ICU) not to exceed 1.00), and a project is considered to have a significant impact if it contributes 0.01 or more to an ICU when the performance standard is exceeded.

The projected 2014 ICU values for the 2008 Project showed ICU values of 0.74 and 0.95 (AM and PM peak hours, respectively) for the intersection of Beach Boulevard and Edinger Avenue, and ICU values of 0.72 and 0.92 (AM and PM peak hours, respectively) for the intersection of Beach Boulevard and Warner Avenue. Neither CMP intersection shows ICU values that exceed the allowable CMP threshold of 1.00. Therefore, the 2008 Project would not result in CMP impacts. This impact would be ***less than significant***.

Approved Project – 2010 EIR Addendum. The 2014 ICU values for the 2010 Project show ICU values of 0.77 and 0.96 (AM and PM peak hours, respectively) for the intersection of Beach Boulevard and Edinger Avenue, and a PM peak ICU value of 0.92 for the intersection of Beach Boulevard and Warner Avenue (AM peak trips are reduced with implementation of the 2010 project and would therefore result in lower ICU values for the AM hours). Neither CMP intersection shows ICU values that exceed the allowable CMP threshold of 1.00. Therefore, the 2010 project would not result in significant CMP impacts. This impact would remain ***less than significant***, similar to the 2008 EIR.

Revised Project. The CMP requires that a traffic analysis be conducted for any project generating 2,400 or more daily trips. As noted in the *Traffic Analysis Report*, the Revised Project is forecast to generate approximately 2,636 fewer daily trip-ends than the Approved Project under entitled conditions and 731 fewer daily trip-ends under current conditions. Therefore, the Revised Project

does not meet the criteria requiring a CMP analysis. Impacts to CMP facilities for the Revised Project would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.14.1.3 Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks?

Approved Project - 2008 EIR. The 2008 Project site was not located within 2 miles of a public or private use airport, within any airport land use plan, or within the flight path of the John Wayne Airport, the Joint Force Training Base at Los Alamitos, or the Fullerton Municipal Airport. Therefore, future development under the 2008 Project would not result in a change to air traffic patterns in the City. There was consideration of developing a ten-story residential or hotel tower as part of the 2008 Project which potentially would have required the construction of a helipad for access to higher floors during emergencies. I the event the ten-story hotel development was submitted as part of the project, the 2008 Project application would be required to be submitted through the City to the Orange County Airport Land Use Commission (ALUC) for review and action pursuant to Public Utilities Code Section 21661.5. The Conceptual Plan would also be required to comply with the State permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the Orange County ALUC, and by the Caltrans Division of Aeronautics. As such, the 2008 Project, including the potential helipad that would be constructed under either Conceptual Plan Village Options, was not anticipated to result in a significant impact. Therefore, potential impacts to air traffic patterns would be considered ***less than significant***.

Approved Project - 2010 EIR Addendum. The portion of the project site where the 2010 Project would be developed was not located within two miles of a public or private use airport, and was not located within any airport land use plan or flight path. Additionally, the ten-story residential or hotel tower and associated helipad were no longer being contemplated as a part of the 2010 Project, as was previously proposed. As such, potential impacts to air traffic patterns would remain ***less than significant***.

Revised Project. The portion of the project site where the Revised Project would be developed is not located within two miles of a public or private use airport and is not located within any airport land use plan or flight path. As such, potential impacts to air traffic patterns would remain ***less than significant*.** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.14.1.4 Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?

Approved Project - 2008 EIR. The 2008 Project included the construction of a mixed-use development in an area currently developed with commercial uses; therefore, the 2008 Project was not anticipated to result in design features that would be considered incompatible with current circulation patterns. However, the potential for roadway hazards could occur as an inherent result of the placement of additional access points along public roadways and as a result of increased vehicle traffic at those access points. New intersections require adequate sight distance and intersection traffic control in order to minimize potential hazards. Implementation of code requirements CR4.13-1 and CR 4.13-2, which would require traffic signing and striping and review of sight distance at each project access

with respect to City sight distance standards, would reduce potential impacts to ***less than significant*** levels.

Code Requirement CR4.13-1 On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.

Code Requirement CR4.13-2 Sight distance at each project access shall be reviewed with respect to standard City of Huntington Beach sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Approved Project - 2010 Addendum. As previously discussed, the 2010 Project would result in development of a 154,113 sf Costco, including an ancillary tire sales and gas station, as well a mixed-use development consisting of up to 468 residential units and 30,000 of commercial retail uses in an area currently developed with vacant commercial uses. Due to the type of uses proposed, the 2010 Project was not anticipated to result in design features that would be considered incompatible with existing circulation patterns. However, the potential for roadway hazards could also occur as an inherent result of the placement of additional access points along public roadways and as a result of increased vehicle traffic at those access points. New intersections require adequate sight distance and intersection traffic control in order to minimize potential hazards. In order to ensure the safe construction of project intersections, the 2010 Project would adhere to code requirements CR4.13-1 and CR4.13-2 (renamed CR4.6-1 and CR 4.6-2 in the 2010 Addendum), which would require traffic signing and striping and review of sight distance at each project access with respect to City sight distance standards, to reduce impacts to ***less than significant*** levels.

