City of Seal Beach Housing Element and Zone Code Updates Project

Draft Environmental Impact Report

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Acronyms and Abbreviation

AB	Assembly Bill
ACBM	Asbestos-containing building materials
ADU	Accessory dwelling unit
AELUP	Airport Environs Land Use Plan
AFY	acre feet per year
AICUZ	Air Installations Compatible Use Zone
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BEA	Basin Equity Assessment
BERD	California Built Environment Resource Directory
BGEPA	Bald and Golden Eagle Protection Act
BPP	Basin Production Percentage
BRTR	Biological Resources Technical Report
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL EMA	California Emergency Management Agency
Cal EPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
CalOSHA	Californias Division of Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCMP	California Coastal Management Program
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CF_4	perfluoromethane
CH_4	methane
CIP	Capital Improvement Program
City	City of Seal Beach

CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CNNDB	California Natural Diversity Database
CNPS	California Native Plant Society
County	Orange County
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
C_2F_6	perfluoroethane
C_3F_8	perfluoropropane
C_4F_8	perfluorocyclobutane
C_4F_{10}	perfluorobutane
C_5F_{12}	perfluoropentane
C_6F_{14}	perfluorohexane
DAMP	Drainage Area Management Plan
dB	decibel
dB(A)	A-weighted decibel
DCH	Designated Critical Habitat
DPM	Diesel particulate matter
DOF	Department of Finance
DRRP	Diesel Risk Reduction Plan
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
EDD	Employment Development Department
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO	Executive Order
EOP	Emergency Operations Plan
EPSA	Energy and Policy Conservation Act of 1975
EQCB	Environmental Quality Control Board
ESA	environmental site assessment
EV	Electric vehicle
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation

FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FGS	California Fish and Game Code
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FR	Federal Register
FTA	Federal Transit Administration
GC	General Commercial
California GC	California Government Code
GHG	Greenhouse gas
GMP	Growth Management Plan
GPCD	gallons per capita per day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GSWC	Golden State Water Company
GWh	gigawatt
GWP	global warming potential
GWRS	Groundwater Replenishment System
g/L	grams per liter
HAP	hazardous air pollutant
HCD	California Department of Housing and Community Development
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbon
HOT	high occupancy toll
hp	horsepower
HRA	Health risk assessment
HRER	Historical Resource Evaluation Report
HSC	California Health and Safety Code
HUD	U.S. Department of Housing and Urban Development
HVAC	Heating, ventilation, air conditioning
Hz	Hertz
H_2S	Hydrogen sulfide
IRA	Inflation Reduction Act
I-405	Interstate 405
I/L Ratio	Improvement-to-land value ratio
JFTB	Joint Forces Training Base
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Program
LC/RMD	Limited Commercial/Residential Medium Density

Ldn	Day-night sound level
Leq	Equivalent sound level
LEV	Low-Emission Vehicle
LHMP	Local Hazard Mitigation Plan
Lmax	Maximum sound level
Lmin	Minimum sound level
LOS	Level of service
LRSP	Local Roadway Safety Plan
LSAA	Lake or Streambed Alteration Agreement
LUST	Leaking underground storage tank
Lxx	Percentile-exceeded sound level
MBTA	Migratory Bird Treaty Act
MC/RHD	Mixed Commercial/Residential High Density
MET	Metropolitan Water District of Southern California
MG	million gallons
MGD	million gallons per day
mg/m^3	milligrams per cubic meter
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MPO	Metropolitan Planning Organization
$MTCO_2e$/year	metric tons of carbon dioxide equivalent per year
MWDOC	Municipal Water District of Orange County
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NESHAP	national emission standards for hazardous air pollutants
NF_3	nitrogen trifluoride
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NOA	naturally occurring asbestos
NOC	Notice of Completion
NOP	Notice of Preparation
NO_2	nitrogen dioxide
NOx	nitrogen oxides
NPAA	Native Plant Protection Act
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
NWPR	Navigable Waters Protection Rule
N_2O	nitrous oxide

OC San	Orange County Sanitation District
OCFA	Orange County Fire Authority
OCTA	Orange County Transportation Authority
OCTAM	Orange County Transportation Analysis Model
OCWD	Orange County Water District
OE	Oil Extraction
OEHHA	Office of Environmental Health Hazard Assessment
OHP	California Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Health and Safety Administration
O_3	ozone
Pb	lead
PC	California Penal Code
PD	Planned Development
PDA	Priority Development Areas
PERP	Portable Equipment Registration Program
PFC	perfluorocarbon
$PM_{2.5}$	particulate matter smaller than 2.5 microns in diameter
PM10	particulate matter smaller than 10 microns in diameter
ppm	parts per billion
ppm	parts per million
PPV	Peak particle velocity
PRC	California Public Resources Code
Project	City of Seal Beach Housing Element and Zoning Code Updates Project
PTO	Permit to Operate
RA	Replenishment Assessment
RCRA	Resource Conservation and Recovery Act
RFS	renewable fuel standards
RHD	Residential High Density
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gases
RPS	Renewable Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SAP	Safety Action Plan
SBPD	Seal Beach Police Department
SC	Service Commercial
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments

SCAQMD	South Coast Air Quality Management District
SCC	Species of Special Concern
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SLF	Sacred Lands File
SLR	Sea level rise
SoCalGas	Southern California Gas Company
SOV	Single occupant vehicles
SO_2	sulfur dioxide
SPL	Sound pressure level
SR	State Route
SRA	State Responsibility Area
STC	Sound transmission class
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Wate Resources Control Board
TAC	Toxic air contaminants
TAZ	Traffic analysis zone
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TNW	traditional navigable waters
USACE	United States Army Corps of Engineers
USC	U.S. Code
USEPA	U.S. Environmental Protection Agency
USGS	United States Geological Survey
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle miles traveled
VOC	Volatile organic compounds
WOCWB	West Orange County Water Board
WOTUS	Waters of the United States
WSA	Water Supply Assessment
WSCP	Water Shortage Contingency Plan
ZEV	Zero emission vehicles
$\mu g/m^3$	micrograms per cubic meter
ºF	Fahrenheit

EXECUTIVE SUMMARY

This section presents an overview of the proposed City of Seal Beach Housing Element and Zoning Code Updates Project (Project), pursuant to the California Environmental Quality Act (CEQA). This executive summary also provides conclusions of the analyses contained in Sections 3.1 through 3.17 of this Draft Environmental Impact Report (EIR), a summary of the alternatives to the Project, and issues to be resolved. For a complete description of the Project, refer to Section 2.0, Project Description. For a discussion of alternatives to the Project, see Section 4.0, Alternatives to the Proposed Project.

This Draft EIR addresses the environmental effects associated with adoption and implementation of the Project. An EIR is a public document designed to provide the public, local, and state governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. CEQA requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects.

This Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code [PRC], Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR], Division 6, Chapter 3, Section 15000, et seq.) to determine if the Project could have a significant impact on the environment. Information for this Draft EIR was obtained through analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, and transportation). The City of Seal Beach (City) as the Lead Agency has reviewed and revised as necessary all submitted draft plans, technical studies, and reports to reflect its own independent judgement including relying on applicable City of Seal Beach technical personnel and consultants and review of all technical reports.

ES.1 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared to assess the environmental effects associated with implementation of the Project. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of the proposed activities.
- To identify ways to avoid or reduce environmental impacts.
- To prevent environmental impacts through implementation of feasible alternatives or mitigation measures.
- To disclose significant environmental effects,
- To foster interagency coordination in the review of projects.

- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the CEQA statue and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of any environmental consequences associated with a proposed project which may have the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgement of the lead agency, adopt findings concerning the proposed project's significant environmental impacts and alternatives, and if needed, adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

ES.1.1 EIR Organization

This Draft EIR is arranged into the following sections, which contain the contents of an EIR as required by CEQA Guidelines Section 15120 through 15132.

Section ES: Executive Summary. The Executive Summary provides a summary of the Project and the project alternatives, including a summary of project impacts, recommended mitigation measures, and the level of significance after mitigation for each environmental issue.

Section 1.0: Introduction. The Introduction provides an overview of the Project and the CEQA process and describes the purpose, scope, and components of this Draft EIR.

Section 2.0: Project Description. The Project Description provides a detailed description of the Project, including the location and project characteristics. The intended uses of this Draft EIR, project background, project objectives, and required discretionary approvals are also addressed.

Section 3.0: Environmental Analysis. The Environmental Analysis analyzes the environmental effects of the Project. Impacts are organized into major environmental topic areas. Each topic area includes a description of the environmental setting, regulatory setting, methods, thresholds of significance, Housing Element Update policies, impact analysis, mitigation measures, and level of significance after mitigation. The specific environmental topic areas that are addressed in Section 3.0 include the following:

- Section 3.1: Aesthetics
- Section 3.2: Air Quality
- Section 3.3: Biological Resources
- Section 3.4: Cultural Resources
- Section 3.5: Energy
- Section 3.6: Geology and Soils
- Section 3.7: Greenhouse Gas Emissions
- Section 3.8: Hazards and Hazardous Materials
- Section 3.9: Hydrology and Water Quality
- Section 3.10: Land Use and Planning
- Section 3.11: Noise
- Section 3.12: Population and Housing
- Section 3.13: Public Services
- Section 3.14: Recreation

- Section 3.15: Transportation
- Section 3.16: Tribal Cultural Resources
- Section 3.17: Utilities and Service Systems

Section 4.0: Alternatives to the Proposed Project. Describes and compares the proposed alternatives to the Project.

Section 5.0: Other CEQA Considerations. The Other CEQA Considerations section provides a summary of significant environmental effects, including unavoidable, irreversible, and growth-inducing impacts.

Section 6.0: Effects Found Not to Be Significant. This section provides a summary of project impacts that have been determined, through preparation of the Notice of Preparation (NOP), to result in a less than significant impact or no impact.

Section 7.0: List of Preparers. The List of Preparers section provides a list of the various individuals who contributed to the preparation of this Draft EIR.

Appendices. The appendices contain the NOP (including comments) and technical studies prepared to support the analyses and conclusions in this Draft EIR.

ES.1.2 Type and Purpose of this EIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

> *Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This EIR has been prepared in accordance with CEQA with the City of Seal Beach as the Lead Agency. This EIR assesses the potential environmental consequences of implementing the Project and identifies mitigation measures and alternatives to the Project that would avoid or reduce significant impacts. This EIR is intended to inform decision-makers, other responsible agencies, and the general public as to the nature of the Project's potential environmental impacts.

ES.2 SUMMARY OF PROPOSED PROJECT

ES.2.1 Project Location

The City is located at the northwestern edge of Orange County (County), California. It borders the City of Long Beach and Los Angeles County to the northwest, the Orange County cities of Los Alamitos to the north, Westminster to the east, Huntington Beach to the southeast, and the Pacific Ocean to the southwest. The City has a land area of approximately 13 square miles, roughly 8 square miles of which is dedicated to the Naval Weapons Station Seal Beach and the Seal Beach National Wildlife Refuge (Figure 2-1).

ES.2.2 Project Summary

The Project evaluated in this Program EIR involves implementation of the Housing Element Update and Zoning Code Update which includes establishment of the new zoning designation and rezoning of sites to meet the City's Regional Housing Needs Assessment (RHNA) requirements.

The Housing Element, which integrates/updates supporting socioeconomic, demographic, and household data, is specifically intended to accommodate the City's RHNA allocation of 1,243 new dwelling units. The RHNA allocates regional housing needs by income-level among member jurisdictions. This Program EIR evaluates the potentially significant, adverse, and beneficial environmental impacts resulting from the Project, which involves implementation of the Housing Element Update and Zoning Code Update, including establishment of the new zoning designation and rezoning of sites resulting from Project implementation which would result in increased densification of residential uses.

The site inventory included in the City's Housing Element Update shows how the City will meet its RHNA requirement through housing opportunity sites, accessory dwelling units (ADUs), and pipeline projects. The Housing Opportunity Sites include a total of eight sites that have been identified by the City as having the potential for providing additional housing to meet the City's RHNA allocation (Figure 2-2). The sites are broken into two categories: (1) underutilized sites that do not require zoning code changes and (b) sites where zoning modifications are proposed. Beyond the site inventory, the City has also identified the Main Street Program in its Housing Element Update. The Housing Element Update's Main Street Program does not identify specific housing opportunity sites but would modify the existing Main Street Specific Plan to allow for residential units to be developed on the second floor of properties located within the Main Street Specific Plan area.

The Housing Element Update identified Old Ranch Country Club Pipeline Project as a pipeline project towards meeting the City's RHNA requirement. The Old Ranch Country Club Pipeline Project is a proposed 155-acre Specific Plan on the existing Old Ranch Country Club and would convert a portion of the existing golf course to a mixed-use development with 167 residential units. The 167 residential units of Old Ranch Country Club Pipeline Project (herein referred to as the residential component of the ORCC Specific Plan Project) are programmatically evaluated within this EIR as these 167 residential units are included within the City's site inventory to meet its RHNA requirements. The other portions of the ORCC Specific Plan Project are not included within RHNA requirements and therefore are not included within this analysis. As such, specific impact findings associated with the development of the Old Ranch Country Club Pipeline Project are being evaluated separately by the City in a standalone EIR. This EIR is not rezoning or entitling the ORCC Specific Plan Project. Rather, this EIR evaluates the residential component of the ORCC Specific Plan Project as a basis for implications associated with housing production associated with the ORCC Specific Plan Project, only.

A detailed project description is provided in Section 2.0, Project Description of this Draft EIR.

ES.2.3 Project Objectives

In accordance with CEQA Guidelines §15124, the following primary objectives support the Project's purpose, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EIR, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary.

- Protect and improve quality of life for current and future residents.
- Encourage new housing for households at all income levels and for households with a range of diverse housing needs.
- Amend land use standards and designations in the City's Zoning Code, Specific Plans, General Plan as needed to comply with state law and meet the required Regional Housing Needs Allocation.
- Remove undue constraints on new housing development, including for affordable housing development.
- Affirmatively further fair housing.

ES.2.4 Lists of Permits and Other Approvals

The Project evaluated in this EIR is comprised of implementation of the Housing Element Update and establishment of eight Housing Opportunity Sites, Main Street Program and a new zoning designation, as well as rezoning of parcels, resulting in increased densification and intensification of residential uses. The Project does not propose any site development on the Housing Opportunity Sites. Future developments would occur on the Housing Opportunity Sites as market conditions allow at the discretion of the individual property owners. The anticipated permits, approvals and consultation required for the Project include:

- Certification of CEQA document
- Adoption of Mitigation Monitoring and Reporting Program
- Adoption of the Findings of Fact and Statement of Overriding Considerations
- Change of Zone
- Seal Beach Municipal Code, Zoning Code Amendment

In addition to the amendments included as part of the Project, approval of various General Plan and Seal Beach Municipal Code Title 11 amendments may be required for the Housing Opportunity Sites ultimately included in the Housing Element, and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes.

ES.2.5 List of Agencies

It is anticipated that approval of the Housing Element Update from the following agencies will be required: City of Seal Beach Planning Commission, City of Seal Beach City Council, and California Department of Housing and Community Development. Likewise, the City of Seal Beach City Council would certify and adopt this Housing Element Update EIR.

ES.3 COMMENTS ON THE NOTICE OF PREPARATION

Pursuant to the requirements of CEQA for the initiation of environmental review, on November 16, 2023, the City sent a NOP to the State Clearinghouse [SCH No. 2023110425], responsible and trustee government agencies, organizations, and individuals potentially interested in the project. The NOP requested that agencies with regulatory authority over any aspect of the project describe that authority and identify relevant environmental issues that should be addressed in the EIR. Interested members of the public were also invited to comment. The NOP also included the Initial Study which was prepared to identify any resources that was determined to not have any potentially significant impacts. The analysis provided in the Initial Study included 13 Housing Opportunity Sites and did not include the Main Street Program. However, as outlined in Section 2.0, Project Description, of this Draft EIR, the 13 Housing Opportunity Sites identified in the Initial Study was reduced to the eight Housing Opportunity Sites analyzed in this Draft EIR and the Main Street Program was added as a component of the Project. The modifications to the components of the Project analyzed in the Draft EIR and Initial Study was a result of comment received from California Department of Housing and Community Development (HCD) on the City's Housing Element Update.

The comment period for the NOP and Initial Study was set for November 16, 2023, through December 15, 2023. The NOP/Initial Study and the comments received on the NOP are included in Appendix A of this EIR.

ES.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this Draft EIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the Draft EIR.

6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

ES.5 ALTERNATIVES TO THE PROPOSED PROJECT

The Project alternatives and their potential impacts are discussed in Section 4.0, Alternatives to the Proposed Project, of this Draft EIR. As authorized under CEQA, the alternatives are discussed in less detail than the Project.

No Project/Existing Zoning Alternative

The No Project/Existing Zoning Alternative assumes that certification of the Housing Element Update would not occur and the establishment of a new zoning designation and rezoning of specific parcels proposed as part of the Project would not occur. The six rezone sites identified for the eight Housing Opportunity Sites would not be rezoned to the new MC/RHD zoning district and would continue to be zoned its existing zoning designations. Additionally, the Main Street Program which proposes to amend the existing Main Street Specific Plan to allow for residential uses on the second story of structures within the Main Street Specific Plan area would not occur. Under the No Project/Existing Zoning Alternative, the buildout assumptions for the eight Housing Opportunity Sites and Main Street Program would be 218 residential units based on the existing zoning designations. Under the No Project/Existing Zoning Alternative, the Housing Element and Zone Code Updates would not be implemented by the City, land use densities and zoning would remain unchanged, and development would be consistent with the existing zoning designation.

The No Project/Existing Zoning Alternative would result in less impacts related to air quality, GHG, noise, population and housing, and utilities and service systems compared to the Project. However, the No Project/Existing Zoning Alternative would result in similar impacts as the Project to aesthetics, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, public services, recreation, transportation, and tribal cultural resources. Finally, the No Project/Existing Zoning Alternative would result in greater impacts to land use and planning compared to the Project. The No Project/Existing Zoning Alternative would not reduce the significant and unavoidable impacts to public services, recreation, and vehicle miles traveled (VMT) and would not help the City meet its RHNA requirements as it would not plan for enough residential units. Additionally, the No Project/Existing Zoning Alternative would not meet most of the Project objectives.

ES.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1, Summary of Impact for Each Resource, provides a summary of the level of significance determined for each resource topics analyzed in the Initial Study and Draft EIR. Table ES-2, Executive Summary of Impacts and Mitigation Measures, summarizes the potential environmental effects of the Project, the recommended mitigation measures, if applicable, and the level of significance after mitigation as outlined in the Initial Study and this Draft EIR for each impact question required to be analyzed per CEQA Guidelines Appendix G. All eight Housing Opportunity Sites and the Main Street Program are anticipated to have the same level of impact as identified in Table ES-2 and mitigation measures

identified in Table ES-2 would apply to all future developments on the eight Housing Opportunity Sites and Main Street Program. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR and therefore impact findings associated with the residential component of the ORCC Specific Plan Project are not made in this EIR and are not included in the tables below. Per CEQA Section 15093, should the Project be approved as proposed, any impact noted in the summary as "significant" after mitigation would require the adoption of a statement of overriding considerations. As shown in Table ES-2, development of the Project could result in significant and unavoidable impacts. Therefore, a statement of overriding considerations would be required.

Additionally, CEQA requires public agencies to establish a mitigation monitoring and reporting program for the purpose of ensuring compliance with those mitigation measures identified in an EIR and/or adopted as conditions of approval in order to mitigate or avoid significant environmental impacts identified in an EIR. A mitigation monitoring and reporting program, incorporating the mitigation measures set forth in this document, will be adopted at the time of certification of the Final EIR.