Revised Project. As previously discussed, the Revised Project includes the redevelopment of a portion of the Bella Terra shopping center by demolishing the existing Burlington department store and additional retail suites to construct a seven-story mixed-use infill project consisting of 300 apartment units and ground-floor retail and restaurant uses. Residential parking would be located in a new above-grade three-level podium garage with approximately 404 parking stalls. The new residential parking garage would have a direct ground- floor connection to the existing retail parking structure to facilitate shared retail/restaurant and residential guest parking use. Access to the Revised Project would be provided via the existing access driveways and internal circulation network within the site, with modifications to access the proposed parking facilities. Primary access to the Revised Project would be provided by Edinger Avenue and Center Avenue.

Additionally, the project proposes to construct a new internal roadway through the proposed development site as an extension of Bella Terra Drive, which would provide access to both the residential reserved parking garage, existing retail parking structure, and the existing crescent roadway between Costco and the retail/restaurant portion of the project site. As part of extending Bella Terra Drive through the proposed development site, an existing public plaza south of the Burlington store would be modified to allow for completion of the northern leg of the intersection of Bella Terra Drive where it meets an internal roadway. As outlined in PDF-TRA-1, the northern leg of this intersection would provide a southbound shared left-turn/through/right-turn lane and two northbound lanes into the proposed development site. A marked crosswalk would be installed along the northern leg of the intersection, which would be converted to an all-way stop control. The Bella

Terra Drive extension through the proposed development site entry approach driveway from Edinger Avenue to the proposed building would allow for mixing of residential and retail traffic, including a direct entry driveway into the proposed residential parking garage and a connection to the existing retail parking structure.

Due to the type of uses proposed, the Revised Project is not anticipated to result in design features that would be considered incompatible with existing circulation patterns. Nonetheless, the potential for roadway hazards could occur as an inherent result of the proposed changes to the existing circulation patterns and traffic levels. However, the Revised Project would be required to adhere to code requirements CR4.13-1 and CR4.13-2, which would require traffic signing and striping and review of sight distance at each project access with respect to City sight distance standards, which would reduce potential impacts to ***less than significant*** levels. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.14.1.5 Would implementation of the proposed project result in inadequate emergency access?

Approved Project. The Approved Project as analyzed in the 2008 EIR and 2010 EIR Addendum would have an emergency access lane accessible from either Edinger Avenue or Center Avenue. As part of standard development procedures, plans would be submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius, in compliance with existing regulations. Therefore, traffic generated under the Approved 2008 and 2010 Projects would not impede emergency access to and from adjacent and surrounding roadways, and a ***less than significant*** impact would occur.

Revised Project. Similar to the Approved Projects, the Revised Project would have an emergency access lane accessible from either Edinger Avenue or Center Avenue. As part of standard development procedures, plans would be submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius, in compliance with existing regulations. Therefore, traffic generated under the Revised Project would not impede emergency access to and from adjacent and surrounding roadways and impacts would remain ***less than significant.*** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.14.1.6 Would the proposed project result in inadequate parking capacity?

Approved Project - 2008 EIR. Parking needs for the 2008 Project would be adequately supplied as a result of a shared parking study that would be based on the mix of uses, including the number of residential units, the amount of square footage, and the types of commercial uses at the project site. This impact was considered ***less than significant*** with no required mitigation.

Approved Project - 2010 EIR Addendum. Similar to the 2008 Project, the 2010 Project would rely on a shared parking study using divergent peak times of parking demands to determine parking requirements. The 2010 Project would include an approximately 700-space, five-level parking structure for future residents and parking stalls would be provided in the southern portion of the site by a mix of surface and structured parking for the mixed-uses. It was determined that the 2010 Project would provide adequate parking on site, and impacts would remain ***less than significant.***

Proposed Project. As previously discussed, parking for the residential component of the Revised Project would be constructed within the proposed development site and parking for the retail component would be provided within the existing parking structure. Residential parking would be located in a new above grade three-level podium garage with approximately 404 parking stalls. The new residential parking garage would have a direct ground- floor connection to the existing retail parking structure to facilitate shared retail/restaurant and residential guest parking use. A total of 150 residential guest parking spaces (0.5 space per dwelling unit) and 201 retail/restaurant parking spaces (1 space per 200 sf of retail uses and 1 space per 100 sf of restaurant uses) would be provided in the Area A parking structure, in accordance with an approved Shared Parking Study. The Huntington Beach Municipal Code Section 231.04 requires 753 parking spaces based on project characteristics. The Revised Project proposes a parking supply of 755 parking spaces; therefore, the Revised Project would satisfy the City's parking requirement and impacts would remain ***less than significant.*** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.14.1.7 Would the proposed project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Approved Project - 2008 EIR. The 2008 Project was anticipated to be consistent with local policies related to transportation, including the City of Huntington Beach General Plan Land Use and Circulation Elements. The 2008 Project would be located close to alternative modes of transportation including the Golden West Transit Center and would be located in a walkable area. The 2008 Project would support Policy CE 6.1.6 of the Circulation Element of the City's General Plan, which requires new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities. Due to project compatibility with adopted policies supporting alternative transportation, it was determined that this impact would be ***less than significant***.

Approved Project - 2010 Addendum. The 2010 Project would not conflict with any identified policies supporting alternative transportation. Easy access to commercial uses would be provided to future residents and the nearby Golden West Transit Center would provide a convenient location for residential trips to be made elsewhere by transit. Additionally, a future pedestrian connection would be required by the Specific Plan (SP-13) at the western boundary of the site, across the UPRR tracks to eventually provide a link to future development on the previous Levitz site. This impact would remain ***less than significant***, similar to the2008 EIR.

Revised Project. The Revised Project is consistent with the City's Circulation Element (2017) and would not conflict with any identified policies supporting alternative transportation. The Revised Project would not make any changes to the public right-of-way in the project vicinity and, therefore, would not conflict with existing or planned pedestrian, bicycle, or transit facilities. Further, convenient access to commercial uses would be provided to future residents, and the nearby Golden West Transit Center would provide a convenient location for residential trips to be made elsewhere by transit. In addition, there are nearby services and commercial uses within walking distance of the proposed development site, making it a convenient location for residents to walk and bike to these areas. Therefore, project impacts associated with conflicts with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15 UTILITIES AND SERVICE SYSTEMS

As previously discussed, the Revised Project would result in the redevelopment of a section of the Bella Terra shopping center by demolishing the existing 149,000 sf Burlington department store and 33,300 sf of adjacent retail space to construct a seven-story mixed-use infill project consisting of 300 apartment units, ground-floor retail and restaurant uses, and associated hardscape and landscaping improvements. Approximately 352,000 sf would be developed with residential uses and approximately 40,000 sf would be developed with commercial uses (including approximately 15,000 sf of existing retail that would remain in place). Due to the change in land use to high-density residential uses, it is anticipated that implementation of the Revised Project would result in an increase in the demand for utilities. Utility consumption values for existing uses and the Revised Project are sourced from the California Emissions Estimator Model (CalEEMod) Results, included in Appendix A of the Air Quality and Greenhouse Gas Technical Report prepared by ICF, which is attached in Appendix A of this EIR Addendum.

3.15.1 Impact Analysis

This section compares the Revised Project's potential impacts to those previously identified for the Approved Project in the 2008 EIR and the 2010 EIR Addendum.

3.15.1.1 Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Approved Project - 2008 EIR. The water supply demand for the 2008 Project was anticipated to be a maximum of approximately 178,578 gallons per day (gpd), or 200 acre-feet per year (AFY), a net increase of 174 AFY compared to the existing demand of 26 AFY. Development under the 2008 Project would be served with local groundwater and imported water supply purchase from the Metropolitan Water District (MWD). At the time of the 2008 EIR, the City received approximately 75 percent of its water supply from groundwater wells and 25 percent from the MWD. The demand for groundwater generated by the development of the 2008 Project would not require additional treatment facilities because this water is treated at the well from which it originates. Additionally, it was determined that the increase in demand placed on the MWD filtration plants (Diemer Filtration Plant and Jensen Filtration Plant) due to the 2008 Project would be less than 1 percent of the capacities of both facilities. Therefore, it was determined that the existing plants could adequately serve the additional demand generated by the 2008 Project without requiring expansion of the facilities and impacts would be ***less than significant***.

Approved Project - 2010 Addendum. The water supply demand for the 2010 Project was anticipated to be approximately 161,653 gpd or approximately 59 million gallons per year (Mgal/year). Because the 2008 EIR identified a water demand of 178,578 gpd, or approximately 65.1 Mgal/year, it was determined that the 2010 Project would result in a lesser demand than the 2008 EIR and no new or increased impacts on facilities would result. Therefore, impacts would remain ***less than significant***, similar to the 2008 Project.

Revised Project. At the present time, domestic water service in Huntington Beach is provided by the City's Utilities Division of the City Public Works Department. According to the 2015 Urban Water

Management Plan (UWMP), which was amended in 2018, the City's water supply is approximately 72 percent groundwater and 28 percent imported water. The City supplements its local groundwater, which is obtained from the Lower Santa Ana River Groundwater Basin (also known as the Orange County Groundwater Basin) with imported water purchased from Metropolitan through the Municipal Water District of Orange County (MWDOC). It is projected that by the year 2040, the water supply mix will shift to approximately 70 percent groundwater and 30 percent imported water.