Table ES-1: Summary of Impact for Each Resource

Resource	Level of Significance
Aesthetics	Less Than Significant Impact
Agricultural and Forestry Resources	No Impact
Air Quality	Significant and Unavoidable Impact
Biological Resources	Less Than Significant Impact with Mitigation
Cultural Resources	Less Than Significant Impact with Mitigation
Energy	Less Than Significant Impact
Geology and Soils	Less Than Significant Impact with Mitigation
Greenhouse Gas Emissions	Significant and Unavoidable Impact
Hazards and Hazardous Materials	Less Than Significant Impact
Hydrology and Water Quality	Less Than Significant Impact with Mitigation
Land Use and Planning	Less Than Significant Impact
Mineral Resources	No Impact
Noise	Less Than Significant Impact with Mitigation
Population and Housing	Less Than Significant Impact
Public Services	Significant and Unavoidable Impact
Recreation	Significant and Unavoidable Impact
Transportation	Significant and Unavoidable Impact
Tribal Cultural Resources	Less Than Significant Impact with Mitigation
Utilities and Service Systems	Less Than Significant Impact with Mitigation
Wildfire	No Impact

Table ES-2: Executive Summary of Impacts and Mitigation Measures

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Initial Study Section 3.1 Aesthetics (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact AES-a: The Project would not have a substantial effect on a scenic vista.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact AES-b: The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	None required.	No Impact
Impact AES-d: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.2 Agricultural and Forestry Resources (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact AG-a: The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	No Impact	None required.	No Impact
Impact AG-b: The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	No Impact	None required.	No Impact
Impact AG-c: The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or	No Impact	None required.	No Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
timberland zoned Timberland Production as defined by Government Code Section 51104(g)).			
Impact AG-d: The Project would not result in loss of forest land or conversion of forest land to non-forest use.	No Impact	None required.	No Impact
Impact AG-e: The Project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, or conversion of forest land to non-forest use.	No Impact	None required.	No Impact
Initial Study Section 3.4 Biological Resources (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact BIO-e: The Project would not conflict with any local policies or ordinances protecting biological resources, such as trees preservation policy or ordinance.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.5 Cultural Resources (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact CUL-c: The Project would not disturb any human remains, including those interred outside of formal cemeteries.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.6 Energy Resources (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact EN-b: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.7 Geology and Soils (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact GEO-a: The Project would not directly or indirectly cause potential	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
substantial adverse effects, including the risk or loss, injury, or death involving: i. 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			
ii. Strong seismic ground shaking.	Less Than Significant Impact	None required.	Less Than Significant Impact
iii. Seismic-related ground failure, including liquefaction.	Less Than Significant Impact	None required.	Less Than Significant Impact
iv. Landslides.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact GEO-b: The Project would not result in substantial soil erosion or the loss of topsoil.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact GEO-c: The Project would not be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact GEO-d: The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property.	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Impact GEO-e: The Project would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	No Impact	None required.	No Impact
Initial Study Section 3.9 Hazards and Hazardous Materials (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact HAZ-a: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact HAZ-b: The Project would not 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.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact HAZ-c: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact HAZ-d: The Project would not 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.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact HAZ-f: The Project would not impair implementation of or physically interfere with an adopted emergency	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
response plan or emergency evacuation plan.			
Impact HAZ-g: The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.10 Hydrology and Water Quality (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact HYD-a: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact HYD-c: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would i. Result in substantial soil erosion on or offsite	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.11 Land Use and Planning (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact LU-a: The Project would not physically divide an established community.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.12 Mineral Resources (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact MIN-a: The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	No Impact	None required.	No Impact
Impact MIN-b: The Project would not result in the loss of availability of a locally	No Impact	None required.	No Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.			
Initial Study Section 3.14 Population and Housing (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact POP-b: The Project would not displace substantial number of existing people or housing necessitating the construction of replacement housing elsewhere.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.15 Public Services (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact PUB-a: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services: iii. Schools v. Other Public Facilities	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.17 Transportation (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact TRANS-c: The Project would not substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact TRANS-d: The Project would not result in inadequate emergency access.	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Initial Study Section 3.19 Utilities and Service Systems (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact UTIL-d: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact UTIL-e: The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less Than Significant Impact	None required.	Less Than Significant Impact
Initial Study Section 3.20 Wildfire (Discussed in Draft EIR Section 6.0 Effects Found Not to be Significant)			
Impact WF-a: The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	No Impact	None required.	No Impact
Impact WF-b: The Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	No Impact	None required.	No Impact
Impact WF-c: The Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.	No Impact	None required.	No Impact
Impact WF-d: The Project would not expose people or structures to significant risks, including downslope or downstream	No Impact	None required.	No Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.			
Draft EIR Section 3.1 Aesthetics			
Impact AES-1: In an urbanized area, the Project would not conflict with applicable zoning and other regulations governing scenic quality.	Less Than Significant Impact	None required.	Less Than Significant Impact
Draft EIR Section 3.2 Air Quality			
Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan.	Potentially Significant Impact	**MM AQ-1: Quantify Construction Criteria Pollutant Emissions.** Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review, project applicants shall prepare and submit a technical air quality assessment estimating project construction-related criteria pollutant emissions to the City for review and approval. The evaluation shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) guidance. If construction-related criteria pollutant emissions are determined to have the potential to exceed the SCAQMD regional and localized thresholds of significance, emission reduction measures shall be incorporated into the project to the maximum extent feasible, subject to the discretion of the City. Acceptable options for reducing emissions may include: • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 emission limits for engines above 50 horsepower. • Require all paints and architectural coatings to be super-compliant volatile organic compounds (VOC) content (0 grams/Liter [g/L] to 10 g/L). If VOC emissions still exceed thresholds, then the applicant may elect to prohibit architectural coating activities during summer months (June, July, and August) when ozone formation peaks. Regardless of the results of the emissions modeling, the following best practices shall be implemented throughout the duration of all construction activity:	Significant and Unavoidable Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		• All off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturers' specifications. • Idling shall be limited to 5 minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by California Air Resources Board (CARB). • Clear Signage regarding idling restrictions shall be placed at the entrances to the construction site. • Portable equipment over 50 horsepower must have either a valid SCAQMD Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB. • Water all active construction areas at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). • Pave, apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.	
		MM AQ-2: Quantify Operational Criteria Pollutant Emissions. Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review, project applicants shall prepare and submit a technical air quality assessment estimating project operational-related criteria pollutant emissions to the City for review and approval. The evaluation shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) guidance. If operational-related criteria pollutant emissions are determined to have the potential to exceed the SCAQMD thresholds of significance, emission reduction measures shall be incorporated into the project to the maximum extent feasible, subject to the discretion of the City.	

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		Acceptable options for reducing operational emissions may include, but are not limited to, the following: • Prohibition of natural gas hearths. • Installation of solar water heaters or tankless water heaters. • Exceeding Title 24 energy standards. • Constructing Level 2 electric vehicle (EV) charging stations for multi-family developments and pre-wiring to allow for Level 2 EV charging stations in single-family residential garages. • Require all paints and architectural coatings to be super-compliant volatile organic compound (VOC) content (0 to 10 g/L).	
Impact AQ-2: The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Potentially Significant Impact	Mitigation Measures AQ-1 and AQ-2 are required.	Significant and Unavoidable Impact
Impact AQ-3: The Project would expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant Impact	Mitigation Measures AQ-1 and AQ-2 are required. **MM AQ-3: Construction Health Risk Assessment.** Prior to future discretionary project approval for any future development project that would involve construction lasting more than two months and within 1,000 feet of sensitive receptors, the project applicant shall submit a construction health risk assessment (HRA) to the City for review and approval. The level of detail required for the HRA is described below: A quantitative health risk assessment shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) and Office of Environmental Health Hazard Assessment (OEHHA) guidance to identify the potential for increased cancer and non-cancer health risks. If the health risks do not exceed the applicable thresholds, further mitigation is not necessary. If the resultant health risks are determined to exceed SCAQMD thresholds of significance, the applicant shall implement measures to reduce diesel particulate matter (DPM) exhaust emissions and associated risks to below the applicable thresholds. Methods may include requiring the use of off-road equipment engines	Significant and Unavoidable Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		that meet or exceed California Air Resources Board's Tier 4 Final engine emissions standards for off-road equipment exceeding 50 horsepower (hp). Any emissions reduction measures identified in the HRA shall be incorporated into the site development plan as a component of the project. Prior to issuance of any construction permit, the construction contractor shall ensure that all construction plans submitted to the Community Development Department clearly show incorporation of all applicable mitigation measures.	
Impact AQ-4: The Project would not result in other emissions (such as those leading to odors) affecting a substantial number of people.	Less Than Significant Impact	None required.	Less Than Significant Impact
Draft EIR Section 3.3 Biological Resources			
Impact BIO-1: The Project could have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Potentially Significant Impact	**MM BIO-1: Documentation of Plant and Wildlife Species.** Prior to the issuance of a building permit, all projects must provide documentation that the site does not include special-status or protected plant and wildlife species. If the species are found on the site, focused surveys shall be conducted prior to any ground disturbance activities. The documentation shall ensure that botanical surveys are conducted during the appropriate blooming period and any nesting bird surveys are conducted during the appropriate avian nesting season. If no special-status species are found on the project site, no additional action is necessary and the project can continue. If special-status species are found, no ground disturbance can occur and the project must either avoid the special-status species, or develop a mitigation plan approved by the City in consultation with the California Department of Fish and Wildlife. If offsite replacement is the only mitigation option available, the performance criteria shall be at a ratio specified by the resource agency such as the Army Corps of Engineers or the California Department of Fish and Wildlife.	Less Than Significant Impact with Mitigation
		MM BIO-2: Mitigation Plan. Prior to the issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City, the USFWS, and CDFW which shall	

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		include: (1) the responsibilities and qualifications of personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements. **MM BIO-3: Preconstruction Surveys.** Prior to the issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit) for future development projects facilitated by the Project, project applicants shall complete a preconstruction survey (or possibly multiple surveys) by a qualified biologist prior to construction activities to identify any active nesting locations within the project site. If the biologist does not find any active nests within the project site, the construction work shall be allowed to proceed. If the biologist finds an active nest within the project site and determined that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest, and the size of the buffer zone shall depend on the affected species and the type of construction activity. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a biological monitor shall take place within the buffer zone until the nest is vacated. The biologist shall serve as a construction monitor when construction activities take place near active areas to ensure no inadvertent impacts on these nests occur. Results of the preconstruction survey and any subsequent monitoring shall be provided to the California Department of Fish and Wildlife and the City.	
Impact BIO-2: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	No Impact	None required.	No Impact
Impact BIO-3: The Project would not have a substantial adverse effect on state or federally protected wetlands (including, but	No Impact	None required.	No Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.			
Impact BIO-4: The Project would not 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.	No Impact	None required.	No Impact
Impact BIO-5: The Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.	No Impact	None required.	No Impact
Draft EIR Section 3.4 Cultural Resources			
Impact CUL-1: The Project could cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5.	Potentially Significant Impact	**MM CUL-1: Development Review Process for Historical Resources.** Prior to approval of discretionary projects at any of the eight Housing Opportunity Sites or within the Main Street Program area, City staff shall determine whether the project applicant should conduct further study to assess the project's potential impacts on historical resources. Further study is required if the project is located on the same parcel or within 100 feet of a known historical resource. Further study is also required if the project is located on the same parcel as a building, structure, or object 45 years old or older from the date the discretionary permit application was filed. If further study is necessary, the City shall require the project applicant to retain a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards in architectural history. The qualified consultant shall prepare a Historical Resource Evaluation Report (HRER). The HRER should involve a California Historic Resources Information System (CHRIS) and California Built Environment Resource Directory (BERD) records search and preparation of a historic context. If a building, structure, or object on the parcel is 45 years old or older and has not been previously identified	Less Than Significant Impact with Mitigation

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		as a historical resource, the consultant should prepare an evaluation for NRHP, CRHR, and local landmark eligibility per NPS, OHP, and City guidelines. All evaluated resources should be documented on Department of Parks and Recreation Series 523 Forms. The qualified consultant should analyze potential project impacts and provide recommendations for avoiding or otherwise mitigating potentially significant impacts to historical resources, which shall be enforced as conditions of approval for the project.	
Impact CUL-2: The Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	Potentially Significant Impact	**MM CUL-2: Development Review Process for Archaeological Resources.** Prior to approval of discretionary projects that include ground-disturbing activities, City staff shall conduct a records search at the South Central Coastal Information Center to review the current data on file for the project location. If it is determined that known archaeological cultural resources are within a 0.25-mile of the project site, the City shall require the project applicant to retain a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in archaeology to assess the project's potential impacts to archaeological cultural resources. Further study may include a survey of the project location; controlled excavation to determine the presence of subsurface archaeological deposits; a review of relevant literature, including historical maps and published archaeological and ethnographic sources; and consultation with local Native American tribes. The qualified archeologist shall provide recommendations for avoiding or otherwise mitigating potentially significant impacts to archaeological cultural resources and human remains, which shall be enforced as conditions of approval for the project.	Less Than Significant Impact with Mitigation
		MM CUL-3: Human Remains. The City shall use the development review process to identify human remains, including those interred outside of formal cemeteries, and follow the appropriate procedures outlined under Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98. Should human remains be found on a project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall be disturbed until the Orange County Coroner is contacted and determines that no investigation of the cause of death is required. If an investigation is required, and the coroner determines the remains to	

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		be Native American then: (1) the coroner would contact the Native American Heritage Commission (NAHC) within 24 hours; (2) the NAHC would identify the person or persons it believes to be the most likely descended from the deceased native American; (3) the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.	
Draft EIR Section 3.5 Energy			
Impact EN-1: The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact EN-2: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact	None required.	Less Than Significant Impact
Draft EIR Section 3.6 Geology and Soils			
Impact GEO-1: The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant Impact	**MM GEO-1: Paleontological Monitoring Program.** Prior to the issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a paleontologist meeting professional standards as defined by Murphey et al. (2019) as a Principal Investigator shall be retained as the designated Project Paleontologist for each development, to review project-specific construction plans and develop a project-specific paleontological mitigation program. The mitigation program should be outlined in a Paleontological Monitoring and Mitigation Plan tailored to specific construction plans and geotechnical studies, should these be available, that identifies when or under what conditions paleontological monitoring should be implemented. The plan should include: • A Worker's Environmental Awareness Program training developed by the Project Paleontologist that communicates requirements and procedures for the inadvertent discovery of paleontological	Less Than Significant Impact with Mitigation

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		resources during construction to be delivered by the paleontologist or their designated representative to the construction crew prior to the onset of ground disturbance. • Fulltime paleontological monitoring when work occurs in the geologic units assessed as having high paleontological potential, which is expected to occur when work exceeds 5 foot in depth in unit 2 of the young alluvium, or when work occurs at any depth in old shallow marine deposits on a wave-cut surface, the San Pedro Formation, the Paleo Verdes Sand, the Lomita Marl, and the Timms Point Silt. Work into previously disturbed sediments, beach deposits, paralic estuarine deposits, or the upper 5 feet of unit 2 of the young alluvium does not require monitoring. After the initiation of the monitoring work, the Project Paleontologist may reduce the frequency or depths of monitoring should low paleontological potential sediments be identified in the monitoring area. • Procedures to follow in the event that paleontological resources are encountered during construction activities, including work stoppage in a safe radius of the finds, usually 50 feet, assessment by the Project Paleontologist, and, should the fossils be of scientific importance, collection and curation in an accredited repository along with associated data such as photographs, GPS coordinates, lithological descriptions, and depth data, as well as curation fees. • A Paleontological Monitoring Report documenting the results of the mitigation program.	
Draft EIR Section 3.7 Greenhouse Gas Emissions			
Impact GHG-1: The Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Potentially Significant Impact	**MM GHG-1: Implement GHG Reduction Measures.** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the California Environmental Quality Act (CEQA) Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas (GHG) emissions. Such measures may include the following or other comparable measures identified by the City:	Significant and Unavoidable Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: o Use energy efficient materials in building design, construction, rehabilitation, and retrofit. o Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. o Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. o Incorporate passive environmental control systems that account for the characteristics of the natural environment. o Use high-efficiency lighting and cooking devices. o Incorporate passive solar design. o Use high-reflectivity building materials and multiple glazing. o Prohibit gas-powered landscape maintenance equipment. o Install electric vehicle charging stations. o Reduce wood burning stoves or fireplaces. o Provide bike lanes accessibility and parking at residential developments. b) Include offsite measures to mitigate a project's emissions. c) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction, and operation of projects to minimize GHG emissions, including but not limited to: o Use energy and fuel-efficient vehicles and equipment; o Deployment of zero- and/or near zero emission technologies; o Use lighting systems that are energy efficient, such as LED technology; o Use the minimum feasible amount of GHG-emitting construction materials;	

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		○ Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; ○ Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; ○ Incorporate design measures to reduce energy consumption and increase use of renewable energy; ○ Incorporate design measures to reduce water consumption; ○ Use lighter-colored pavement where feasible; ○ Recycle construction debris to maximum extent feasible; ○ Plant shade trees in or near construction projects where feasible; and ○ Solicit bids that include concepts listed above. d) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: ○ Promote transit-active transportation coordinated strategies; ○ Increase bicycle carrying capacity on transit and rail vehicles; ○ Improve or increase access to transit; ○ Increase access to common goods and services, such as groceries, schools, and day care; ○ Incorporate the neighborhood electric vehicle network; ○ Orient the project toward transit, bicycle and pedestrian facilities; ○ Improve pedestrian or bicycle networks, or transit service; ○ Provide traffic calming measures; ○ Provide bicycle parking; ○ Limit or eliminate park supply; ○ Unbundle parking costs; ○ Provide parking cash-out programs;	

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		○ Implement or provide access to commute reduction program; e) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; f) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and g) Designate a percentage of parking spaces for ride-sharing vehicles or high occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; h) Land use siting and design measures that reduce GHG emissions, including: ○ Retaining onsite mature trees and vegetation, and planting new canopy trees; ○ Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and ○ Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.	
Impact GHG-2: The Project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Potentially Significant Impact	Mitigation Measures AQ-1, AQ-2, AQ-3, and GHG-1 are required.	Less Than Significant Impact with Mitigation
Draft EIR Section 3.8 Hazards and Hazardous Materials			
Impact HAZ-1: The Project would not, 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, result in a safety	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
hazard for people residing or working in the Project area.			
Draft EIR Section 3.9 Hydrology and Water Quality			
Impact HYD-1: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact HYD-2: The Project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on or offsite; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) Impede or redirect flood flows.	Potentially Significant Impact	**MM HYD-1: Stormwater Drainage Infrastructure.** Future development projects facilitated by the Housing Element and Zoning Code Update shall be required to prepare a site-specific evaluation to determine the potential impacts the proposed development project could have on the existing deficiencies to the City's storm drainage system and provide onsite mitigation measures to resolve impacts to the City's storm drain infrastructure. If it is found that using onsite mitigation measures do not resolve all impacts consistent with federal, state, and local requirements, then it shall be required to fund improvements to the storm drainage system as a condition of approval for the proposed development. The requirements for contribution to funding improvements and the anticipated cost shall be analyzed at the time of project-specific environmental analysis.	Less Than Significant Impact with Mitigation
Impact HYD-3: The Project would not, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Impact HYD-4: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant Impact	None required.	Less Than Significant Impact
Draft EIR Section 3.10 Land Use and Planning			
Impact LU-1: The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant Impact	None required.	Less Than Significant Impact
Draft EIR Section 3.11 Noise			
Impact NOI-1: The Project could result in a generation of a substantial temporary or permanent increase in ambient noise level in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant Impact	**MM NOI-1: Noise Mitigation Plan.** Project applicants shall describe and commit to a mitigation plan that will be developed when the information is available to make final decisions on all specific mitigation measures. The objective of the plan should be to minimize construction using all reasonable (e.g., cost vs. benefit) and feasible (e.g., possible to construct) means available. Components of a mitigation plan may include some or all of the following provisions, which should also be specified in construction contracts. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques available. (e.g., mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as possible from nearby noise-sensitive uses.	Less Than Significant Impact with Mitigation