According to the 2015 UWMP, the City's projected water supply is able to meet projected water demands in the years 2020, 2025, 2030, 2035, and 2040 during normal years, single dry years, and multiple dry years. In 2015, the actual water supply was 27,996 acre-feet (af). The total projected water supply in 2020 is approximately 29,966 af annually. In 2040, the total projected water supply is 31,580 af annually, with supply increasing incrementally every 5-year period between 2020 and 2040. Although projected water supplies increase incrementally, projected water demand also increases incrementally. In 2015, the actual water demand was 27,996 af. The total projected water demand in 2020 is approximately 28,090 af annually. In 2040, the total projected water demand is 30,396 af annually, with demand totals increasing in every 5-year increment between 2020 and 2040. As such, there would be a surplus of water supply until 2040. Therefore, the City's existing water supplies are projected to meet full service demands through the year 2040.

According to the CalEEMod Model Results, the water demand for the development site under existing conditions is approximately 12.89 Mgal/year (7.99 Mgal/year for indoor use and 4.90 Mgal/year for outdoor use). This equates to approximately 47.5 AFY. The projected water demand for the 2010 Project was estimated to be 161,653 gpd, or approximately 59 Mgal/year. The water demand for the Revised Project is anticipated to be approximately 35.6 Mgal/year (19.54 Mgal/year for indoor residential use, 12.32 Mgal/year for outdoor residential uses 0.32 Mgal/year for park outdoor use, 1.85 Mgal/year for indoor commercial uses, and 1.13 Mgal/year for outdoor commercial use). This equates to approximately 131.2 AFY, an increase in 83.7 AFY from existing conditions. Consequently, anticipated water usage by the Revised Project is negligible (less than 1 percent) compared to the City's total annual water supply, and less than that projected for the 2010 Project. Further, the housing associated with the Revised Project will contribute towards the Regional Housing Needs Assessment (RHNA) allocation for the City; the RHNA is used to estimate the annual water demand as described in the City's UWMP. As such, the water demand associated with the Revised Project is planned for in the UWMP. Therefore, implementation of the Revised Project would not require or result in the relocation or construction of new or expanded water treatment facilities, and impacts would remain ***less than significant*.** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.2 Would the project require new or expanded water entitlements and resources, if there are not sufficient water supplies available to serve the project from existing entitlements and resources?

Approved Project - 2008 EIR. At the time of the 2008 EIR, it was determined that the City of Huntington Beach had an adequate supply of water to serve the 2008 Project net increase in water demands of 174 AFY in normal, single dry, and multiple dry years. However, a federal court order imposed interim pumping restrictions on State Water Project (SWP) operations in the Sacramento-San Joaquin Delta (Delta) in 2007, reducing the amount of future imported water supplies available

to Southern California by up to 30 percent. The conclusion of sufficient supply did not address the potential 30 percent reduction of imported water. However, the City had conservation and efficiency efforts to increase the supply reliability and the following Condition of Approval was identified for the 2008 Project:

The project Applicant was required to submit building plans for approval to the City of Huntington Beach to incorporate the following project conditions to ensure that conservation and efficient water use practices are implemented:

- Waterless urinals in the commercial and restaurant areas
- Ultra low-flush toilets in the residential units
- Low-flow shower heads and faucet aerators in the residential units
- Aggressive drought tolerant landscape design \\ith the option to use artificial turf
- Efficient irrigation including smart irrigation controllers and separate irrigation meters
- Ultra water efficient clothes washers and other appliances in common areas
- Incentives for new residents to purchase ultra water efficient appliances
- Provide signs throughout the proposed project site to wisely use water
- Make available resources to residents and tenants on how to use water efficiently

Therefore, due to the City's conservation programs and statewide efforts to increase water supply reliability, it was determined that impacts would be ***less than significant***.

Approved Project - 2010 Addendum. The water supply demand for the 2010 Project was anticipated to be approximately 161,653 gallons per day (gpd), which would result in a lesser demand than the previous 2008 EIR and no new or increased impacts would result. Therefore, impacts would remain ***less than significant***, similar to the 2008 Project.

Revised Project. As previously discussed, in Section 3.15.1.1, the City's existing water supplies are projected to meet full service demands through the year 2040 and the anticipated water usage by the Revised Project is negligible (less than 1 percent) compared to the City's total annual water supply, and less than that projected for the 2010 Project. Further, the housing associated with the Revised Project will contribute towards the Regional Housing Needs Assessment (RHNA) allocation for the City; the RHNA is used to estimate the annual water demand as described in the City's UWMP. As such, the water demand associated with the Revised Project is planned for in the UWMP. Therefore, implementation of the Revised Project would not require new or expanded water entitlements and resources, and impacts would be ***less than significant.*** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.3 Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Approved Project. The National Pollutant Discharge Elimination System (NPDES) requires all existing municipal and industrial discharge to surface waters within the City to be subject to specific discharge requirements. Discharges from the project site would be sent to the sewer system and ultimately treated at one or more of the Orange County Sanitation District (OCSD) wastewater treatment plants, which are required to comply with their associated waste discharge requirements (WDR). Therefore,

because the Approved Project would not result in the discharge of wastewater to any surface water, and because compliance with applicable WDRs would ensure that the Approved Project would not exceed the applicable wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB), impacts would be ***less than significant*.**

Revised Project. Similar to the Approved Project, the Revised Project would be required to comply with the NPDES permit and discharge requirements. Discharges from the project site would be sent to the sewer system and ultimately treated at one or more of the OCSD wastewater treatment plants, which are required to comply with their associated WDRs. Therefore, because the Revised Project would not result in the discharge of wastewater to any surface water, and because compliance with applicable WDRs would ensure that the Revised Project would not exceed the applicable wastewater treatments of the SARWQCB, impacts would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.4 Would the project require or result in the construction of new or expanded wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Approved Project - 2008 EIR. The 2008 Project would increase the amount of wastewater transported by the City's sewer system by approximately 199,948 gpd under development Option 1 and by 222,457 gpd under development Option 2. At the time of the 2008 EIR, OCSD confirmed that there was capacity in the existing 69-inch trunk sewer; however, no permit from the OCSD was confirmed for the 10-inch City connection at Edinger Avenue and Old Hoover Street, and the capacity of the existing 10-inch lateral that connects to the existing City of Huntington Beach 10-inch sewer line in Edinger Avenue was unknown. Therefore, implementation of Mitigation Measure MM4.14-1, which would require sewer improvements so that a replacement sewer lateral could be installed to service the development, would be required to ensure that proper sewer connections are provided for the 2008 Project site. With implementation of MM4.14-1 and because construction of the wastewater collection systems would adhere to existing laws and regulations and infrastructure would be sized appropriately, it was determined that impacts would be ***less than significant***.

Mitigation Measure MM4.14-1 Prior to issuance of a building permit for the proposed project, the existing 10-inch stubout connection shall be replaced with a stubout, whose size will be determined with a sewer study, to the 69-inch OCSD trunk sewer line so that a replacement sewer lateral can be installed to service the development. The sewer study shall also evaluate the condition of the existing OCSD manhole in Edinger Avenue to determine if the manhole requires rehabilitation. In addition, a second 12-inch point of connection shall be constructed for additional capacity, if necessary.

Approved Project - 2010 Addendum. The estimated sewer flow for the 2010 Project was anticipated to be approximately 163,339 gpd. Because the 2008 EIR identified a sewer generation rate of 199,948 gpd, it was determined that the 2010 Project would result in a lesser demand than the 2008 Project, and no new or increased impacts would result. Therefore, impacts would remain ***less than significant***.

Revised Project. At present time, the Utilities Division of the City's Public Works Department operates and maintains the local sewer collection pipes that feed into the Orange County Sanitation District's (OCSD) sewer system. The City's sewer system includes 360 miles of sewer lines, 10,000 manholes, and 27 lift stations. Wastewater in the City would be conveyed to OCSD's Plant No. 2, which has a capacity of 312 mgd. Plant No. 2 also has a 120-inch diameter ocean outfall that extends 4.0 miles off the coast of the City, and a 78-inch diameter emergency outfall that extends 1.3 miles off of the coast.

The estimated sewer flow for the Revised Project is anticipated to be approximately 90 percent of the Revised Project's water demand, which would equate to approximately 87,780 gpd. The total amount of wastewater generated by the Revised Project represents less than 1 percent of the daily treatment capacity at OCSD's Plant No. 2. Consequently, wastewater generated by the Revised Project would be negligible compared to the treatment facility's available capacity, and less than the estimates for the Approved Project. Therefore, impacts related to the construction of wastewater treatment or collection facilities would be ***less than significant***. Impacts would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.5 Would the project include a new or retrofitted stormwater treatment control Best Management Practice (BMP) (e.g., water quality treatment basin, constructed treatment wetlands) the operation of which could result in significant environmental effects (e.g., increased vectors and odors)?

Approved Project. Development of the Approved Project would involve the construction and operation of stormwater treatment control BMPs that would be identified in a WQMP. The City has general/standard conditions of approval to protect receiving water quality from short- and long-term impacts of new development and significant redevelopment, which include code requirements CR4.14-1 and CR4.14-2 (renamed CR3.1-7 and CR3.1-8 in the 2010 Addendum), as outlined below. CR4.14-1 and CR4.14-2 would require that coverage be obtained under the General Permit, that a SWPPP be developed, that all BMPs in the WQMP be installed and implemented, and that all storm drain structures are clean and properly constructed. Because stormwater treatment control BMPs must be in conformance with approved plans and specifications of appropriate agencies, it is not anticipated that operation of the Approved Project would result in significant environmental effects including, but not limited to, vectors or odors. Therefore, development of the Approved Projects would result in ***less than significant*** impacts due to stormwater treatment control operations.