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		• Stockpiling shall be located as far as possible from nearby noise-sensitive receptors. • Construction traffic shall be limited to approved haul routes. • Construct noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receptors. • Combine noisy operations to occur in the same time period. The total noise level produced will not be substantially greater than the level produced if the operations were performed separately. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, they shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the onsite construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.	
Impact NOI-2: The Project could result in generation of excessive groundborne vibration or groundborne noise levels.	Potentially Significant Impact	**MM NOI-2: Noise and Vibration Analysis.** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet from fragile structures, such as historical resources, 75 feet from older residential structures, of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 55 feet of new residential or commercial buildings; or a vibratory roller within 25	Less Than Significant Impact with Mitigation

<table>
<tr><th>Impact</th><th>Level of Significance Before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance After Mitigation</th></tr>
<tr><td></td><td></td><td>feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. A qualified and experienced acoustical consultant or engineer shall conduct this noise and vibration analysis. The vibration levels shall not exceed the Caltrans damage thresholds listed in the table below. If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.
<table>
<tr><th rowspan="2">Structure and Condition</th><th colspan="2">Maximum PPV (in/sec)</th></tr>
<tr><th>Transient Sources</th><th>Continuous/Frequent Sources</th></tr>
<tr><td>Extremely fragile historic buildings, ruins, ancient monuments</td><td>0.12</td><td>0.08</td></tr>
<tr><td>Fragile[1] buildings</td><td>0.30</td><td>0.12</td></tr>
<tr><td>Historic and some old buildings</td><td>0.50</td><td>0.20</td></tr>
<tr><td>Older[2] residential structure</td><td>0.70</td><td>0.30</td></tr>
<tr><td>New residential structures</td><td>1.2</td><td>0.50</td></tr>
<tr><td>Modern industrial/commercial buildings</td><td>2.0</td><td>0.50</td></tr>
</table>
</td><td></td></tr>
</table>

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		Notes: Transient sources again create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seal equipment, vibratory pile drivers, and vibratory compaction equipment. [1] A fragile building is considered one where the structural components are weakened due to age, poor construction materials, or significant deterioration, making it susceptible to damage from even minor stress. [2] An older building refers to a structure that has been around for a considerable period of time, regardless of its current structural integrity, with factors like construction materials, maintenance history, and design playing a role in determining its overall condition. Source: Caltrans 2020	
Impact NOI-3: For a Project located within the vicinity of a private airstrip or 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, the Project would not expose people residing or working in the Project area to excessive noise levels.	Less Than Significant Impact	None required.	Less Than Significant Impact
Draft EIR Section 3.12 Population and Housing			
Impact POP-1: The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Draft EIR Section 3.13 Public Services			
Impact PUB-1: The Project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services? o Fire protection o Police protection o Parks	Potentially Significant Impact	**MM PUB-1: Parks and Recreation.** Subsequent environmental review at a project specific level shall be required for individual development projects facilitated by the Housing Element Update and Zone Code Update. The environmental analysis shall include an analysis of the proposed project's contribution to potential impacts to parks and recreation facilities, and potential impacts resulting from implementation of individual development projects under the Housing Element Update and Zone Code Update shall be mitigated to the extent feasible. The proposed project's required contribution to the City related to parkland dedication and payment of required fees as required by Municipal Code Section 10.50.010, Parkland Dedication and Fees, shall be determined at the time of subsequent environmental review at a project specific level.	Significant and Unavoidable Impact
Draft EIR Section 3.14 Recreation			
Impact REC-1: The Project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Potentially Significant Impact	Mitigation Measure PUB-1 would be required.	Significant and Unavoidable Impact
Impact REC-2: The Project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Potentially Significant Impact	Mitigation Measure PUB-1 would be required.	Significant and Unavoidable Impact
Draft EIR Section 3.15 Transportation			
Impact TRANS-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system,	Less Than Significant Impact	None required.	Less Than Significant Impact

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
including transit roadway, bicycle, and pedestrian facilities.			
Impact TRANS-2: The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision(b).	Potentially Significant Impact	**MM TRANS-1: Vehicle Miles Traveled Analysis.** Individual projects that do not screen out from Vehicle Miles Traveled (VMT) analysis shall provide a quantitative VMT analysis consistent with the methodology in the City of Seal Beach Transportation Analysis Guidelines. As described in the Guidelines, Projects which result in a significant impact shall provide VMT mitigation, which could consist of, but not be limited to, the following: • Modify the project's characteristics to reduce VMT generated by the project. This might involve changing the density or mixture of land uses on the project site or changing the project's location to one that is more accessible by transit or other travel modes. • Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the Project. • Provision of offsite infrastructure improvements including roadway improvements for active transportation and multimodal infrastructure, or offsite multimodal improvements.	Significant and Unavoidable Impact
Draft EIR Section 3.16 Tribal Cultural Resources			
Impact TRIB-1: The Project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe, and that is:	Potentially Significant Impact	**MM TCR-1: Tribal Consultation Requirements.** Any future development projects proposed within one of the eight Housing Opportunity Sites or within the Main Street Program area shall consult with the Gabrieleno Band of Mission Indians – Kizh Nation tribal government as requested by the tribal representative. The project shall be analyzed in accordance with California Environmental Quality Act (CEQA) on an individual project level to identify any existing tribal cultural resources that may be onsite. If tribal cultural resources are determined to be onsite, the appropriate tribal group shall be consulted. If additional tribal consultation is determined to be required, it shall be conducted in conformance with AB 52, SB 18, and CEQA requirements.	Less Than Significant Impact with Mitigation

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
i) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		**MM TCR-2: Inadvertent Discoveries.** In the event that additional significant site(s) or resource(s) not identified as significant in a project environmental review process, but are later determined to be significant, are located within a project impact area, such sites shall be subjected to further archaeological and cultural significance evaluation by the project applicant, lead agency, and the applicable tribe(s) to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with California Environmental Quality Act requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease in the vicinity of the find and the County Coroner shall be contacted and notified of the discovery.	
Draft EIR Section 3.17 Utilities and Service Systems			
Impact UTIL-1: The Project could require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Potentially Significant Impact	**Mitigation Measure UTIL-1: Infrastructure and Utility Evaluation.** All projects proposed on the Housing Opportunity Sites and within the Main Street Program shall be required to provide supplemental evaluation related to determining if the proposed site would require improvements to the water, sewer, and stormwater facilities to meet the state, County, and local standards and requirements to serve the specific site location. If improvements are required due to deficiencies to meet state, County, and local standards and requirements at the specific site location, the proposed development may be required to mitigate its proportionate impacts by way of fair share/in-lieu fee payments, or other alternative financing arrangements that would mitigate its impacts. During site development, a supplemental evaluation shall be conducted to verify the fire flow deficiencies are valid. Mitigation may include, but not be limited to all or some combination of the following: • Regarding Housing Opportunity Site 8 development: Additional 12-inch water main to connect to the existing 8-inch water main at Corsair Way and Caravel Way to mitigate fire flow deficiencies.	Less Than Significant Impact with Mitigation

Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		• All sites including Housing Opportunity Site 8: Payment of impact fees, as calculated by the City's impact fee schedule, proportionate to the project's fair share contributions to mitigate project impacts to a less than significant level. • All sites including Housing Opportunity Site 8: Improvements to the water, sewer, and stormwater facilities, designed to state, County, and local standards and requirements, to mitigate project impacts to a less than significant level. The proposed future development shall be required to contribute payment of required fees at the time of building permit issuance.	
Impact UTIL-2: The Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Less Than Significant Impact	None required.	Less Than Significant Impact
Impact UTIL-3: The Project would not result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less Than Significant Impact	None required.	Less Than Significant Impact

ES.7 REVIEW OF THE DRAFT EIR

The Draft EIR will be available for public review for the statutory 45-day review period and will circulate from May 9, 2025 to June 23, 2025. During the public review period, the Draft EIR, including the technical appendices, are available for review online at: https://www.sealbeachca.gov/Departments/Community-Development/Planning-Development/Environmental-Documents-Under-Review.

Agencies, organizations, and interested parties have the opportunity to comment on this Draft EIR during the 45-day public review period. The City of Seal Beach encourages the electronic submission of comments. Send your comments to Alexa Smittle, Community Development Director, via email at: planning@sealbeachca.gov.

Written comments on this Draft EIR should be addressed to:

Alexa Smittle, Community Development Director
City of Seal Beach, Community Development Department
211 Eighth Street
Seal Beach, CA 90740

1.0 INTRODUCTION

This Draft Environmental Impact Report (EIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the City of Seal Beach's proposed Housing Element and Zoning Code Updates Project (Project). This document is prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000, et seq.). This Draft EIR is intended to serve as an informational document for the public agency decision makers and the public regarding the Project.

1.1 THE ENVIRONMENTAL REVIEW PROCESS

CEQA requires public agencies to identify, disclose, and consider the potential environmental impacts of proposed discretionary actions that lead agencies are considering for approval. A project that may have a significant impact on the environment cannot be approved unless the lead agency makes the approval contingent upon the implementation of mitigation measures that would reduce or avoid that impact to the extent feasible. When a project may have significant environmental impacts, the lead agency must prepare an EIR before it considers whether to approve the project.

The City of Seal Beach (City), as the lead agency for the Project, has prepared this Draft EIR for public review and comment. As discussed below, the Draft EIR will be available for review and comment by public agencies and the general public for a period of 45 days. Prior to considering the Project, the City will prepare a Final EIR that includes the Draft EIR, the comments received on the Draft EIR, written responses to those comments, a list of commenters, and any revisions being made to the Draft EIR in response to the comments. The Final EIR will be considered by the City's discretionary bodies when taking action on the Project.

1.1.1 Purpose of Environmental Impact Report

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft EIR has been prepared to satisfy CEQA and meet the CEQA Guidelines. The EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the Project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the Project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA Section 21067). The City of Seal Beach has the principal responsibility for approval of the Project. For this reason, the City of Seal Beach is the CEQA lead agency for this Project. The intent of the Draft EIR is to provide sufficient

information on the potential environmental impacts of the Project to allow the City of Seal Beach to make an informed decision regarding approval of the Project. Specific discretionary actions to be reviewed by the City are described in Section 2.9.1, List of Permits and Other Approvals.

1.1.2 Type of Environmental Impact Report

This is a Program EIR that examines the potential environmental impacts of the proposed City of Seal Beach Housing Element Update and related Zoning Code Update. This EIR serves as a Program EIR under CEQA Guidelines Section 15168. According to CEQA Guidelines Section 15168(b), use of a Program EIR can provide advantages, including:

1. Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
2. Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
3. Avoid duplicative reconsideration of basic policy considerations,
4. Allow the Lead Agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and
5. Allow reduction in paperwork.

As a Program EIR, this document focuses on the overall effects of the Project and is a discussion of cumulative impacts evaluating the entirety of the action. The analysis does not examine the effects of any project on a specific property that may occur during the lifespan of the Project. Any impacts associated with development that are not fully evaluated within the scope of this EIR may require further environmental analysis. However, the City envisions that this Program EIR may be used to eliminate or reduce the scope of future environmental review for individual projects that are consistent with the Project pursuant to CEQA Guidelines Section 21083.3 and other streamlining provisions authorized by CEQA. For a complete listing of environmental topics covered in this Draft EIR, see Section 3.0, Environmental Analysis.

1.2 SCOPE OF DRAFT EIR

Pursuant to CEQA and the CEQA Guidelines, a lead agency shall focus an EIR discussion on potentially significant environmental effects and may limit discussion on other effects to brief explanations about why they are not significant (PRC Section 21002.1, CEQA Guidelines Section 15128). A determination of which impacts would be potentially significant was made for this Project based on review of the information presented in the Initial Study prepared for the Project and comments received as part of the public scoping process (Appendix A), as well as additional research and analysis of relevant project data obtained during preparation of this Draft EIR. This Draft EIR addresses the potential environmental effects of the Project. The City distributed a Notice of Preparation (NOP) of a Draft EIR for the Project beginning on November 16, 2023. The NOP was distributed for a 30-day comment period that ended on

December 15, 2023. The Public Scoping Meeting on the Draft EIR for the Project was held on December 6, 2023. The comments received on the NOP and during the Public Scoping Meeting were considered in the preparation of this Draft EIR. The scope of this Draft EIR includes the potential impacts identified in the NOP and issues raised by agencies and the public in response to the NOP.

The City has determined that the Project has the potential to result in significant environmental impacts on the following resources, which are addressed in detail in this Draft EIR.

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

Please refer to Section 1.2.1, Environmental Issues Determined Not to be Significant, for a list of environmental issues determined not to be significant. Table 1.2-1 lists the comment letters received during the Project scoping period.

Table 1.2-1: NOP Comment Summary

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
California Department of Transportation (Caltrans)/Scott Shelley	December 15, 2023	The comment letter identified the agency's support for opportunities for affordable housing and provided specific guidelines that they would like incorporated into the future planning of roadways, bikeways, parking, pedestrian circulation, and transit services. The comment letter also provided impact analysis guidelines to be utilized for analysis of transportation related impacts and identified potential permits that may be required to meet Caltrans' guidelines. The comment letter stated they are requesting a Transportation	Potential impacts related to topics identified by the commenter are provided in the following sections: • Draft EIR Section 3.15, Transportation

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
		Impact Analysis (TIA) be prepared to assess and address potential impacts from future developments.	
Department of Toxic Substances Control (DTSC)/Tamara Purvis	December 14, 2023	The comment letter stated the Project encompasses multiple active and nonactive mitigation and clean-up sites that may be impacted as a result of the Project and may restrict what construction activities are permissible in the Project areas in order to avoid impacts to human health and environment. The comment letter stated due to the broad scope of the Project, they are unable to determine if the Project sites are listed as having documented contamination, land use restrictions, be listed on a list of hazardous materials sites and therefore, recommends providing future information on the Project site and areas that may fall under DTSC oversight.	Potential impacts related to topics identified by the commenter are provided in the following sections: • Draft EIR Section 3.8, Hazards and Hazardous Materials • Draft EIR Section 6.0, Effects Found Not to be Significant
City of Long Beach Community Development Department/Alejandro Sanchez-Lopez	December 15, 2023	The comment letter outlined their general support for the Project.	The comment is noted. The comment provided does not identify specific environmental concerns related to the Project and does not require a response for the purposes of CEQA.
Anne S. Calvo	December 8, 2023	The commenter stated the Leisure World Housing Opportunity Site should be removed from the list of Housing Opportunity Sites stating the proposed area is an RV storage site reserved for Leisure World residents as an amenity. Additionally, the commenter listed impacts would result to aesthetics, air quality due to additional vehicles, energy use and demand, reduce quality of life due to increased population and limiting access to existing amenities, increased noise, increased demand to public services, eliminate residents access to RVs and access to recreational opportunities, traffic congestion, and increased utility demands.	The comment regarding removal of Leisure World as a Housing Opportunity Site is noted; however, the comment does not identify specific environmental concerns related to the Project and does not require a response for the purposes of CEQA. The remaining topics outlined in the comment letter are analyzed in the following sections: • Draft EIR Section 3.1, Aesthetics • Draft EIR Section 3.2, Air Quality • Draft EIR Section 3.5, Energy • Draft EIR Section 3.8, Hazards and Hazardous Materials • Draft EIR Section 3.10, Land Use and Planning • Draft EIR Section 3.11, Noise

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
			• Draft EIR Section 3.12, Population and Housing • Draft EIR Section 3.13, Public Services • Draft EIR Section 3.14, Recreation • Draft EIR Section 3.15, Transportation • Draft EIR Section 3.17, Utilities and Service Systems
Schelly Sustarsic	December 15, 2023	The commenter stated the Project would result in the following impacts: aesthetics (views blocked, open space removed, glare), biological resources (wetlands and tree preservation), energy (increased demand and adequate infrastructure), geology and soils (fault lines and liquefaction), hazards and hazardous materials (existing gas line), hydrology and water quality (potential flooding), land use and planning (Consistency with Los Alamitos Joint Forces Training Base (JFTB)), noise (noise from Los Alamitos JFTB), recreation (increased demand for parks), transportation (circulation, increased vehicle miles traveled (VMT), emergency vehicle access), tribal (potential tribal artifacts and remains located within the City), and cumulative effects.	Potential impacts related to topics identified by the commenter are provided in the following sections: • Draft EIR Section 3.1, Aesthetics • Draft EIR Section 3.2, Air Quality • Draft EIR Section 3.3, Biological Resources • Draft EIR Section 3.5, Energy • Draft EIR Section 3.8, Hazards and Hazardous Materials • Draft EIR Section 3.9, Hydrology and Water Quality • Draft EIR Section 3.10, Land Use and Planning • Draft EIR Section 3.11, Noise • Draft EIR Section 3.12, Population and Housing • Draft EIR Section 3.13, Public Services • Draft EIR Section 3.14, Recreation • Draft EIR Section 3.15, Transportation • Draft EIR Section 3.16, Tribal Cultural Resources • Draft EIR Section 3.17, Utilities and Service Systems • Draft EIR Section 6.0, Effects Found Not to be Significant
Theresa Miller	December 15, 2023	The commenter stated they appreciated the scoping meeting and agree with the concerns discussed during the meeting.	The comment is noted and has been shared with the Planning Commission. The comment does not identify specific environmental concerns related to the Project and does not require a response for the purposes of CEQA.