Code Requirement CR4.14-1 Prior to issuance of a grading permit, the Applicant shall demonstrate, by providing a copy of the Notice of Intent submitted to the State Water Resources Control Board (SWRCB) and a copy of the subsequent issuance of a Waste Discharge Identification number, that coverage has been obtained under the General Permit. Projects subject to this requirement shall also prepare, submit, and implement a Stormwater Pollution Prevention Plan.

Code Requirement CR4.14-2 Prior to issuance of certificate of occupancy, the Applicant shall demonstrate that all structural and non-structural BMPs described in the WQMP have been installed and implemented in

conformance with approved plans and specifications, and that all storm drain structures are clean and properly constructed.

Revised Project. Development of the Revised Project would involve the construction and operation of stormwater treatment control BMPs that would be identified in a WQMP. The Revised Project would be subject to the City's general/standard conditions of approval to protect receiving water quality from short- and long-term impacts of new development, and code requirements CR4.14-1 and CR4.14-2 (renamed CR3.1-7 and CR3.1-8 in the 2010 Addendum) would remain applicable. Because stormwater treatment control BMPs must be in conformance with approved plans and specifications of appropriate agencies, it is not anticipated that operation of the Revised Project would result in significant environmental effects including, but not limited to, vectors or odors. Therefore, such impacts would remain ***less than significant.*** Impacts would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.6 Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Approved Project - 2008 EIR. The 2008 Project would increase the amount of wastewater transported by the City's sewer system by approximately 199,948 gpd under development Option 1 and by 222,457 gpd under development Option 2. It was determined that Wastewater Treatment Plant No. 2 and Reclamation Plant No. 1, which would treat the 2008 Project's wastewater flows, would have more than adequate capacity to treat the additional 0.20 mgd of wastewater that would be generated under development Option 1 and 0.22 mgd that would be generated under development Option 2. Construction or expansion of wastewater treatment facilities was not anticipated to be necessary to serve the project's needs and impacts would be ***less than significant***.

Approved Project - 2010 Addendum. The estimated sewer flow for the 2010 Project was anticipated to be approximately 163,339 gallons per day (gpd). Because the 2008 EIR identified a sewer generation of 199,948 gpd, it was determined that the 2010 Project would result in a lesser demand than the 2008 Project and no new or increased impacts would result. Therefore, impacts would remain ***less than significant***, similar to the 2008 Project.

Revised Project. As previously discussed, the estimated sewer flow for the Revised Project is anticipated to be approximately 90 percent of the Revised Project's water demand, which would equate to approximately 87,780 gpd. The total amount of wastewater generated by the Revised Project represents less than 1 percent of the daily treatment capacity at OCSD's Plant No. 2, and less than the 2010 Project. Consequently, wastewater generated by the Revised Project would be negligible compared to the treatment facility's available capacity; therefore, the facility would have adequate capacity to serve the Revised Project's project demand in addition to its existing commitments and impacts would remain ***less than significant.*** Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.7 Would the project comply with federal. state, and local statutes and regulations related to solid waste?

Approved Project. As a condition of approval, the Approved Project would be required to comply with all federal, State, and local statutes and regulations related to solid waste handling, transport, and disposal during construction and long-term operations. ***No impact*** would occur, and no further analysis of the issue was required.

Revised Project. As a condition of approval, the Revised Project would be required to comply with all federal, State and local statutes and regulations related to solid waste handling, transport, and disposal during construction and long-term operations. ***No impact*** would occur, and impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.8 Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

Approved Project - 2008 EIR. The estimated amount of solid waste that would be generated by the 2008 Project was approximately 3,651 pounds per day or 1,332,615 pounds per year for development Option 1 and 4,548 pounds per day or 1,660,020 pounds per year for development Option 2. There are three landfills that served the project site at the time the 2008 EIR was prepared that had a design capacity of 4,000, 8,000, and 8,500 tons per day. Based on landfill capacity, the solid waste contribution from either Option 1 or Option 2 would be less than 1 percent of their allowed capacity. It was determined that impacts would be ***less than significant***.

Approved Project - 2010 EIR Addendum. The estimated amount of solid waste that would be generated by the 2010 Project was approximately 2,947 pounds per day (or approximately 538 tons per year). Because the 2008 EIR indicated that approximately 3,651 pounds per day of solid waste would be generated, it was determined that the 2010 Project would result in a lesser demand than the previous EIR, and no new or increased impacts would result. Therefore, impacts would remain ***less than significant***, similar to the 2008 project.