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
Kurt Bourhenne	December 11, 2023	The comment letter stated construction of residential uses at the Leisure World Housing Opportunity Site would deprive Leisure World residents of sunlight and shared political views regarding the Project.	The comment provided are political in nature and is not applicable to CEQA. Therefore, response is not required. The topic of sunlight is not a required topic of analysis under CEQA and therefore, is not further analyzed.
Aaron and Barbara Groseclose	December 14, 2023	The commenter stated their opposition for the Leisure World Housing Opportunity Site as it would take away the RV Club amenity at the site.	The comment is noted and has been shared with the Planning Commission. The comment does not identify specific environmental concerns related to the Project and does not require a response for the purposes of CEQA.
Alan Hunter	December 12, 2023	The commenter stated their opposition for the Leisure World Housing Opportunity Site as it would take away the RV lot amenity at the site.	The comment is noted and has been shared with the Planning Commission. The comment does not identify specific environmental concerns related to the Project and does not require a response for the purposes of CEQA.
Bert van der Veer	December 14, 2023	Stated their opposition for the Leisure World Housing Opportunity Site as it would take away the RV lot amenity at the site.	The comment is noted and has been shared with the Planning Commission. The comment does not identify specific environmental concerns related to the Project and does not require a response for the purposes of CEQA.
Lori Gray	December 13, 2023	Stated their opposition for the Leisure World Housing Opportunity Site as it would take away the RV lot amenity at the site.	The comment is noted and has been shared with the Planning Commission. The comment does not identify specific environmental concerns related to the Project and does not require a response for the purposes of CEQA.
Catherine Showalter	December 7, 2023	The commenter provided a list of spelling and grammatical errors discovered in the Initial Study document and provided requested revisions to the Initial Study.	The comments are noted and have been shared with the City. This Draft EIR does not include a revision to the Initial Study section and all applicable spelling and grammatical revisions have been incorporated. The comment does not require further response.
Adrianne Rosenfeld	December 11, 2023	The commenter stated their personal opinion that housing will not be constructed within Leisure World and shared personal political beliefs.	The comments provided are personal opinions and political views in nature and are not applicable to CEQA. Therefore, response is not required.
Susan Perrell	December 7, 2023	The commenter stated potential impacts to environmental, historical and cultural resources, and public services should be	The comments are noted and have been shared with the Planning Division. Potential impacts not scoped out during the Initial Study

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
		more deeply studied in the EIR than the Initial Study suggests. The commenter stated each individual Housing Opportunity Site should be discussed in its own separate EIRs and stated they disagree with the programmatic nature of the EIR. The commenter stated potential impacts to resource topics discussed in the EIR need to be addressed on a site specific basis. Additionally, the commenter disagrees with the level of significance identified for impacts in the Initial Study and stated the Program EIR needs to be revisited and updated when a specific project is later proposed or a separate project EIR needs to be prepared. The commenter stated potential impacts to commerce and aesthetics should be discussed and needs to analyze placing new residential parking within existing commercial parking areas and assess if and where there is an excess of parking. The commenter stated Housing Opportunity Site 8 (Housing Opportunity Site 8 in the Initial Study has been renumbered to Housing Opportunity Site 7 in the Draft EIR) appears to be listed on GeoTracker and needs to study the feasibility of clean up to residential standards. The commenter noted that Housing Opportunity Site 10 identified in the Initial Study is prone to historic flooding and needs analysis in the EIR. Additionally, the commenter stated the EIR should consider impacts to capacity of stormwater systems and infrastructure and water quality as well as analyze the requirements for flood insurance in project areas and if areas with high flood insurance	process are expanded upon and discussed in more detail in this EIR. The level of analysis provided in this EIR is in accordance with CEQA requirements. This EIR is a programmatic document and does not analyze the potential impacts of each individual Housing Opportunity Sites as no actual development is currently proposed on these sites. When a development project is proposed on these sites in the future, each proposed development would require its own individual environmental analysis to address site specific impacts. Potential impacts to aesthetics are discussed in Draft EIR Section 3.1, Aesthetics. Potential impacts related to commerce are not a resource topic under CEQA and therefore, is not analyzed in this EIR. As stated in the Initial Study as well as in Draft EIR Section 3.8, Hazards and Hazardous Materials, and Section 6.0, Effects Found Not to be Significant, future individual developments proposed on identified Housing Opportunity Sites would require individual environmental review to analyze potential impacts and would be required to prepare an Environmental Site Assessment to assess any existing onsite contamination and determine if residential development is feasible within the site. Housing Opportunity Site 10, also referred to as the Old Ranch Country Club or the Old Ranch Country Club Pipeline Project, identified in the Initial Study, is no longer defined as a Housing Opportunity Site. Instead, the Old Ranch Country Club is defined as a pipeline project. This proposed pipeline project is a component of a larger specific plan proposal being evaluated by the City in a standalone EIR. However, the 167

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
		costs can serve lower income residents. The commenter stated impacts to cultural resources and the potential loss of historic structures, specifically to Main Street's historic resources need to be discussed and analyzed in the EIR. The commenter stated an Avoidance, Mitigation, and Monitoring Plan should be developed that would specify administrative mechanisms to assure measures are implemented and enforced. The commenter stated the EIR should analyze water supply by comparing current demand with that post-project and determine if water supply would be available. Additionally, the commenter stated impacts to wastewater infrastructure should be analyzed. The commenter requested transportation noise and HVAC noise be analyzed and mitigated in the EIR as well as noise sources from Los Alamitos. The commenter requested impacts to response and evacuation times be analyzed and mitigated. The commenter stated mitigation should be required for developers to prevent impacts to recreation. The commenter states impacts to transportation systems should be analyzed in the EIR. The commenter stated the EIR should analyze potential cumulative impacts.	units proposed within the Old Ranch Country Club Pipeline Project count towards the City's Regional Housing Needs Allocation (RHNA) requirements. Therefore, the 167 proposed units from the Old Ranch Country Club Pipeline Project are evaluated at a programmatic level as a basis for implications associated with housing production only within this EIR, including potential impacts to stormwater systems and infrastructure and water quality. The topic of flood insurance costs is not a required topic of analysis under CEQA and therefore, is not further analyzed. Impacts related to cultural resources and historic structures are analyzed in Draft EIR Section 3.4, Cultural Resources. As part of the EIR, a Mitigation, Monitoring and Reporting Plan (MMRP) would be developed that describes all mitigation measures identified in this EIR. The MMRP would also specify the timing of implementation, specify the responsible party for the mitigation, and the monitoring frequency of the proposed mitigation to ensure the mitigation measures are implemented and enforced. Potential impacts related to water and wastewater infrastructure, and water supply are discussed in Draft EIR Section 3.17, Utilities and Service Systems. The analysis includes a comparison of the existing and projected demand for the City with the projected demand that would result from buildout of the Project. Potential noise related impacts, including noise resulting from transportation, stationary equipment, and Los Alamitos JFTB are

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
		The commenter provided revisions and text edits that they would like to be made to the Initial Study. The commenter stated the EIR should require open space and tree planting and maintenance as part of each development project to mitigate atmospheric carbon and provide shade.	discussed in Draft EIR Section 3.11, Noise. Impacts related to public service such as police and fire services are discussed in Draft EIR Section 3.13, Public Services. Potential impacts related to recreation are analyzed and, if required, mitigated in Draft EIR Section 3.13, Public Services, and Section 3.14, Recreation. Potential impacts to transportation systems are analyzed in Draft EIR Section 3.15, Transportation. An analysis of potential cumulative impacts is included in each resource section of the Draft EIR. The cumulative analysis analyzes whether the Project in conjunction with cumulative projects, would result in a cumulatively considerable impact. This Draft EIR does not include a revision to the Initial Study section and all applicable revisions have been incorporated. The comment does not require further response. Potentially significant impacts identified in this EIR are mitigated to the extent feasible. The City has existing requirements for tree planting, landscape maintenance, and required open space for new developments in its Zone Code. All individual projects proposed in the future at one of the Project sites would be required to be designed and constructed in accordance with City requirements. The request for mitigation requiring open space and tree plantings have been noted; however, this mitigation is not identified to be required for the Project to reduce impacts.
Gary Allen (Environmental Quality	December 6, 2023	Commissioner Allen requested additional information regarding	This comment was provided during the in-person public scoping

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
Control Board (EQCB) Board Member)		what is analyzed as the Project as there is no guarantee that all or any of the identified residential units may be constructed as a result of the Project.	meeting. The comment was responded to by Stantec staff who stated that the worst-case scenario is analyzed to provide flexibility for future potential developments within the identified Project site and provide an adequate buffer for the analysis. As the comments provided does not identify specific environmental concerns related to the Project, additional analysis is not required.
Donald Horning (EQCB Board Member)	December 6, 2023	Commissioner Horning requested for a definition of an underutilized site. The commenter asked if all the proposed developments are consistent with the safety plan (General Plan safety element) and requested additional information regarding the certification process of the EIR, who the ultimate decisions makers are, process of evaluating the sites, site specific studies, how levels of impacts are determined, and who bears the costs of environmental assessments. Additionally, the commenter questioned whether there would be coordination with other environmental studies being prepared in the City. The commenter brought up potential impacts involving traffic within the Leisure World Housing Opportunity Site stating the senior population there are sensitive in terms of driving abilities.	This comment was provided during the in-person public scoping meeting. The comment was responded to by Stantec staff and City staff who responded to the specific questions and outlined the process of the EIR, how impacts are determined, what information is utilized, and outlined the different topics the EIR covers. As the comment provided does not identify specific environmental concerns related to the Project, additional analysis is not required. The EIR includes an analysis of potential transportation and traffic related impacts in Draft EIR Section 3.15, Transportation. This section includes an analysis of potential traffic related impacts resulting from increased population and vehicle usage; however, it does not take into account the driving abilities of a particular population as CEQA requires an evaluation of the Project's potential impacts on the environment.
Catherine Showalter (EQCB Board Member)	December 6, 2023	Commissioner Showalter questioned why a particular document was utilized in the Initiative Study. Additionally, the commenter questioned how a cumulative project list is developed. The commenter stated their concerns with how the Initial Study is written describing Housing Opportunity Site 10 and the associated development agreement and requests that	This comment was provided during the in-person public scoping meeting. The comment was responded to by Stantec staff who responded that different studies and documents are utilized in information gathering for the Project and outlined the process of determining thresholds. Stantec staff also provided an explanation of how a cumulative project list is developed and what is taken into consideration for an analysis of cumulative impacts. As the

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
		additional information is incorporated.	comments provided does not identify specific environmental concerns related to the Project, additional analysis is not required. Housing Opportunity Site 10, also referred to as the Old Ranch Country Club or the Old Ranch Country Club Pipeline Project, identified in the Initial Study, is no longer defined as a Housing Opportunity Site. Instead, the Old Ranch Country Club is defined as a pipeline project. This proposed pipeline project is a component of a larger specific plan proposal being evaluated by the City in a standalone EIR. However, the 167 units proposed within the Old Ranch Country Club Pipeline Project count towards the City's RHNA requirements. Therefore, the 167 proposed units from the Old Ranch Country Club Pipeline Project are evaluated at a programmatic level as a basis for implications associated with housing production only within this EIR.
Susan Perrell (EQCB Board Member)	December 6, 2023	The commenter questioned the process of a programmatic EIR and the level of analysis of each site that would occur, and the process of subsequent environmental review of individually proposed developments and the process of incorporating comments received during the scoping period. Commissioner Perrell questioned what kind of recreational resources are going to be given up and how the Project would mitigate the loss of those resources. The additional comments provided by Commissioner Perrell during the in-person scoping meeting is the same as those described above in this table provided through a comment letter by Susan Perrell. For a	This comment was provided during the in-person public scoping meeting. The comment was responded to by Stantec staff who provided an explanation of the process, the level of analysis, and how the comments received during the scoping period are incorporated. As the comments provided does not identify specific environmental concerns related to the Project, additional analysis is not required. An analysis of the Project's potential impacts to recreational resources is provided in Draft EIR Section 3.14, Recreation, and mitigation has been identified to reduce potential impacts, where appropriate.

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
		summary of comments provided, see above.	
Carol Churchill	December 6, 2023	The commenter stated the tide's movements can affect the water table resulting in contamination moving inland and outland with the tides and therefore, the environment study should evaluate not just a specific site but the water element and water tables and its effects on existing contamination. The commenter stated Housing Opportunity Site 10 has a contract with the City with regard to the use of the property until 2029 and what becomes of the existing golf course at the end of the contract and the potential legal implications and development restrictions. Additionally, the commenter stated Housing Opportunity Site 10 includes a golf course and the potential cumulative effects should be analyzed if the golf course is turned into housing. The commenter provided information about a study that looked at safety hazards and noise hazards on a military base and stated these issues need to be addressed in the EIR. The commenter stated that when calculating the Quimby fee, a fair market value of land within Seal Beach to ensure that the Quimby fee is not underestimated.	As outlined in the Initial Study, as well as Draft EIR Section 3.8, Hazards and Hazardous Materials and Section 6.0, Effects Found Not to be Significant, site specific evaluation of potential existing contamination and its potential effects are to be completed through individual project specific environmental review at the time of individual development proposal and would be required to prepare an Environmental Site Assessment. Housing Opportunity Site 10, also referred to as the Old Ranch Country Club or the Old Ranch Country Club Pipeline Project, identified in the Initial Study, is no longer defined as a Housing Opportunity Site. Instead, Old Ranch Country Club is defined as a pipeline project. This proposed pipeline project is a component of a larger specific plan proposal being evaluated by the City in a standalone EIR. However, the 167 units proposed within the Old Ranch Country Club Pipeline Project count towards the City's RHNA requirements. Therefore, the 167 proposed units from the Old Ranch Country Club Pipeline Project are evaluated at a programmatic level as a basis for implications associated with housing production only within this EIR. A discussion of safety and noise hazards related to the nearby airports, including Los Alamitos JFTB can be found in Draft EIR Section 3.8, Hazards, and Hazardous Materials and Section 3.11, Noise. As discussed in Draft EIR Section 3.14, Recreation, required Quimby fees would be calculated at the time of individual proposed developments

Commenting Agency/Person	Date	Comment Summary	Responses/ Location of Issue Addressed in EIR
			and would be based on the value of land at the time of calculation.
Susan Barronbam	December 6, 2023	The commenter noted that they live in College Park East which currently has flooding and drainage issues. Additionally, the commenter identified Housing Opportunity Site 10 and noted issues related to hydrology, noise, and traffic. The commenter asked a question regarding the Old Ranch Country Club's individual project level EIR analysis that is being prepared and how that would affect the decision making for the Housing Element Update EIR.	A discussion of potential flooding impacts and impacts to the drainage system can be found in Draft EIR Section 3.9, Hydrology and Water Quality. Housing Opportunity Site 10, also referred to as the Old Ranch Country Club or the Old Ranch Country Club Pipeline Project, identified in the Initial Study, is no longer defined as a Housing Opportunity Site. Instead, Old Ranch Country Club is defined as a pipeline project. This proposed pipeline project is a component of a larger specific plan proposal and is being evaluated by the City in a standalone EIR. However, the 167 units proposed within the Old Ranch Country Club Pipeline Project count towards the City's RHNA requirements. Therefore, the 167 proposed units from the Old Ranch Country Club Pipeline Project are evaluated at a programmatic level as a basis for implications associated with housing production only within this EIR This comment was provided during the in-person public scoping meeting. The comment was responded to by Stantec staff who outlined the process for each EIRs and how the approval or disapproval of each document could affect each other. As the comments provided does not identify specific environmental concerns related to the Project, additional analysis is not required.

1.2.1 Environmental Issues Determined Not To Be Significant

Pursuant to CEQA, the discussion of the potential effects on the physical environment is focused on those impacts that may be significant or potentially significant. CEQA allows a lead agency to limit the details of discussion of the environmental effects that are not considered potentially significant (PRC

Section 21100, CEQA Guidelines Sections 15126.2[a] and 15128). CEQA requires that the discussion of any significant effects on the environment be limited to substantial or potentially substantial adverse changes in physical conditions that exist within the affected area, as defined in PRC Section 21060.5 (Statutory definition of "environment"). Effects dismissed in an analysis as clearly insignificant and unlikely to occur need not be discussed further in the Draft EIR unless the lead agency subsequently receives information inconsistent with the finding (CEQA Guidelines Section 15143).

Based on a review of the project information provided in the NOP (Appendix A), comments received as part of the public scoping process and application submittal (Appendix A), and additional research and analysis of relevant project data obtained during preparation of this Draft EIR, the following were identified as resources that would not experience any significant environmental impacts from the Project. Accordingly, these resources are not addressed further in this Draft EIR but are identified below. A brief explanation as to why impacts to each resource are not anticipated, as required by CEQA is provided in Section 6.0, Effects Not Found to be Significant.

- Agricultural and Forestry Resources
- Mineral Resources
- Wildfire

In addition, certain subjects within various environmental resource topics were determined not to be significant. Other potentially significant issues are analyzed within these environmental resource topics; however, the following issues listed in Table 1.2-2 are not analyzed, but a brief explanation as to why impacts are less than significant as required by CEQA is provided in Section 6.0, Effects Found Not to Be Significant.

Table 1.2-2: Issues Determined Not to be Significant

Issue Area	Impact Question
Aesthetics	Have a substantial adverse effect on a scenic vista?
	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
Biological Resources	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
Cultural Resources	Disturb any human remains, including those interred outside of formal cemeteries?
Energy	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
Geology and Soils	Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.

Issue Area	Impact Question
	• Strong seismic ground shaking? • Seismic-related ground failure, including liquefaction? • Landslides?
	Result in substantial soil erosion or the loss of topsoil?
	Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?
	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
Hazards and Hazardous Materials	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
	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?
	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
	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?
	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?
Hydrology and Water Quality	Violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: • Result in substantial erosion or siltation on or offsite;
Land Use and Planning	Physically divide an established community?
Population and Housing	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?
Public Services	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services: • Schools • Other Public Facilities
Transportation	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersection(s) or incompatible uses (e.g. farm equipment))?
	Result in inadequate emergency access?

Issue Area	Impact Question
Utilities and Service Systems	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

1.3 ORGANIZATION OF THE DRAFT EIR

This Draft EIR is arranged into the following sections, which contain the contents of an EIR as required by CEQA Guidelines Section 15120 through 15132.

Section ES: Executive Summary. The Executive Summary provides a summary of the Project and the project alternatives, including a summary of project impacts, recommended mitigation measures, and the level of significance after mitigation for each environmental issue.

Section 1.0: Introduction. The Introduction provides an overview of the Project and the CEQA process and describes the purpose, scope, and components of this Draft EIR.

Section 2.0: Project Description. The Project Description provides a detailed description of the Project, including the location and project characteristics. The intended uses of this Draft EIR, project background, project objectives, and required discretionary approvals are also addressed.

Section 3.0: Environmental Analysis. The Environmental Analysis analyzes the environmental effects of the Project. Impacts are organized into major environmental topic areas. Each topic area includes a description of the environmental setting, regulatory setting, methods, thresholds of significance, Housing Element Update policies, impact analysis, mitigation measures, and level of significance after mitigation. The specific environmental topic areas that are addressed in Section 3.0 include the following:

- Section 3.1: Aesthetics
- Section 3.2: Air Quality
- Section 3.3: Biological Resources
- Section 3.4: Cultural Resources
- Section 3.5: Energy
- Section 3.6: Geology and Soils
- Section 3.7: Greenhouse Gas Emissions
- Section 3.8: Hazards and Hazardous Materials
- Section 3.9: Hydrology and Water Quality
- Section 3.10: Land Use and Planning
- Section 3.11: Noise
- Section 3.12: Population and Housing
- Section 3.13: Public Services
- Section 3.14: Recreation
- Section 3.15: Transportation
- Section 3.16: Tribal Cultural Resources
- Section 3.17: Utilities and Service Systems

Section 4.0: Alternatives to the Proposed Project. Describes and compares the proposed alternatives to the Project.

Section 5.0: Other CEQA Considerations. The Other CEQA Considerations section provides a summary of significant environmental effects, including unavoidable, irreversible, and growth-inducing impacts.

Section 6.0: Effects Found Not to Be Significant. This section provides a summary of project impacts that have been determined, through preparation of the NOP, to result in a less than significant impact or no impact.

Section 7.0: List of Preparers. The List of Preparers section provides a list of the various individuals who contributed to the preparation of this Draft EIR.

Appendices. The appendices contain the NOP (including comments) and technical studies prepared to support the analyses and conclusions in this Draft EIR.

1.4 REVIEW OF THE DRAFT EIR

CEQA does not require formal hearings at any stage of the environmental review process (CEQA Guidelines Section 15202[a]). However, it does encourage, "wide public involvement, formal and informal, in order to receive and evaluate public reactions to environmental issues…" (CEQA Guidelines Section 15201). The City distributed an NOP of a Draft EIR for the Project beginning on November 16, 2023. The NOP was distributed for a 30-day comment period that ended on December 15, 2023. The comments on the NOP were considered in the preparation of this Draft EIR. Appendix A contains the written comments received on the NOP.

The City of Seal Beach has filed a Notice of Completion (NOC) with Governor's Office of Planning and Research (OPR) to begin the public review period (PRC Section 21161). Concurrent with the NOC, this Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as to all parties requesting a copy of the Draft EIR in accordance with PRC Section 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, are available for review online at: https://www.sealbeachca.gov/Departments/Community-Development/Planning-Development/Environmental-Documents-Under-Review.

Agencies, organizations, and interested parties have the opportunity to comment on this Draft EIR during the 45-day public review period, which will begin on **May 9, 2025**, and end on **June 23, 2025**. The City of Seal Beach encourages the electronic submission of comments. Send your comments to Alexa Smittle, Community Development Director, via email at: planning@sealbeachca.gov.

Written comments on this Draft EIR should be addressed to:

Alexa Smittle, Community Development Director
City of Seal Beach, Community Development Department
211 Eighth Street
Seal Beach, CA 90740

Upon completion of the public review period, written responses to all environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to any public hearing on the Project at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the Project.