Revised Project. At the present time, solid waste collection and transport in Huntington Beach is handled by contracted private firms that haul collected materials to regional landfills and materials recycling facilities. Solid waste collected in the City of Huntington Beach is transported to the Frank R. Bowerman Landfill in Irvine, approximately 17 miles northeast of the project site. The landfill, which is expected to remain in operation until approximately 2053, is permitted to receive 11,500 tons per day (tpd). On average, 8,500 tons are disposed daily. As such, the landfill has an average daily surplus disposal capacity of 3,000 tons. The Frank R. Bowerman Landfill has a total remaining capacity of 205,000,000 cubic yards (cy).[8]

According to the CalEEMod Model Results, the project site generates 113.22 tons of waste per year under existing conditions. The Revised Project is anticipated to generate a total of 164.27 tons of

[8] California Department of Resources Recycling and Recovery (CalRecycle). Solid Waste Information System (SWIS). *SWIS Facility/Site Activity Details*, *Frank R. Bowerman Sanitary LF (30-AB-0360)*. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/ 2767?siteID=2103 (accessed May 27, 2022).

waste per year, 138 of which are from residential uses, 0.02 from park uses, and 26.25 from commercial uses. This equates to approximately 0.45 tons of waste generated per day, which would be less than 0.1 percent of the remaining daily available capacity at the Frank R. Bowerman Landfill, and less than the Approved Project. The solid waste estimates for the Revised Project are likely conservative because the City and the State have met substantial goals and progress in recent years in implementing policies designed to reduce solid waste going into landfills, and the Revised Project would provide recycling bins. As such, solid waste generated by the Revised Project would not cause the capacity of the Frank R. Bowerman Landfill to be exceeded and impacts would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.9 Would the project require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities the construction of which could cause significant environmental effects?

Approved Project - 2008 EIR. The estimated electricity demand for the 2008 Project was approximately 6,899,746.25 kilowatt-hours per year (kWh/year) per year for development Option 1 and 9,657,212,25 kWh/year for development Option 2. It was determined that electricity demand generated by the 2008 Project development would be supplied without the need for additional construction or expansion of energy facilities beyond that which was previously planned. The estimated natural gas demand for the 2008 Project was approximately 95,542,098 cubic feet per year (cf/year) for development Option 1 and 88,156,314 cf/year for development Option 2. The 2008 Project site would be served by existing gas lines and the Southern California Gas Company (SoCal Gas) had indicated that an adequate supply of natural gas was available at the time of the 2008 EIR to serve both Option 1 and Option 2. Therefore, construction of expansion of new energy production and/or transmission facilities of expansion of existing facilities were not anticipated to be necessary to serve the project's needs and impacts would be ***less than significant***.

Approved Project - 2010 EIR Addendum. The anticipated energy demand associated with the 2010 project was approximately 6,144,934 kWh/year of electricity and 74,548,773 cf/year of natural gas. Because the 2008 EIR indicated an anticipated energy demand of approximately 6,899,746.26 kWh/year for electricity and 92,542,098 cf/year of natural gas, it was determined that the 2010 Project would result in a lesser demand than the 2008 Project and no new or increased impacts would result. Therefore, impacts would remain ***less than significant***, similar to the 2008 EIR.

Revised Project. According to the CalEEMod Model Results, under existing conditions, the project site uses 214,586 kBTU/year of natural gas, which equates to approximately 2 therms, and 1,200,170 kWh/yr of electricity. The Revised Project would use a total of 3,394,640 kBTU/year of natural gas, which equates to approximately 34 therms (3,344,890 kBTU/year or 33.5 therms for residential uses and 49,750 kBTU/year or 0.5 therm for commercial uses). It is anticipated that the Revised Project would use a total of 1,741,904 kWh/year (1,150,150 kWh/year for residential uses, 278,250 kWh/year for commercial uses, and 313,504 kWh/year for the parking garage and elevator).

In 2018, California consumed approximately 281,120 gigawatt-hours (GWh) (281,120,193,430 kWh).[9] Of this total, Orange County consumed 20,197 GWh or 20,196,974,897 kWh. Therefore, operation of the Revised Project would negligibly increase the annual electricity consumption in Orange County by less than 0.1 percent. In 2018, California consumed approximately 12,638 million therms of natural gas, while Orange County consumed approximately 557 million therms. Therefore, operation of the Revised Project would negligibly increase the annual natural gas consumption in Orange County by less than 0.1 percent. Overall, because the proposed development area is already served by natural gas and electricity lines and because the Revised Project would result in a negligible (less than 0.1 percent) increase to electricity and natural gas consumption, and a reduced consumption as compared to the 2010 Project, it is not anticipated that the Revised Project would require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities. Impacts would be ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

3.15.1.10 Would the project encourage the wasteful or inefficient use of energy?

Approved Project. The Approved Project would be required to conform to the energy conservation standards specified in CCR Title 24, which would require and enforce efficient energy use. Impacts with respect to the wasteful or unnecessary use of energy would be ***less than significant***.

Revised Project. The Revised Project, similar to the Approved Project, would be required to conform to the energy conservation standards specified in CCR Title 24, which would require and enforce efficient energy use. Impacts with respect to the wasteful or unnecessary use of energy would remain ***less than significant***. Impacts related to this topic would not exceed those identified in the 2008 EIR or the 2010 EIR Addendum.

[9] California Energy Commission (CEC). 2018. Energy Consumption Data Management Service. Electricity Consumption by County. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed May 2020).