1.4.1 Effectively Commenting on an EIR

Readers are invited to review and comment on the adequacy and completeness of this Draft EIR in describing the potential impacts of the Project, the level of severity of each impact, the mitigation measures being proposed to reduce or avoid those impacts, and the project alternatives being considered. The most effective comments are those that focus on the adequacy and completeness of the environmental analysis and that are supported by factual evidence. Comments that focus on whether the Project should be approved or denied are not comments on the adequacy of this Draft EIR.

1.4.2 Final EIR

After the end of the review period, the City will review the comments received, prepare written responses to those comments, make any related revisions to the Draft EIR, and publish the Final EIR, which will include the Draft EIR, comments on the Draft EIR, responses to comments and any revisions to the Draft EIR.

The Final EIR will be considered by the City's Planning Commission and City Council when taking action on the Project. If the Project is approved, CEQA requires the City to adopt findings describing how each of the significant impacts identified in the EIR is being mitigated. The findings are required to describe the reasons why significant unavoidable impacts cannot be mitigated to less than significant levels by the adoption of feasible mitigation measures. The findings will also describe the project alternatives analyzed in the EIR and explain whether or not any alternative or portion of an alternative has been adopted. Because the Project has significant and unavoidable impacts, the City would be required to adopt a statement of overriding considerations describing the benefits of the Project that outweigh its environmental impacts.

Finally, the City would adopt a MMRP that describes how it will ensure the mitigation measures being required for the Project would be carried out.

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

California state law requires each city and county to adopt a General Plan for its physical development. A General Plan is a key tool that addresses a variety of subject areas and expresses the community's development goals related to the jurisdiction's future land uses. In the City of Seal Beach ("City" or "Seal Beach"), the most recent General Plan was adopted in December 2003. The Housing Element is one of seven state-mandated General Plan elements. California Government Code Section 65583 details the content and process by which a Housing Element is prepared. Among other requirements, Housing Elements must identify, analyze, and make adequate provision for the existing and projected housing needs of all economic segments of the community. The California State Legislature has identified the attainment of decent and suitable living as a major housing goal. Housing Element law—first enacted in 1969 and significantly strengthened since — mandates that local governments adequately plan to meet the existing and projected housing needs of everyone in the community.

The General Plan includes the Housing Element, which is required to be updated every eight years. The City is preparing the Housing Element Update to comply with the legal mandate requiring each local government to identify adequate sites for housing to meet the existing and projected housing needs for varying income-levels in the community. It is intended to provide the City with a comprehensive strategy for promoting the production of safe, decent and affordable housing and affirmatively furthering fair housing during the housing cycle.

The Housing Element, which integrates/updates supporting socioeconomic, demographic, and household data, is specifically intended to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation of 1,243 new dwelling units. The RHNA allocated regional housing needs by income-level among member jurisdictions. This Program EIR evaluates the potentially significant, adverse, and beneficial environmental impacts resulting from the Project, which involves implementation of the Housing Element Update and Zoning Code Update, including establishment of the new zoning designation and rezoning of sites resulting from Project implementation which would result in increased densification of residential uses.

The sites inventory included in the City's Housing Element Update shows how the City will meet its RHNA requirement through housing opportunity sites, accessory dwelling units (ADUs), and pipeline projects. Beyond the sites inventory, the City has also identified the Main Street Program in its Housing Element Update. As such, this Program EIR evaluates the following buildout areas within the City: Housing Opportunity Sites and ADUs, Main Street Program, and the Old Ranch Country Club Pipeline Project.

Housing Opportunity Sites and ADUs. The Housing Element Update identifies Housing Opportunity Sites throughout the City. Housing Opportunity Sites are parcels of land that have been identified by the City as having the potential for providing additional housing to meet the City's RHNA allocation, see Section 2.6.2. The sites are broken into two categories: (a) underutilized sites that do not require zoning

code changes and (b) sites where zoning modifications are proposed. The Housing Element Update identifies eight Housing Opportunity Sites totaling 83.45 acres, of which 35.05 acres are developable. Of these eight Housing Opportunity sites, two are underutilized sites that do not require rezoning, and six sites are proposed for zoning modifications. Out of the six Housing Opportunity Sites proposed for rezoning, five would be rezoned to Mixed Commercial/Residential High Density (MC/RHD), a new zoning designation that is proposed to be implemented. The remaining site would be rezoned to the City's existing Residential High Density (RHD)-33 zoning designation. According to the Housing Element Update, the eight Housing Opportunity Sites have an assumed buildout of 70 percent and a residential development potential of 1,165 dwelling units. An additional seven ADUs are projected to be constructed within the planning period and would be credited toward the RHNA. Therefore, the Housing Opportunity Sites and the ADUs would result in 1,172 dwelling units.

Main Street Program. In addition to the Housing Opportunity Sites, the Housing Element Update includes a proposal of the Main Street Program which is analyzed in this EIR. The Housing Element Update's Main Street Program does not identify specific housing opportunity sites but would modify the existing 21-acre Main Street Specific Plan to allow for residential units to be developed above the ground floor of properties located within the Main Street Specific Plan area. The Housing Element Update assumes two dwelling units would be proposed and permitted within the Main Street Specific Plan area during the Housing Element Update's planning period.

Old Ranch Country Club Pipeline Project. The RHNA projection period for 2021-2029 began on June 30, 2021, therefore housing developments that have already been proposed and are not expected to be issued a certificate of occupancy until July 1, 2021 or after, but are expected to be completed before the end of the planning period (October 15, 2029), can be credited toward the RHNA and are considered pipeline projects. The Housing Element Update identified Old Ranch Country Club Pipeline Project as a pipeline project towards meeting the City's RHNA requirement. The Old Ranch Country Club Pipeline Project is a proposed 155-acre Specific Plan on the existing Old Ranch Country Club and would convert a portion of the existing golf course to a mixed-use development with 167 dwelling units across four acres. The 167 dwelling units of Old Ranch Country Club Pipeline Project (herein referred to as the residential component of the ORCC Specific Plan Project) are programmatically evaluated within this EIR as these 167 dwelling units are included within the City's sites inventory to meet its RHNA requirements. The other portions of the ORCC Specific Plan Project are not included within RHNA requirements and therefore are not included within this analysis. As such, specific impact findings associated with the development of the Old Ranch Country Club Pipeline Project are being evaluated separately by the City in a standalone EIR. This EIR is not rezoning or entitling the ORCC Pipeline Project; there is no nexus. Rather, this EIR evaluates the residential component of the ORCC Specific Plan Project as a basis for implications associated with housing production associated with the ORCC Specific Plan Project, only.

The combination of the projected ADUs, the residential component of the ORCC Specific Plan Project, and Housing Opportunity Sites would result in a total residential development potential of 1,339 dwelling units based on what was identified as the anticipated buildout within the City's Housing Element Update. With a RHNA allocation of 1,243, there would be a surplus of 96 dwelling units or an eight percent buffer over the RHNA. However, the number of potential units within the Housing Element (1,339 units), is based on a 70 percent buildout of the Housing Opportunity Sites (1,165 units). In order to evaluate all

potential environmental impacts under CEQA, it was conservatively assumed for the purposes of the analysis that the Housing Opportunity Sites would be developed at 100 percent. This assumption increases the total units across the eight Housing Opportunity Sites to 1,491 units (the two underutilized sites would provide 182 dwelling units, and the six rezoned sites would provide 1,309 dwelling units). Additionally, this EIR evaluates the potential impact from new housing units constructed as part of the Main Street Program. This EIR assumes a 70 percent buildout of the Main Street Program which would facilitate the development of 115 dwelling units. In addition to the Housing Opportunity Sites and the Main Street Program, this EIR evaluates the residential component of the ORCC Specific Plan Project as a basis for implications associated with housing production associated with the ORCC Specific Plan Project, only. Therefore, the total residential buildout assumption within this EIR is 1,773 dwelling units, see Table 2.1-1.

Table 2.1-1: Housing Element Update Buildout Assumptions

Buildout Areas	Housing Element Buildout Assumption (dwelling units)	EIR Buildout Assumption (dwelling units)	Land Area (acres)	Developable Area (acres)
Housing Opportunity Sites	1,165	1,491	83.45	35.05
ADUs	7	--*	--	--
Main Street Program	2	115	21	21
Residential Component of the ORCC Specific Plan Project	167	167	155	4
Total Dwelling Units Evaluated in this EIR		***1,773***	***259.45***	***60.05***

* ADUs are not included in the EIR buildout assumptions because the ADUs would be dispersed throughout the City and are allowed by-right.

It is noted that future General Plan and Seal Beach Municipal Code Title 11 (Zoning Code) amendments may be required for the Housing Element Update, and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes. However, in accordance with state CEQA Guidelines Section 15168 (Program EIR), all later activities in the Housing Element Update program will be examined in the light of this EIR to determine whether an additional environmental document must be prepared.

2.2 PROJECT BACKGROUND AND HISTORY

The Seal Beach City Council adopted the City of Seal Beach's Housing Element Update on February 7, 2022. In response to California Department of Housing and Community Development (HCD) comment, the City updated the Housing Element Update on August 24, 2023. The Housing Element Update was then updated again in March 2024 in response to comments received from HCD. The most up to date version of the Housing Element Update is from August 2024. The City is preparing the Housing Element Update to comply with the legal mandate requiring each local government to identify adequate sites for housing to meet the existing and projected housing needs for varying income-levels in the community. It

is intended to provide the City with a comprehensive strategy for promoting the production of safe, decent and affordable housing and affirmatively furthering fair housing during the housing cycle. The City's latest RHNA allocation calls for 1,243 new dwelling units, including 459 new units for residents in the low- and very low-income categories.

The Housing Element Update identifies a sites inventory of Housing Opportunity Sites, ADUs, and pipeline projects throughout the City that have the potential for providing additional housing to meet the City's RHNA allocation. The Housing Opportunity Sites are broken into two categories: (a) underutilized sites that do not require zoning code changes and (b) sites where zoning modifications are proposed. As identified in the Initial Study, the Housing Element Update originally included 13 Housing Opportunity Sites. However, in response to comments received from HCD since the preparation of the Initial Study, the number of Housing Opportunity Sites identified has been reduced to eight. Of the eight Housing Opportunity Sites, six would require rezoning. The City's rezoning effort would also include the establishment of a new zoning designation, MC/RHD, which would apply to five of the Housing Opportunity Sites. The new MC/RHD mixed-use zoning designation is needed in order to facilitate a density equivalent to RHD-46 (up to 46 units per acre) but with a minimum density of 40 units per acre. This new zoning district would facilitate housing for lower-income households as required by the state's RHNA allocation for the City.

In addition, this EIR analyzes potential impacts related to the Main Street Program component of the Housing Element Update. As identified in the Initial Study previously prepared for the Housing Element Update, Main Street was previously identified as one of the 13 Housing Opportunity Sites originally included in the Housing Element Update. The Main Street Housing Opportunity Site was originally assumed to have a development capacity of 163 units. However, Main Street was removed from the list of Housing Opportunity Sites as a result of comments received from HCD. Though Main Street is no longer included as a Housing Opportunity Site, the City revised the Housing Element Update to include the Main Street Program to represent a good faith effort by the City to produce additional housing. The Housing Element Update's Main Street Program does not identify specific housing opportunity sites but would modify the existing Main Street Specific Plan to allow for residential units to be developed above the ground floor of properties located within the Main Street Specific Plan area. The Housing Element Update assumes two dwelling units would be proposed and permitted within the Main Street Specific Plan area during the Housing Element Update's planning period, though the City is not relying on these units to meet the City's RHNA requirement.

Finally, this EIR also provides programmatic analysis of the residential component of the ORCC Specific Plan Project. As identified in the Initial Study previously prepared for the Housing Element Update, the residential component of the ORCC Specific Plan Project was previously identified as one of the 13 Housing Opportunity Sites originally included in the Housing Element Update (referred to as Old Ranch Country Club in the Initial Study). The residential component of the ORCC Specific Plan Project was originally assumed to have a development capacity of 167 units. However, the residential component of the ORCC Specific Plan Project was removed from the list of Housing Opportunity Sites as a result of comments received from HCD, and redefined as a pipeline project as the City has received a Specific Plan development application. Pipeline projects are housing developments that have already been proposed and are not expected to be issued a certificate of occupancy until July 1, 2021 or after, but are

expected to be completed before the end of the planning period (October 15, 2029). The impacts associated with the development of the ORCC Specific Plan are being evaluated separately by the City in a standalone EIR. However, since the 167 dwelling units that comprise the residential components of the ORCC Specific Plan are included within the City's sites inventory to meet its RHNA requirements, the impacts from these dwelling units are evaluated within this analysis.

An Initial Study was prepared for the City and this EIR is being prepared to evaluate potential environmental impacts resulting from the implementation of the City's recent Housing Element Update, which was adopted by the Seal Beach City Council on February 7, 2022, and updated in August 2023, March 2024, and August 2024 in response to HCD comments. It identifies the City's housing conditions and needs and establishes the policies and programs that comprise the City's strategy to accommodate projected housing needs, including the provision of adequate housing for lower-income households and for special-needs populations (i.e., unhoused people, seniors, single-parent households, large families, and persons with disabilities). The City is continuing to work with HCD to certify the Housing Element Update. The Housing Element Update would bring the Element into compliance with state legislation and the City's current RHNA allocation.

In March 2021, SCAG adopted its 6th Cycle RHNA allocation plan, covering the planning period of October 2021 through October 2029. During this cycle, SCAG received a need of 1,341,827 new dwelling units, which was distributed to all 197 SCAG jurisdictions (SCAG 2021[1]). HCD compliance requires a demonstration by the City that it can meet its "fair share" of the RHNA allocation of 1,243 new dwelling units.

The Housing Element Update includes the following components, as required by state law (City of Seal Beach 2024[2]):

- An analysis of the City's demographic and housing characteristics and trends;
- An evaluation of land, financial, and administrative resources available to address the City's housing goals;
- A review of potential constraints, both governmental and non-governmental, to meet the City's housing needs; and
- A Housing Action Plan for the 2021-2029 planning period, including goals policies and programs.

[1] Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan (approved by HCD on 3/22/21 and modified on 7/1/21). https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785. Accessed February 2025.

[2] City of Seal Beach. 2024. 2021-2029 Housing Element, Adopted February 7, 2022, Revised August 2024. https://www.sealbeachca.gov/Portals/0/Users/027/27/27/Seal%20Beach_HEU%20MainBody_Clean-compressed.pdf?ver=2024-08-20-083139-120. Accessed October 2024.

The Housing Element Update identifies the following strategies and programs that focus on the following major goals:

- Facilitate the development of a variety of housing types for all income-levels to meet the existing and future needs of residents;
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households;
- Address and, where appropriate and legally possible; remove governmental constraints to the maintenance, improvement and development of housing;
- Maintain and enhance the existing quality of residential neighborhoods in Seal Beach; and
- Affirmatively further fair housing opportunities for all persons regardless of race, color, national origin, ancestry, religion, sex, marital status, income, or familial status.

The City's latest RHNA allocation calls for 1,243 new dwelling units, including 459 new units for residents in the low- and very low-income categories. The City must demonstrate to HCD that the Housing Element Update has adequate land capacity and implementing policies to accommodate its RHNA allocation. The Housing Element proposes that of the 1,243 units, 167 can be produced through one pipeline project pending approval (ORCC Specific Plan Project) and 7 ADUs. The Housing Opportunity Sites are expected to produce 1,165 units; however, the EIR assumes 100 percent buildout and evaluates 1,491 units on the eight Housing Opportunity Sites.

2.3 PROJECT SETTING

2.3.1 Population

The 2020 Census reported that the City's population increased from 24,168 persons in 2010 to 25,242 persons in 2020 (see Section 3.12, Population and Housing for detailed information). The City's 2020 population represented 0.8 percent of Orange County's (County) 2020 population of 3,186,989 persons. As identified in the City's Housing Element Update, the City's population has remained relatively stable over the past decade and had an annual growth rate of 0.2 percent during the 20-year period between 2000 and 2020.

The Southern California Association of Governments (SCAG) identifies growth forecast projections for each county and city under jurisdiction of the SCAG. The SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy adopted on September 3, 2020, included a demographics and growth forecast technical report that identifies the projected growth for each county and city under the jurisdiction of the SCAG. The SCAG's growth forecast identifies the anticipated population for Seal Beach by the year 2045 to be 25,400 residents (SCAG 2020[3]). As a nearly built-out community with almost no

[3] Southern California Association of Governments (SCAG). 2020. Connect SoCal Demographics and Growth Forecast Technical Report, Adopted on September 3, 2020. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed February 2024.

vacant developable land remaining to accommodate new growth, the City is expected to experience a low percentage of annual growth.

2.3.2 Housing

The housing stock in the City consists of a mix of single-family and multi-family units with one mobile home park. The City's Housing Element Update identified that the most commonly occurring household size in the City is one person (45.1 percent) and the second-most occurring household is of two people (35.4 percent) (City of Seal Beach 2024[4]). As of January 1, 2024, the City is estimated to have 14,678 total dwelling units with a vacancy rate of 8.9 percent (DOF 2024[5]). Housing is discussed in more detail in Section 3.12, Population and Housing.

2.3.3 General Plan

The City of Seal Beach General Plan was adopted in December 2003 and serves as the major framework for directing growth within the City. The General Plan presents a comprehensive plan to accommodate the City's growing needs and includes objectives related to eight Elements:

- Land Use
- Circulation
- Open Space/Recreation/Conservation
- Safety
- Housing (amended 2022)
- Noise
- Cultural Resources
- Growth Management

The General Plan reflects the broad-based attitudes of the community, consistent with environmental, economic, social, and legal constraints. The General Plan is a statement of City policy regarding the community's future and serves as a guide for all planning and permit decisions.

2.3.4 Land Use Categories

The Land Use Element of the General Plan identified land use designations to recognize the type and nature of development permitted within specified areas of a site. The City includes 17 land use designations under the land use categories of residential, commercial, industrial, public, quasi-industrial, and military.

[4] City of Seal Beach. 2024. 2021-2029 Housing Element, Adopted February 7, 2022, Revised August 2024. https://www.sealbeachca.gov/Portals/0/Users/027/27/27/Seal%20Beach_HEU%20MainBody_Clean-compressed.pdf?ver=2024-08-20-083139-120. Accessed October 2024.

[5] Department of Finance (DOF). 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024. May 2024. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed September 2024.

Table 2.3-1: City of Seal Beach Land Use Designations

Land Use Designation	Acres	Percent of Total Area
Residential		
Low	353.7	5.0
Medium	505.4	7.0
High	166.4	2.3
Commercial		
Professional Office	16.4	0.2
Service	49.3	0.7
General	93.4	1.3
Industrial		
Light	117.0	1.6
Oil Extraction	54.6	0.8
Open Space		
Open Space	42.7	2.0
Golf Course	156.8	2.2
Wetlands & Wildlife Refuge	1,020	14.3
Park	65.4	0.9
School	15.3	0.2
Community Facility	61.8	0.9
Miliary	4,336	60.7
Beach	80.3	1.1
Total	7,135	100

Note: Totals may not add due to rounding.

2.3.5 Zoning Code

The City's Zoning Code is defined in Seal Beach Municipal Code Title 11 – Zoning. The Zoning Code defines the City's allowed land uses and establishes development standards for each zone. The Zoning Code is adopted to regulate the use of real property, and the buildings, structures, and improvements located thereon, to implement the provisions of the General Plan and carry out its objectives. Development standards provide density, floor area, setbacks, height, development intensity, and other such standards that help maintain the City's vision within the General Plan for a parcel.