4.0 FINDINGS OF THIS EIR ADDENDUM

4.1 NO NEW SIGNIFICANT EFFECTS REQUIRING MAJOR REVISIONS TO THE 2008 EIR AND THE 2010 EIR ADDENDUM

Based on the foregoing analysis and information, there is no evidence that the Revised Project requires a major change to the 2008 EIR and the 2010 EIR Addendum. As described above, the Revised Project would not result in new significant environmental impacts, and there would not be a substantial increase in the severity of impacts described in the 2008 EIR and the 2010 EIR Addendum.

4.2 NO SUBSTANTIAL CHANGE IN CIRCUMSTANCES REQUIRING MAJOR REVISIONS TO THE 2008 EIR AND THE 2010 EIR ADDENDUM

Since approval of the 2008 EIR and the 2010 EIR Addendum, the Costco store and gas station, Residences at Bella Terra, and portions of the 2008 Project have been constructed and are operating. However, these uses were anticipated and no other major changes to the Specific Plan area have taken place that would require revisions to the analysis in the 2008 EIR or the 2010 EIR Addendum. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to the 2008 EIR and the 2010 EIR Addendum.

4.3 NO NEW INFORMATION SHOWING GREATER SIGNIFICANT EFFECTS THAN IN THE 2008 EIR AND THE 2010 EIR ADDENDUM

This analysis has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2008 EIR was certified and the 2010 EIR Addendum was approved. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact requiring major revisions to the 2008 EIR and the 2010 EIR Addendum.

4.4 NO NEW INFORMATION SHOWING ABILITY TO REDUCE SIGNIFICANT EFFECTS IN THE 2008 EIR AND THE 2010 EIR ADDENDUM

There is no new information, mitigation, or alternatives to the Revised Project that would substantially reduce one or more significant impacts identified and considered in the 2008 EIR and 2010 EIR Addendum.

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5.0 LIST OF PREPARERS

5.1 CITY OF HUNTINGTON BEACH

- Hayden Beckman, Senior Planner

5.2 ADDENDUM PREPARERS

The following individuals were involved in the preparation of this Addendum to the Village at Bella Terra EIR (Revised Project). The nature of their involvement is summarized below.

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- Ryan Bensley, AICP, Project Manager, Associate/Environmental Planner
- Scott Vurbeff, Senior Environmental Planner
- Ashley Manheim, Environmental Planner
- Lauren Johnson, Technical Editor
- Chantik Virgil, Senior Word Processor

5.3 TECHNICAL REPORT PREPARERS

The following individuals were involved in the preparation of the technical reports in support of this Addendum. The nature of their involvement is summarized below.

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Hazardous Material Survey (October 2021)

- Carlos Serrano, California Certified Site Surveillance Technician, CDPH Certified Lead Sampling Technician
- Raul Garcia, Regional Manager, California Certified Asbestos Consultant
- Travis Myers, Project Manager, California Certified Asbestos Consultant
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Phase 1 Environmental Site Assessment (October 2021)

- Dillon Dawson, Project Manager/Report Writer
- Brock Flowers Environmental Manager/Environmental Professional

5.3.2 Geotechnical Professionals Inc.

Geotechnical Investigation, Proposed Retail/Residential Development, Bella Terra Residential (December 2020)

- Donald A. Cords, G.E.

5.3.3 ICF

Air Quality and Greenhouse Gas Technical Report for the Bella Terra Project (February 2022)

Bella Terra Residential Project Cultural and Paleontological Resources Assessment Report (August 2022)

Bella Terra Residential Project Historical Resources Technical Report (March 2022)

- Jessica B. Feldman
- Inga Gudmundsson
- Colleen Davis

Comparison of 2010 Addendum Noise Section to 2022 Noise and Vibration Technical Report (April 2022)

Comparison of 2022 Air Quality and Greenhouse Gas Technical Report to 2010 Addendum Air Quality Section and 2008 Air Quality Section (April 2022)

Comparison of 2008 Bella Terra Residential Project, 2010 Addendum Cultural and Paleontological Section and 2022 Bella Terra Residential Project Cultural and Paleontological Resources Assessment Report (April 2022)

Noise and Vibration Technical Report, Bella Terra Residential Project (April 2022)

5.3.4 Linscott, Law & Greenspan, Engineers

Comparison to 2010 Addendum Transportation/Traffic Section and 2008 Transportation/Traffic Section (May 2022)

Traffic Analysis Report, Bella Terra Residential Project (February 2022)

- Keil D. Maberry, P.E., Principal
- Angela Besa, P.E., Transportation Engineer II

Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed Bella Terra Residential Project, Huntington Beach (February 2022)

- Keil Maberry, P.E., Principal
- Zawwar Saiyed, P.E., Associate Principal
- Yi Li, Transportation Engineer I

5.3.5 Mollenhauer Group Civil, Inc.

Preliminary Hydrology Analysis (January 2021)

Preliminary Water Quality Management Plan

- Thomas M. Tran

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