Table 2.3-2: City of Seal Beach Zoning Code

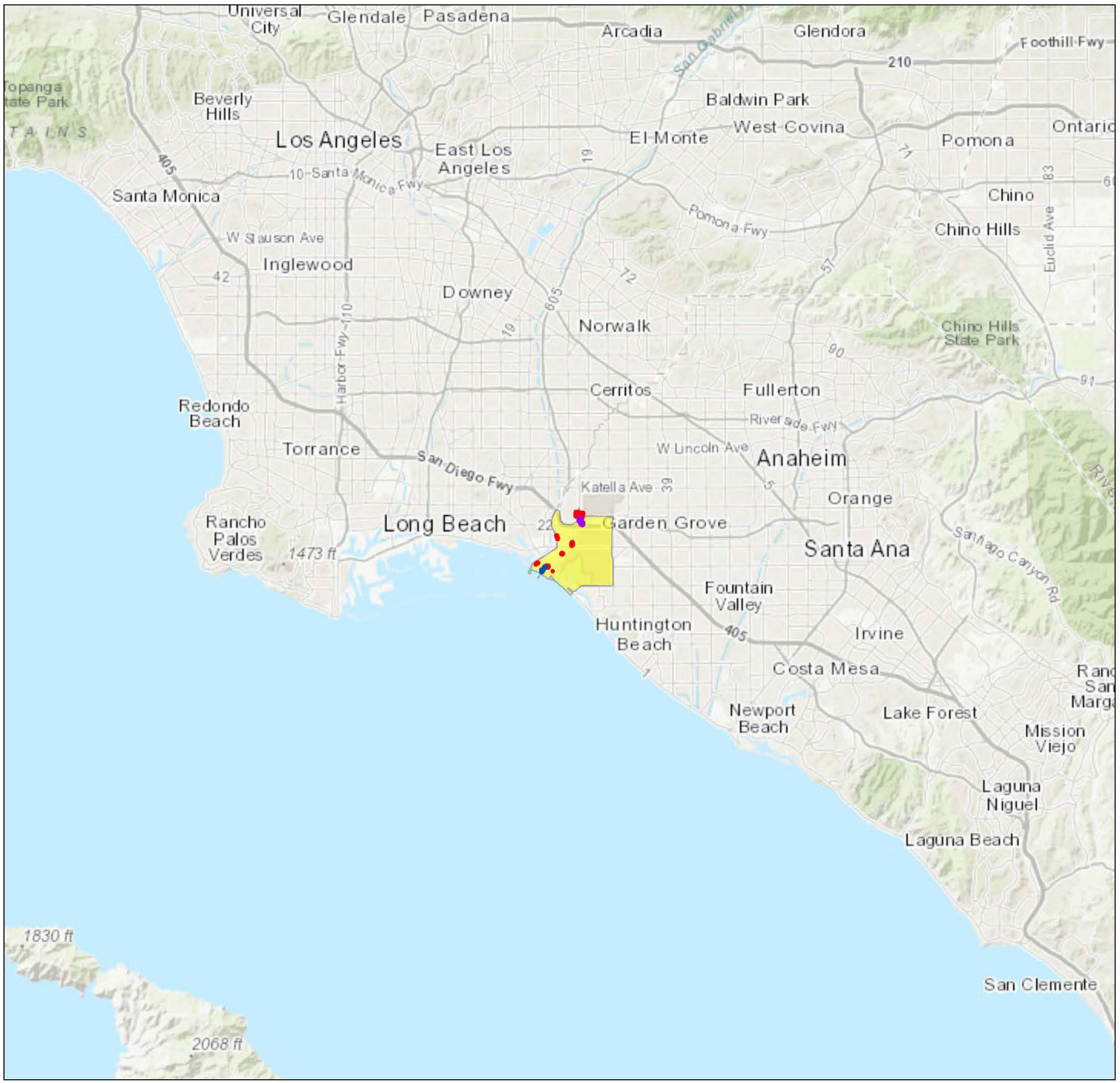
Zoning	Abbreviation	Description
Base Residential Zoning Districts		
Residential Low Density – 9	RLD-9	To allow single-unit neighborhoods at a base density of up to 9 dwelling units per net acre.
Residential Low Density – 15	RLD-15	To allow single-unit and small, zero-lot line neighborhoods at a base density of up to 15 dwelling units per net acre.
Residential Medium Density – 18	RMD-18	To allow duplexes, townhouse projects, apartments, and small-lot, single-unit residential uses, at a density of 15 to 18 dwelling units per net acre. Additional density may be achieved through density bonuses.
Residential High Density – 20	RHD-20	To allow for multi-unit residential developments at a base density of 20 dwelling units per net acre. Additional density may be achieved through density bonuses.
Residential High Density – 33	RHD-33	To allow for multi-unit residential developments at a base density of 33 dwelling units per net acre. Additional density may be achieved through density bonuses.
Residential High Density – 46	RHD-46	To allow for multi-unit residential developments at a base density of 46 dwelling units per net acre. Additional density may be achieved through density bonuses.
Base Mixed-Use, Commercial, and Industrial Districts		
Limited Commercial/Residential Medium Density	LC/RMD	To allow limited commercial and office uses in conjunction with residential uses.
Main Street Specific Plan	MSSP	To allow visitor-serving and resident-serving office, retail, restaurant, and personal service uses with upper floors devoted to office uses along Main Street.
Professional Office	PO	To allow office, medical and related uses that may also serve as a buffer area between residential areas and more intensive commercial areas.
Service Commercial	SC	To allow neighborhood-serving commercial areas that provide retail, restaurant, and personal service uses.
General Commercial	GC	To allow sub-regional and regional centers of commercial activity and may include both pedestrian- and auto-oriented development. Other typical uses are auto service stations, auto repair, and sales.
Light Manufacturing	LM	To allow sites in a business park environment for moderate- to low-intensity commercial services and light manufacturing uses.
Oil Extraction	OE	To allow for oil extraction and related production storage and processing, maintenance facilities, and related operational and maintenance facilities.
Base Public and Semi-Public Park Districts		
Public and Semi-Public Facilities	PS	To allow appropriate public uses, including private utilities (electrical, gas, water, and telecommunications), schools (both private and public), and other city, county, state, or federal facilities.
Recreation/Golf	RG	To allow golf courses and associated club houses, maintenance facilities, accessory concession sales, and related plant nurseries.

Zoning	Abbreviation	Description
Base Military, Open Space, and Park Districts		
Military	M	Military
Beach	BEA	Beach
Open Space Natural	OS-N	To preserve publicly owned parklands, environmentally sensitive lands and habitats in their natural state. Uses permitted shall be limited to those that maintain the property in its natural state.
Open Space Parks and Recreation	OS-PR	To provide appropriately located areas for recreation and recreational uses. Uses permitted shall be limited to those that are devoted to public recreation including parks, playgrounds, swimming centers, tennis and basketball courts, golf courses, community centers within the facilities, and accessory concession sales.
Overlay District and Specific Plan Zone Regulations		
Residential Conservation Overlay	RC-O	Support the preservation of locally-significant residential structures within the city and the need to provide incentives for owners to continue to occupy and maintain locally-significant historic structures as "bed and breakfast" facilities within appropriate areas of the city.
Planned Development Overlay	PD	Provide for detailed and substantial review of development that warrants special review and deviations from underlying development standards. This overlay district is also intended to provide opportunities for creative development approaches that will achieve superior design solutions to that which would be possible if the project were built in full compliance with the required standards of the base district, and will not cause a significant adverse impact on residences to the side, rear, or directly across a street with respect to solar access, privacy and compatibility.
Commercial/Park	C/P	Seventy percent of any parcel within this zone shall be devoted to park uses with unrestricted access to the public.
Coastal Zone	CZ	Area under the jurisdiction of the Coastal Act, which is all areas south of Westminster Avenue located within the City limits.
Specific Plan Regulation	SPR	All property in the SPR Zone shall be used only for the purposes permitted by the general plan and the specific plan adopted for such property.

Source: City of Seal Beach, General Plan Zoning Map, 2013; City of Seal Beach Municipal Code and Zoning Ordinance, Title 11, 2024.

2.4 PROJECT LOCATION

Seal Beach is located at the northwestern edge of County, California (Figure 2-1). It borders the City of Long Beach and Los Angeles County to the northwest, the Orange County cities of Los Alamitos to the north, Westminster to the east, Huntington Beach to the southeast, and the Pacific Ocean to the southwest. The City has a land area of approximately 13 square miles, roughly 8 square miles of which is dedicated to the Naval Weapons Station Seal Beach and the Seal Beach National Wildlife Refuge.



Stantec

- Housing Opportunity Sites
- Main Street Program
- Residential Component of the Old Ranch Country Club Specific Plan Project
- Seal Beach City Limits

N

0 4 8 Miles

(At original document size of 8.5x11)
1:500,000

Notes

1. Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere
2. Data Sources: City of Seal Beach 2024.
3. Background: World Topographic Map: Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
World Ocean Base: Esri, GEBCO, Garmin, NaturalVue
World Ocean Reference: Esri, GEBCO, Garmin, NGS

Project Location
City of Seal Beach, California

Prepared by KDLP on 2025-03-10
IR by JW on 2025-03-10

Client/Project
204266500

City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
2-1

Title
Regional Location

V:\1858\Active\204266500_SealBeachHousingElement\03_data\gis_cad\gis\Pro\SealBeach_Oct2024\SealBeach_Oct2024.aprx Revised: 2025-03-10 By: kdelapena

2.5 HOUSING ELEMENT PROJECT COMPONENTS

The Project evaluated within this EIR includes the Housing Element Update and the potential environmental impacts associated with the rezoning and buildout of eight Housing Opportunity sites and the Main Street Program (Figure 2-2). While the residential components of the ORCC Specific Plan Project is included within the RHNA totals, only the dwelling units are evaluated at a programmatic level within this EIR and therefore, the ORCC Specific Plan Project and its other components which include a medical office facility, overnight accommodation, bar/lounge and specialty restaurant, and parking structure are not considered as portions of the Project. This EIR is not rezoning or entitling the ORCC Pipeline Project; there is no nexus. Rather, this EIR evaluates the residential component of the ORCC Specific Plan Project as a basis for implications associated with housing production associated with the ORCC Specific Plan Project, only. The entirety of the ORCC Specific Plan Project and its resulting implications and impacts are being analyzed by the City in a standalone EIR.

2.5.1 Housing Element Update

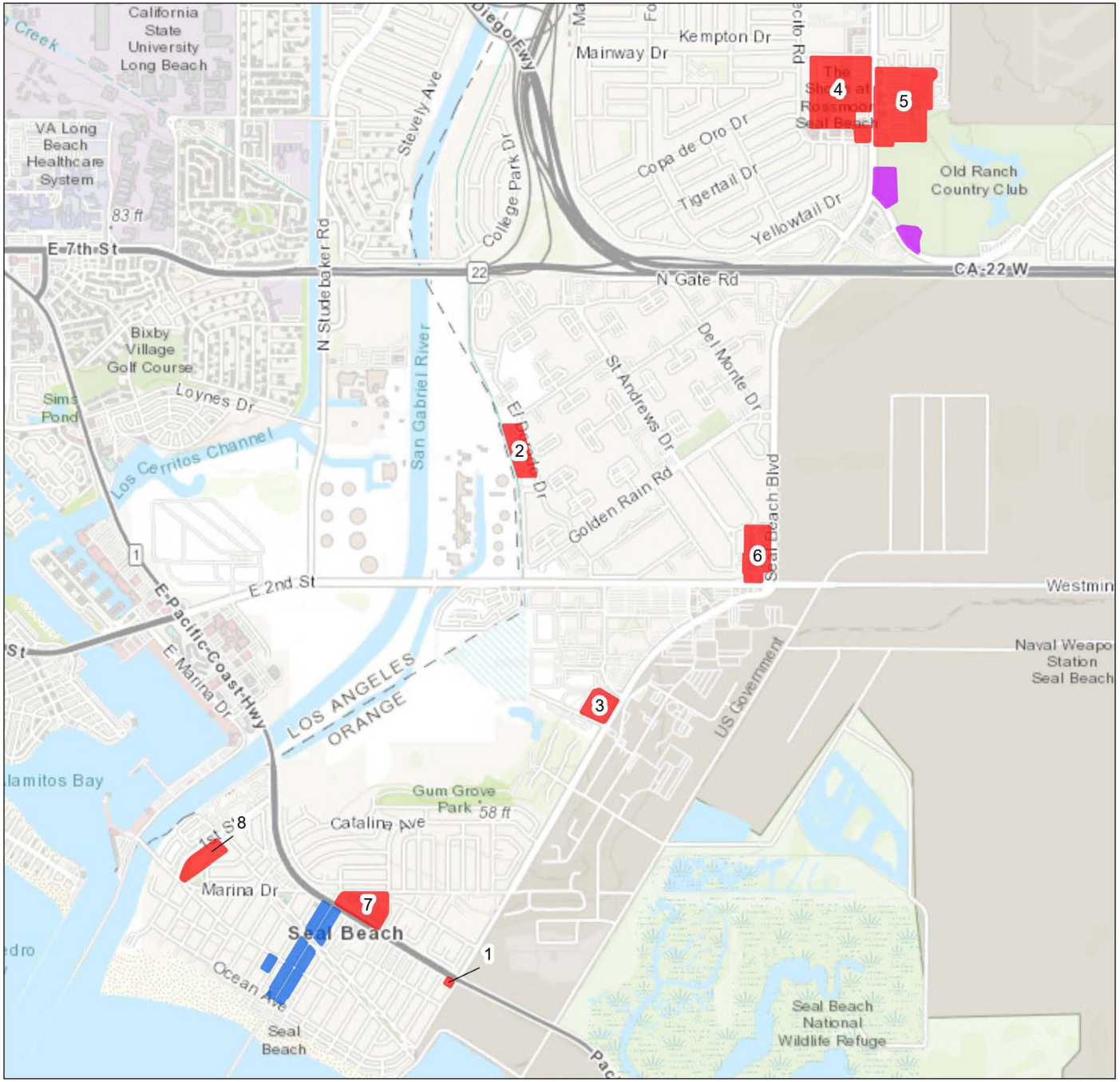
The City of Seal Beach Housing Element is a required General Plan element. In compliance with California Government Code Section 65583, the Housing Element identifies, analyzes, and makes adequate provision for the existing and projected housing needs of all the City's economic segments. California Government Code Section 65580–65589.8 require that jurisdictions evaluate their Housing Elements every eight years. The current statutory update in the SCAG region covers the eight-year 6th Cycle Housing Element (October 2021 to October 2029). The City of Seal Beach 2021-2029 Housing Element is proposed to ensure consistency with current state housing laws and cover the 6th Cycle Housing Element (2021-2029). The Housing Element Update represents a comprehensive update to the City's last adopted Housing Element (i.e., the 5th Cycle). The Housing Element Update will include revised goals and policies, and new, modified, and continuing implementation programs.

The Housing Element will provide the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing for all within the City. The Housing Element will be prepared to ensure the City establishes policies, procedures, and incentives in its land use planning and development activities that result in maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in the City. The Housing Element will institute policies intended to guide City decision-making and establish an Implementation Program to achieve housing goals through the year 2029.

The Housing Element will be comprised of the following components:

Section 1: Introduction

This section of the Housing Element will provide background information and a baseline for the Housing Element's primary sections. It will discuss the community context, describe the purpose of the Housing Element, a description of the organization of the Housing Element and the Housing Element's role in relation to the General Plan, and summarize applicable state housing law. This section will summarize the community engagement process and outline the data sources and methods used.



Stantec

- Housing Opportunity Sites
- Main Street Program
- Residential Component of the Old Ranch Country Club Specific Plan Project

Site #	Housing Site
1	1780 Pacific Coast
2	Leisure World
3	1011 Seal Beach Blvd/Accurate Storage
4	Shops at Rossmoor
5	Old Ranch Town Center
6	Seal Beach Plaza
7	Seal Beach Center
8	99 Marina Drive

N

0 0.25 0.5 Miles

(At original document size of 8.5x11)
1:31,680

Notes

1. Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere
2. Data Sources: City of Seal Beach 2024.
3. Background: World Topographic Map: City of Long Beach, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA
World Ocean Base: Esri, GEBCO, Garmin, NaturalVue
World Ocean Reference: Esri, GEBCO, Garmin, NGS

Project Location
City of Seal Beach, California

Prepared by KDLP on 2025-03-10
IR by JW on 2025-03-10

Client/Project 204266500

City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
2-2

Title
Housing Opportunity Sites

V:\1858\Active\204266500_SealBeachHousingElement\03_data\gis_cad\gis\Pro\SealBeach_Oct2024\SealBeach_Oct2024.aprx Revised: 2025-03-10 By: kdelapena

Section 2: Projected Housing Need

This section provides a summary of the RHNA and outlines the RHNA allocation and housing needs for the City.

Section 3: Housing Resources

This section outlines the analysis of land resources available as potential development sites. Additionally, this section discussed opportunities for energy conservation and programs included in the Housing Element that would implement energy conservation strategies.

Section 4: Goals, Policies, and Programs

This section will contain the requisite Housing Element goals, policies, and programs that the City intends to implement to address the City's housing-related needs. The overarching intent of the Housing Element is to create a policy structure that allows for facilitation of the development of a variety of housing types for all income levels to meet existing and future needs of residents and increased capacity in housing options that are available to people within the lower income categories.

Appendices

The following appendices contain information which further details and supports the development of the Housing Element:

- Appendix A: Housing Needs Assessment
- Appendix B: Sites Inventory and Methodology
- Appendix C: Housing Constraints
- Appendix D: Existing Programs Review
- Appendix E: Public Participation Summaries
- Appendix F: Affirmatively Furthering Fair Housing Assessment
- Appendix G: Housing Resources

Housing Element Implementation

As noted above, various General Plan and Seal Beach Municipal Code Title 11 Amendments may be required for the Housing Element Update, and ancillary amendments to other planning documents as necessary for clarification and consistency purposes. However, in accordance with the CEQA Guidelines, all later activities in the Housing Element Update program will be examined in the light of this EIR to determine whether an additional environmental document must be prepared.

2.5.2 Rezoning and Creating of New Zoning Designation

Program 1b of the Housing Element Update commits to a rezoning program that facilitates housing for lower-income households as required by the state's RHNA allocation for the City. As described, in order to implement housing development at some of the proposed Housing Opportunity Sites and address constraints on the development of housing for a variety of income-levels, the City must establish a new zoning designation, MC/RHD, which would apply to five of the Housing Opportunity Sites, facilitating residential development at what are generally commercial sites currently. The new MC/RHD mixed-use zoning designation would facilitate a residential density of RHD-46 (up to 46 units per acre) with a minimum density of 40 units per acre to better facilitate development of housing affordable to lower income levels in accordance with HCD policy. Other changes to zoning designations include rezoning a former oil extraction property to residential use under Program 1a (Provide Adequate Sites for Housing through updates to the General Plan and Zoning Code) to the City's existing RHD-33 zoning district.

The actions described above would result in a change to the permitted uses and development standards on six of the Housing Opportunity Sites to align with the densities identified in the Housing Opportunity Sites Residential Development Potential list (Table 2.6-5, below).

Housing Element Update Program 1b

The proposed new zoning designation of MC/RHD will consider how to accommodate state requirements and policies to allow for: a minimum residential density of 40 units per acre and maximum residential density of 46 units per acre on larger, developed sites large enough size to permit: at least 16 units; exclusively residential uses; at least 50 percent of the building floor area of a mixed-use development to be dedicated to residential uses; and housing by-right with at least 20 percent of the units affordable to lower-income households. The definitions of "persons and families of low- and moderate-income," "lower-income households," and "very low-income households" as set forth in Health and Safety Code Sections 50079.5, 50093, and 50150 shall apply. The City shall engage with affected property owners, the Building Industry Association, affordable housing developers, and other stakeholders during the zoning process to ensure the development standards can result in the development of the maximum number of units allowed and facilitate the inclusion of affordable units.

2.5.3 Main Street Program

Program 1r of the Housing Element Update commits to modifying the existing Main Street Specific Plan to allow housing at select properties located within the Main Street Specific Plan area. The amendments made to facilitate housing at select properties in the Main Street Specific Plan are not accounted for in the City's Housing Opportunity Sites. The Main Street Program's proposed amendments to the Main Street Specific Plan would allow for and permit the development of residential units to be constructed at select properties located within the Main Street Specific Plan area.

2.6 REGIONAL HOUSING NEEDS ASSESSMENT

SCAG has allocated the region's 1,341,827 dwelling unit growth needs among the 197 jurisdictions in the region, including cities and counties, through the adopted its 6th Cycle RHNA allocation plan, covering the planning period of October 2021 through October 2029. The RHNA represents the minimum number of housing units that the City's sites inventory must accommodate for in its Housing Element Update, through its General Plan and Zoning. The City's RHNA allocation is 1,243 new dwelling units, which is distributed among four income categories, consisting of 258 very low-, 201 low-, 239 moderate-, and 545 above moderate-income units (SCAG 2021[6]).

2.6.1 Existing Site Conditions

The City has identified an inventory of sites across all areas of the city to implement programs to meet its RHNA. The City's current base zoning, including the General Plan land use designation implemented by zoning designation, are provided in Table 2.6-1, below.

Table 2.6-1: Current Zoning and General Plan Land Use Designations

Zoning	Abbreviation	General Plan Designation Implemented by Zoning
Base Residential Zoning Districts		
Residential Low Density – 9[a]	RLD-9	Residential Low Density
Residential Low Density – 15[a]	RLD-15	Residential Low Density
Residential Medium Density – 18[b]	RMD-18	Residential Medium Density
Residential High Density – 20[c]	RHD-20	Residential High Density
Residential High Density – 33[c]	RHD-33	Residential High Density
Residential High Density – 46[c]	RHD-46	Residential High Density
Base Mixed-Use, Commercial, and Industrial Districts		
Limited Commercial/Residential Medium Density[d]	LC/RMD	Mixed Use
Main Street Specific Plan	MSSP	Main Street Specific Plan
Professional Office	PO	Professional Office
Service Commercial	SC	Service Commercial
General Commercial	GC	General Commercial
Light Manufacturing	LM	Light Manufacturing
Oil Extraction	OE	Oil Extraction
Base Public and Semi-Public Park Districts		
Public and Semi-Public Facilities	PS	Community Facility and School
Recreation/Golf	RG	Open Space – Golf
Base Military, Open Space, and Park Districts		

[6] Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan (approved by HCD on 3/22/21 and modified on 7/1/21). https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785. Accessed February 2025.

Zoning	Abbreviation	General Plan Designation Implemented by Zoning
Military	M	Military
Beach	BEA	Beach
Open Space Natural	OS-N	Open Space
Open Space Parks and Recreation	OS-PR	Park
Overlay District and Specific Plan Zone Regulations		
Residential Conservation Overlay	RC-O	All
Planned Unit Development Overlay	PUD/PD	All
Commercial/Park	C/P	All
Coastal Zone	CZ	All
Specific Plan Regulation	SPR	All

Source: City of Seal Beach, General Plan Zoning Map, 2013; City of Seal Beach Municipal Code and Zoning Ordinance, Chapter 11.1.05.030, 2021.

Notes:

[a] Typical single-unit, and small, zero-lot line neighborhoods at a base density up to 9 or 15 dwelling units per net acre respectively.

[b] Duplexes, townhouse projects, apartments, and small-lot, single-unit residential uses, at a density of 15 to 18 dwelling units per net acre. Additional density may be achieved through density bonuses.

[c] Multi-unit residential developments at a base density of 20 to 46 dwelling units per net acre. Additional density may be achieved through density bonuses.

[d] Limited commercial and office uses in conjunction with residential uses.

2.6.2 Housing Opportunity Sites Categories

An important component of the City's Housing Element Update is the identification of sites for future housing development, including an evaluation of the adequacy of those sites in fulfilling the City's share of regional housing needs. Seal Beach is nearly built out with almost no vacant developable land remaining. Therefore, the sites inventory must rely primarily on non-vacant sites.

The City's RHNA allocation for the current cycle calls for accommodating 1,243 new dwelling units at low-, moderate-, and above moderate-income levels. Of this total allocation, there are seven ADUs that are projected to be developed, as well 167 dwelling units that are proposed as part of the Old Ranch Country Club Project, which can be counted towards the City's overall unit requirement. Therefore, with the inclusion of ADU projections and entitled projects, the City has a remaining RHNA allocation of 1,069 that would be required to be satisfied by the other identified Housing Opportunity Sites.

The first iteration of the Housing Element Update included a total of 13 Housing Opportunity Sites. Initially, all parcels in the city were evaluated through a process of elimination based on criteria set by HCD. Where housing units could not be located at sites under present zoning, the City examined nonresidential areas where zoning amendments could facilitate residential development. A Housing Element Ad Hoc Committee was established and held two meetings to assist in identifying and evaluating potential sites for housing development. In addition, City staff contacted several property owners to assess interest in multi-family or mixed-use redevelopment. The sites were also reviewed by the Planning Commission and City Council at public hearings, and property owners and other interested stakeholders

had the opportunity to provide comments on sites that should be considered for additional residential development. Following comments received from HCD regarding the Housing Opportunity Sites identified in the prior Initial Study and draft Housing Element Update, the sites were reevaluated and several of the originally previously Housing Opportunity Sites are no longer to be included in the plan. The number of identified Housing Opportunity Sites was reduced to eight sites. Housing Opportunity Sites 3 (ADUs), and 11 through 13 identified in the Initial Study were removed and are no longer proposed as Housing Opportunity Sites in response to HCD comments. These sites are no longer proposed as Housing Opportunity Sites but are included as part of the Housing Element Update. Site 10 is now categorized as a pipeline site, not a Housing Opportunity Site, but the 167 units proposed are analyzed in this Program EIR. See Table 2.6-2 below for a list of the Housing Opportunity Sites currently and previously proposed and the corresponding identifying number for the sites.

Table 2.6-2: Housing Opportunity Sites Numbering

Site Name	Housing Element Update Redline (August 2023)	Initial Study Site No. (November 2023)	EIR Site No. (August 2024)
1780 Pacific Coast Highway	1	1	1
Leisure World	2	2	2
Accessory Dwelling Units*	3	3	--
Accurate Storage	4	4	3
The Shops at Rossmoor	5	5	4
Old Ranch Town Center	6	6	5
Seal Beach Plaza	7	7	6
Seal Beach Center	8	8	7
99 Marina Drive	9	9	8
Old Ranch Country Club	10	10	(Recategorized to Pipeline Site)
Naval Weapons Station PCH & Seal Beach Blvd.	11	11	Converted to a Program, not analyzed in this EIR
Water Storage Site (City Property Navy Base)	12	12	Converted to a Program, not analyzed in this EIR
Main Street*	13	13	Converted to a Program, and analyzed in this EIR

The inventory of Housing Opportunity Sites addresses fair housing objectives by providing opportunities for affordable housing throughout the city. Potential underutilized sites and ADUs also create opportunities for affordable housing dispersed throughout the city in low-density residential neighborhoods, thereby expanding affordable housing choices. The Housing Opportunity Sites are not concentrated in low-resource areas. The sites are broken into two categories: (a) underutilized sites that do not require zoning code changes and (b) sites where zoning modifications are proposed.

Underutilized Sites

The Housing Opportunity Sites inventory consists of two underutilized sites with realistic potential for residential development, as summarized in Table 2.6-3. Because the current capacity of these underutilized sites is not sufficient to fully accommodate the RHNA allocation in all income categories, due to zoning and other limitations, proposed rezone sites have been identified, as shown in Table 2.6-4, below.

Table 2.6-3: Underutilized Sites Inventory (Rezoning Not Required)

Site No.	Site Name	Assessor's Parcel Number (APN)	Existing Onsite Use(s)	General Plan/ Zoning	Approximate Acres	Estimated Developable Acres	Density (du/ac*)	
							Min. Allowed	Max. Allowed
1	1780 Pacific Coast Hwy	199-061-01	Retail, specifically a small liquor store and a bait shop	Commercial Limited; LC/RMD	0.25	0.25		21.8
2	Leisure World	095-691-04	Recreational vehicle storage	High Density Residential; RHD-PD	5.5	5.5		32.2

* Du/ac – dwelling units per acre

Proposed Rezone Sites

To accommodate the balance of the RHNA allocation and provide the required unit buffer, the City conducted an evaluation of potential properties where land use regulations could be amended to create additional opportunities for housing or mixed-use development, and six sites have been identified for further evaluation to determine the most appropriate parcels to be rezoned. Due to the lack of vacant and underutilized sites in the city, the sites were identified and analyzed in light of the development standards for their proposed zoning designation.

The City analyzed the most current parcel-level data to determine which sites were most appropriate for inclusion into the sites inventory and to estimate the number of additional units that are likely to be developed. Bearing in mind that most of the developable land within the city consists of established residential uses, most of these areas were eliminated from consideration, as land assembly in a single-family neighborhood was considered infeasible. To ensure sites selected for the sites inventory do not have existing uses that are impediments to housing development, an analysis was conducted to select sites that are most likely to develop during the planning period. Development likelihood and feasibility was determined by a number of different variables, including the improvement-to-land value ratio (I/L ratio), existing lot coverage, lot size, future development potential, and existing uses. As the I/L ratio serves as an indicator of the likelihood of redevelopment, according to the Housing Element Update, a I/L ratio or less than 1.0 for commercial and multi-family residential properties indicates that the parcels are underutilized, with a higher potential for residential infill redevelopment.

Table 2.6-4: Proposed Rezone Sites

Site No.	Site Name	Assessor's Parcel Number (APN)	Existing Onsite Use(s)	Approximate Acres	Estimated Developable Acres	Current Zoning	Proposed Zoning
3	Accurate Storage	095-791-18	Vehicle and boat storage	4.4	1.8	RHD-20	MC/RHD
4	The Shops at Rossmoor	086-492-51	Retail, office, fast food, grocery and pharmacy	27	12	GC	MC/RHD
5	Old Ranch Town Center	130-861-14, -15, -16, -17, -18, -19, -20, -21, -22, -23, -24, -25, -26, -27	Existing commercial center with bank, surface parking, restaurants, department stores, retail, services, Ralph's supermarket, and CVS Pharmacy	26	8.3	GC	MC/RHD
6	Seal Beach Plaza	095-641-44, -49, -55, -56, -57	Existing commercial center with Chase Bank, retail, market, drive through restaurant, and medical and professional offices	7	1.5	SC	MC/RHD
7	Seal Beach Center	043-260-02, -05	Existing commercial center with CVS Pharmacy, retail, services, restaurant, and market	9	2.7	SC	MC/RHD
8	99 Marina Drive	199-011-10	Former oil separation facility with abandoned handball court	4.3	3	OE	RHD-33

Site No.	Site Name	Assessor's Parcel Number (APN)	Existing Onsite Use(s)	Approximate Acres	Estimated Developable Acres	Current Zoning	Proposed Zoning

Source: City of Seal Beach 2021-2029 Housing Element Update, March 2024.

Notes:* The City will create a new Mixed Commercial/Residential High Density (MC/RHD). The new mixed-use zoning designation would need to be created to facilitate a density equivalent to Residential High Density (RHD)-46, with a minimum density of 40 units per acre.

GC = Commercial General

OE = Oil Extraction

SC = Service Commercial

MC/RHD = Mixed Commercial/Residential High

Although ORCC Specific Plan Project is not identified as a Housing Opportunity Site, the ORCC Specific Plan Project would require a rezone from RG to a Specific Plan zone to accommodate the 167 dwelling units. The environmental impacts from the ORCC Specific Plan Project and rezoning of this property are evaluated in a separate environmental analysis. This EIR is not rezoning or entitling the ORCC Pipeline Project; there is no nexus. Rather, this EIR evaluates the residential component of the ORCC Specific Plan Project as a basis for implications associated with housing production associated with the ORCC Specific Plan Project, only.

Density and Realistic Capacity Assumptions

The City's sites inventory relies primarily on the rezoning of existing commercial properties to a new zone that allows for high density residential, mixed-use developments under Program 1b (Mixed Commercial/Residential High Density Zone). This new MC/RHD zone will allow residential development with a maximum density of up to 46 dwelling units per acre and will require a minimum density of 40 dwelling units per acre. Sites in the City's sites inventory that are being rezoned MC/RHD are conservatively assumed to develop at a capacity of 80 percent of maximum density (80 percent of 46 dwelling units per acre, or almost 37 dwelling units per acre), to account for the possibility of 100 percent commercial projects and inefficacies that can arise from parcel shape and orientation during the development process. In terms of land use controls, however, through Program 1b the City will create development standards in the MC/RHD zone that are conducive to achieving the maximum density of 46 dwelling units per acre.

The City's conservative realistic capacity assumption for sites to be rezoned MC/RHD (80 percent of the maximum density of 46 dwelling units per acre) is lower than the minimum density of 40 dwelling units. However, as the minimum density standard of 40 dwelling units per acre is a component of the proposed MC/RHD zoning district, the City anticipates additional units than those projected in its sites inventory may be constructed. The City considers this conservative approach to give it an additional built-in "buffer" for the purposes of meeting its RHNA obligations during the 6th cycle and is committed to adopting minimum and maximum densities as described in this Housing Element.

One other site, Housing Opportunity Site 8, located at 99 Marina Drive, will be rezoned under Program 1a (Provide Adequate Sites for Housing through updates to the General Plan and Zoning Code) to the City's existing High Density Residential-33 zoning district, which allows a maximum density of 33 dwelling units

per acre. The realistic capacity assumed at Housing Opportunity Site 8 was discounted to 70 percent of maximum density (i.e., 70 percent of 33 dwelling units per acre, or approximately 23 dwelling units per acre) to account for land use controls, although again, the City anticipates that the maximum allowable density of 33 dwelling units per acre could be achieved, and therefore 100 percent of maximum density was analyzed in this EIR.

Lastly, the City's sites inventory includes two sites that do not require rezoning for the production of housing, 1780 Pacific Coast Highway (Housing Opportunity Site 1) and the Leisure World RV parking lot (Housing Opportunity Site 2), which are also projected to accommodate an assumed capacity of 70 percent of maximum density to account for land use controls. Housing Opportunity Site 1 is zoned Limited Commercial/Residential Medium Density, which allows a maximum density of 21.8 dwelling units per acre (i.e., 70 percent of 21.8 dwelling units per acre, or approximately 15.26 dwelling units per acre), and Housing Opportunity Site 2 is zoned Residential High Density/Planned Development and has a maximum density of 32.2 dwelling units per acre (i.e., 70 percent of 32.2 dwelling units per acre, or approximately 22.54 dwelling units per acre).

2.6.3 Housing Opportunity Site Descriptions

The Housing Element Update currently includes descriptions for the Housing Opportunity Sites, with an explanation of the methodology for the sites that are currently developed with various uses. With respect to existing utility infrastructure, such as water, wastewater, drainage systems, and dry utilities, there are no known limitations that would preclude the potential development and increased intensification of uses at each of the Housing Opportunity Sites. A description of the Housing Opportunity Sites is provided below, as taken from the March 2024 Housing Element Update (City of Seal Beach 2024[7]).

Site 1 – 1780 Pacific Coast Highway (No Rezoning)

Location: 1780 Pacific Coast Highway (PCH; Pacific Coast Highway), at the eastern corner of the intersection of Pacific Coast Highway and Seal Beach Boulevard. The site has housing to the rear of it, and retail to the north. Across the street to the south is the Naval Weapons Station, and to the west are single family residential uses. (Figure 2-3)

Size: 0.25 acre

Current Use: retail, specifically a small liquor store and a bait shop.

Current Zoning: Limited Commercial/Residential Medium Density (LC/RMD)

Reason For Selection: This parcel is developed with an older commercial building currently occupied by a liquor/convenience store. Due to the age and marginal condition of the structure, taken in combination with the value of the land, this site is an excellent and likely candidate for redevelopment with a new

[7] City of Seal Beach. 2024. 2021-2029 Housing Element, Adopted February 7, 2022, Revised August 2024. https://www.sealbeachca.gov/Portals/0/Users/027/27/27/Seal%20Beach_HEU%20MainBody_Clean-compressed.pdf?ver=2024-08-20-083139-120. Accessed October 2024.

residential or mixed-use project. It is immediately adjacent to housing, with excellent access to goods and services.

Assumed Development Capacity: This zoning designation allows residential use at up to 21.8 units/acre. The site can reasonably accommodate ground floor commercial use and parking with four second-story housing units. Because of its maximum allowable density, this parcel has been listed in the moderate-income sites inventory, as shown in Table 2.6-5 below.

Site 2 – Leisure World (No Rezoning)

Location: Leisure World is a large, high-density residential senior community generally bound by Westminster Avenue, Seal Beach Boulevard, Interstate (I)-405, and the Los Alamitos Flood Control Channel. The community currently has 6,608 units. The opportunity site within the development is located along the eastern border, about 0.33 miles from the southwestern corner of the community. (Figure 2-4)

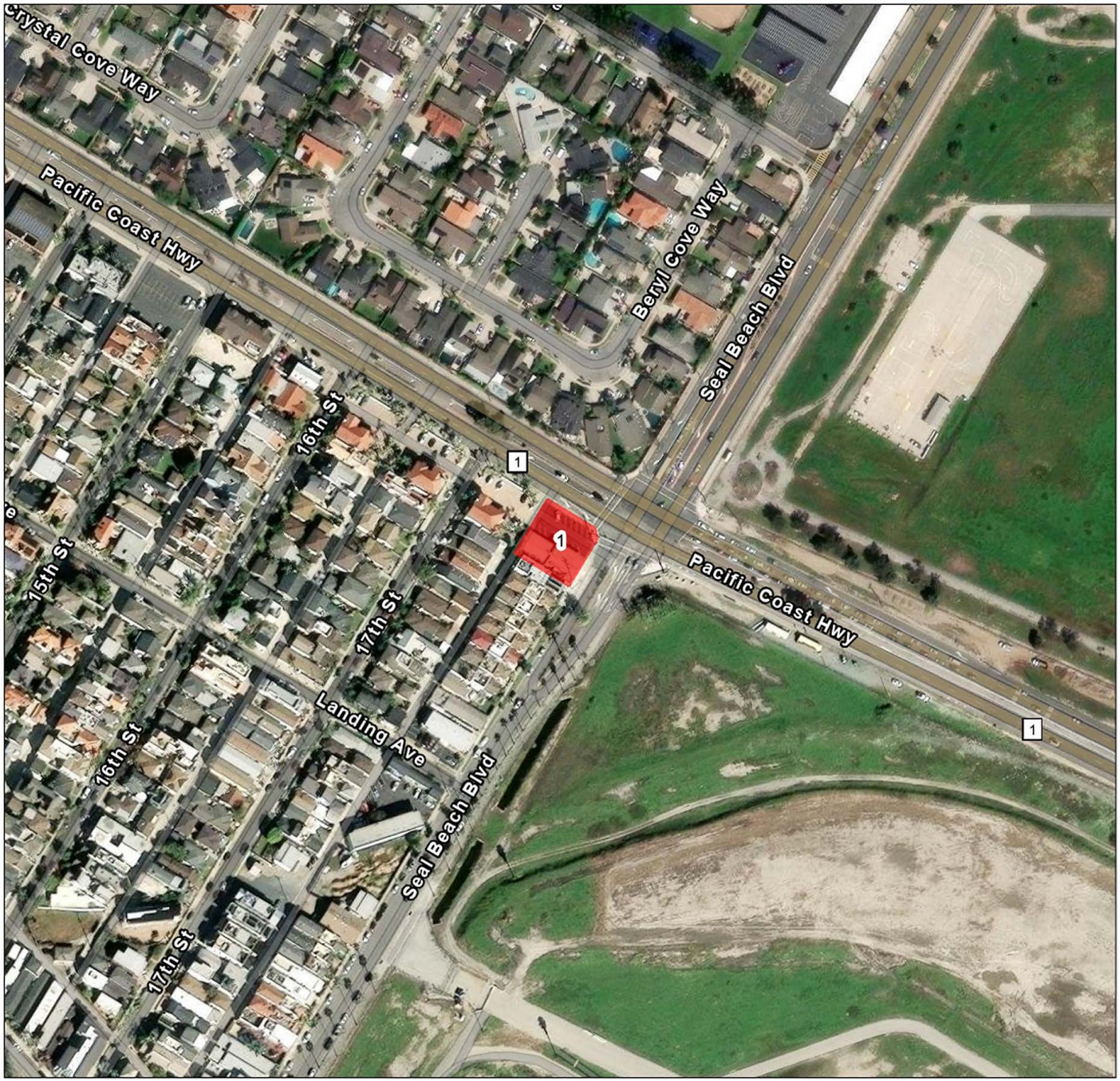
Size: 5.5 acres

Current Use: Recreational vehicle storage

Current Zoning: Residential High Density–Planned Development (RHD-PD)

Reason For Selection: This is an underutilized site in a community that while not income-restricted, offers very affordable living options, with units selling far below the cost of condominiums elsewhere in the region. For example, a one-bedroom unit may be found for under $300,000 while elsewhere pricing starts in the $500,000 range. More than 75 percent of the population in Leisure World consists of low- to moderate-income households. Additionally, the community is already developed to higher densities, with a few buildings at three-stories with parking underneath. Additional units could integrate well into the community and could spread ongoing maintenance and operational costs among a greater number of owners, helping to keep those costs in an affordable range. Furthermore, such development has precedent. The series of three-story buildings earlier referenced, known as Mutual 17, were built in the 1980s, well after the rest of Leisure World was developed, and include 126 2-bedroom, 2-bath condominiums on a little less than five acres. As only one percent of the site is proposed for redevelopment, and adequately sized common areas are present, the existing uses will not impede the anticipated amount of residential development. A development proposal at this site can be approved administratively. No additional zoning revisions are needed.

Assumed Development Capacity: An additional 125 moderate-income units can be accommodated on approximately 5.5 acres presently devoted to recreational vehicle storage at a density of 32.2 units to an acre. New three-story buildings can accommodate parking on the ground level with units above.



Stantec

Housing Opportunity Site

N

0 125 250 Feet

(At original document size of 8.5x11)
1:3,000

Notes

1. Coordinate System: WGS 1984 Web MercatorAuxiliary Sphere
2. Data Sources: City of Seal Beach 2024.
3. Background: Hybrid Reference Layer: Esri Community Maps Contributors, City of Long Beach, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

Project Location
City of Seal Beach, California

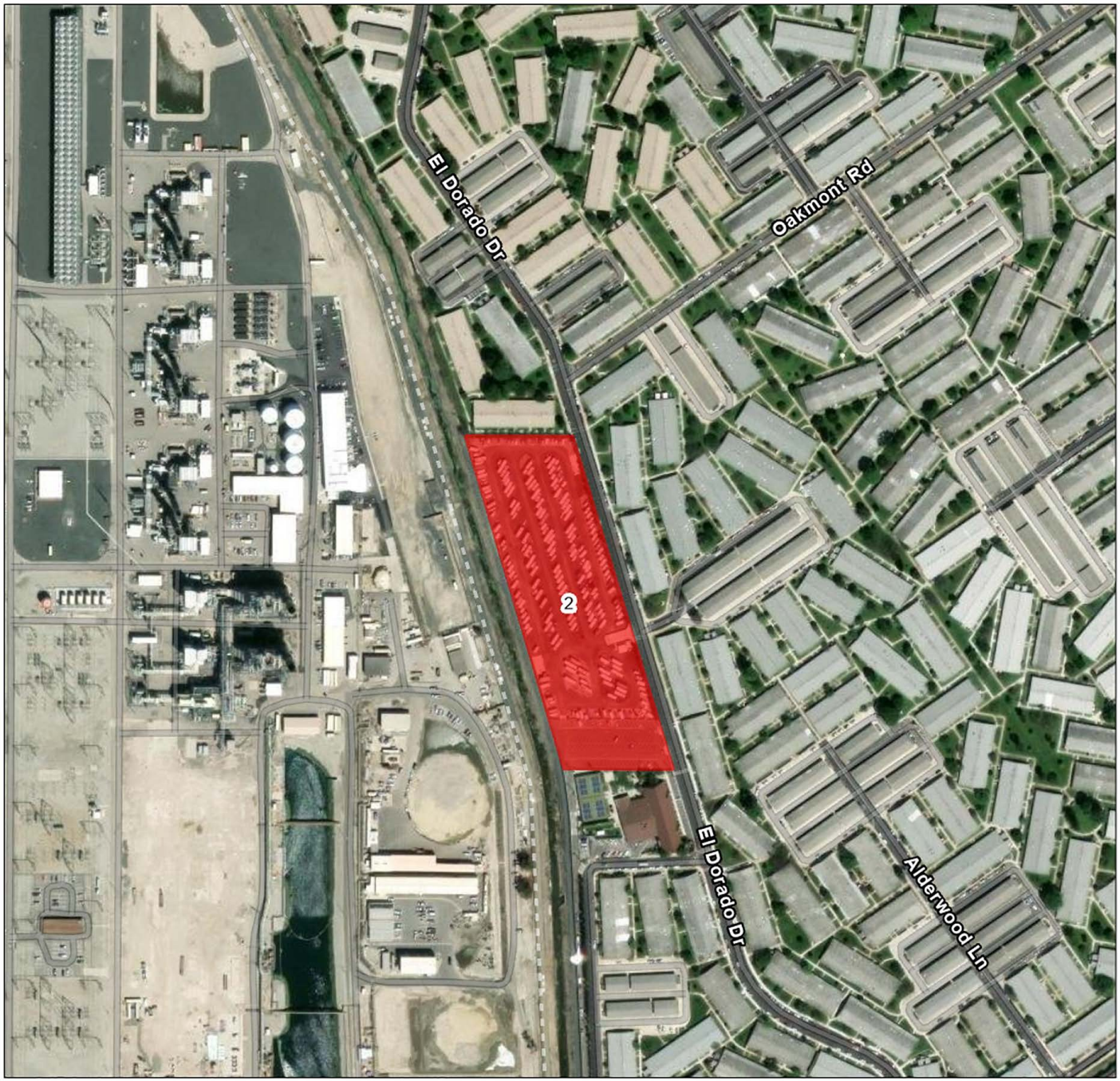
Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project
204266500

City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
2-3

Title
Housing Opportunity Site 1 - 1780 Pacific Coast



Stantec

Housing Opportunity Site

N

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(At original document size of 8.5x11)
1:4,800

Notes

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City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
2-4

Title
Housing Opportunity Site 2 - Leisure World

Site 3 – Accurate Storage (Rezoning Required)

Location: 1011 Seal Beach Boulevard. This site is bordered by office, commercial and light industrial uses to the north and west, by the City Police Station across Adolfo Lopez Drive to the south, and by the Seal Beach Naval Weapons Station across Seal Beach Boulevard to the east. (Figure 2-5)

Size: 4.4 acres (Developable acres: 1.8 acres)

Current Use: Self storage facility

Current Zoning: High Density Residential (RHD-20)

Reason For Selection: This site was previously selected as a candidate housing site due to underutilized parking, location close to services, and interest from the property owner. There are no known environmental constraints on this property, and the site has good access to employment and transit routes. Due to the high land value and relatively low utilization, there is significant financial incentive for residential development on this property.

Assumed Development Capacity: As the current zoning did not result in redevelopment of this site with residential uses, the development assumptions have been revised. The improvement value to land value is less than 1.0 (0.54), indicating a likelihood for redevelopment, with conversion of the outdoor storage being the most likely to intensify in value. The indoor storage could remain in place and not be an impediment to development due to the site plan and overall quality of development and maintenance of the site. Therefore, it is assumed that only 1.8 acres of the site will redevelop to housing, instead of the entire 4.4 acres. This site is proposed for rezoning to a maximum density of 46 units per acre that will enhance the financial viability of adding residences to the site. Development of 1.8 acres could yield 66 above-moderate units, or more if a density bonus is employed. However, given the need to design around existing buildings, the projected number of units has been reduced to 59. Because the presumed developable area is less than 2 acres, Table 2.6-5 shows a conservative estimate of only 10 percent at lower-income and 10 percent at moderate income, despite a proposed density of 46 units per acre.

Site 4 – The Shops at Rossmoor (Rezoning Required)

Location: This multi-address retail center is located on the west side of Seal Beach Boulevard between St. Cloud Drive and Rossmoor Center Way. (Figure 2-6)

Size: 27 acres (Developable acres: 12 acres)

Current Use: Retail center, with uses including Marshalls, Kohl's, Ulta, Sprouts Farmers Market, and Burlington

Current Zoning: General Commercial (GC)

Reason For Selection: This site was selected due to an abundance of underutilized parking accompanied by owner interest in development of housing units. The site's ratio of improvement value to land value is less than 1.0 (0.85), meaning the site is economically underutilized, despite being a

generally successful retail center. However, with a number of "big box" type tenants subject to changes in the retail landscape, this center is vulnerable to store closures that could result in significant vacant space. A new mixed-use zone would allow for greater flexibility to utilize the land, and by adding housing units, increase the viability of the retail that remains. Additionally, high density residential already exists along the western edge of the retail center, increasing compatibility of the use.

Assumed Development Capacity: The site is 27 acres, and surface parking occupies approximately 19 acres. It is assumed that approximately 12 acres of surface parking could be developed with housing, at a proposed 46 units per acre, resulting in 441 units, exclusive of a density bonus. Because of the ample development potential and therefore ability to achieve economies of scale, Table 2.6-5 projects 276 units at lower-income, 14 units at moderate-income, and 151 units at above-moderate-income.

Site 5 – Old Ranch Town Center (Rezoning Required)

Location: This multi-address retail center is on the east side of Seal Beach Boulevard, between the Old Ranch Country Club golf course and Plymouth Drive. (Figure 2-7)

Size: 26 acres (Developable acres: 8.3 acres)

Current Use: Retail center including stores such as Target and Ralph's supermarket.

Current Zoning: General Commercial (GC)

Reason For Selection: Similar to the Shops at Rossmoor, the Old Ranch Town Center has a significant amount of underutilized parking, and primarily big box uses. The addition of housing to this site is feasible as it is immediately adjacent to goods and services, has excellent access along a major thoroughfare, and can integrate well with the scale of the existing development, bolstering retail uses with on-site residents. The improvement to land value ranges by parcel, with the largest parcel at 0.95 and the second largest parcel at 0.07, demonstrating ripeness for additional development.

Assumed Development Capacity: It is assumed approximately 8.3 acres of the surface parking lot of the center could be developed or redeveloped with housing uses, creating a mixed-use environment at 46 units per acre, for a total of 306 units. Because of the ample development potential and therefore ability to achieve economies of scale, as well as density over 30 dwelling units per acre, Table 2.6-5 projects 258 units at lower-income and 48 at moderate-income. Due to its proximity to the Joint Forces Training Base, all residential units would be conditioned to meet interior noise level standards of 45 decibels, however, this is not an obstacle to development as this is also the standard in the California Building Code. Housing currently exists to the north and northeast of the site, also adjacent to the Joint Forces Training Base.

Stantec

Housing Opportunity Site

N

0 125 250 Feet

(At original document size of 8.5x11)
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Notes

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Project Location
City of Seal Beach, California

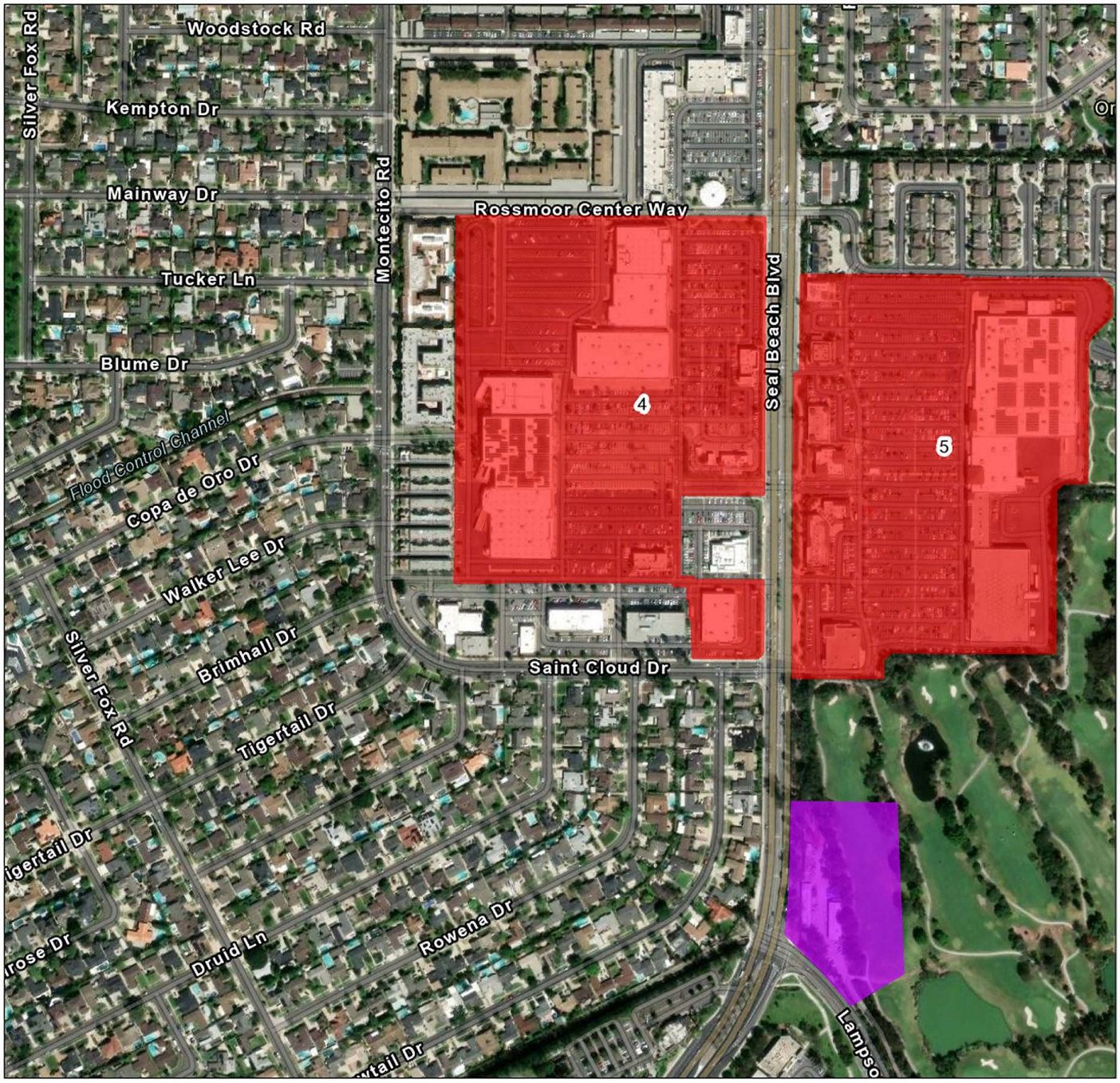
Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project
City of Seal Beach
Housing Element and Zoning Code Updates Project

204286500

Figure No.
2-5

Title
Housing Opportunity Site 3 - Accurate Storage



Stantec

Housing Opportunity Site

Residential Component of the Old Ranch Country Club Specific Plan Project

N

0 250 500 Feet

(At original document size of 8.5x11)
1:6,000

Notes

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Project Location
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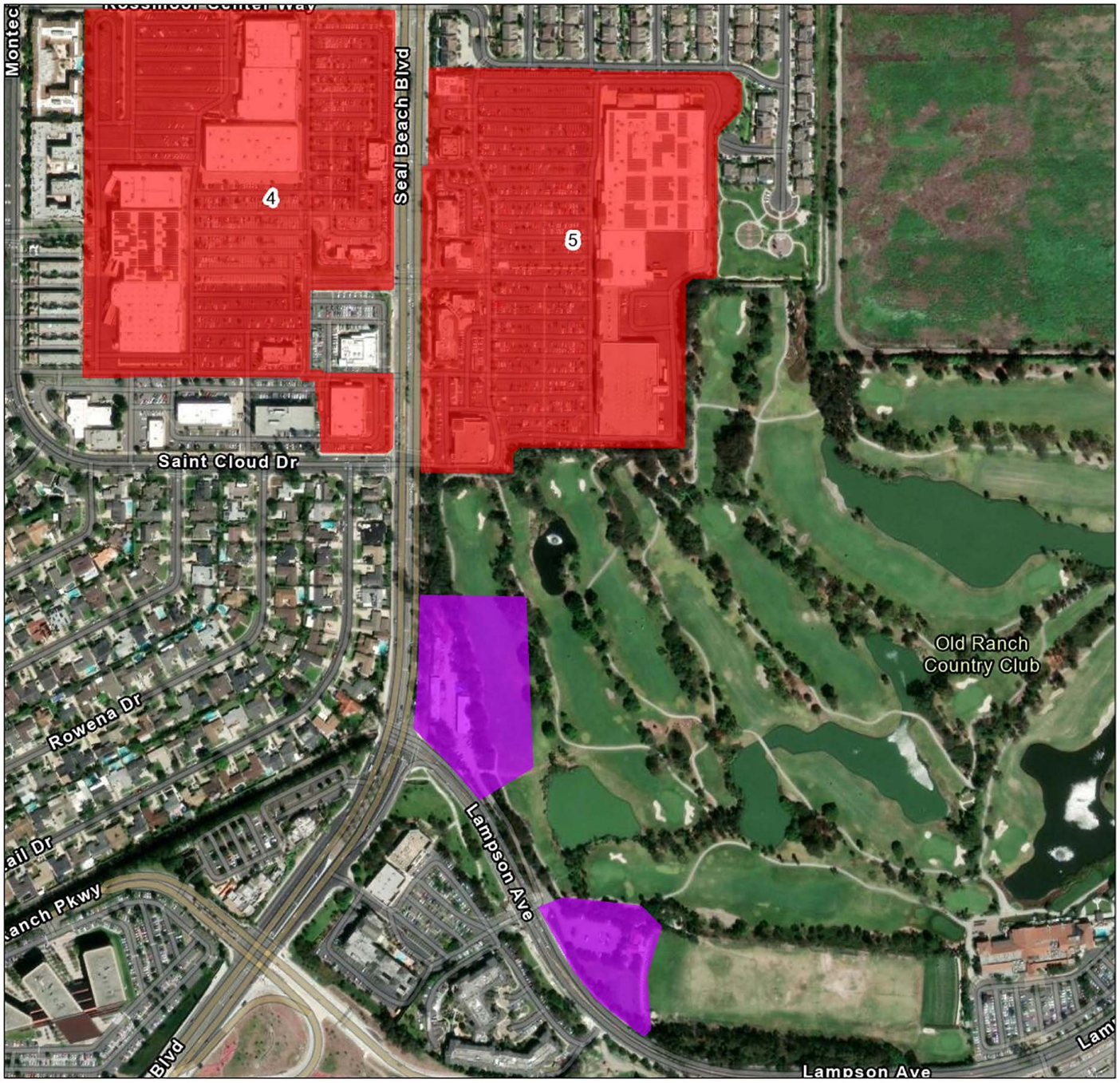
Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project
City of Seal Beach
Housing Element and Zoning Code Updates Project

204286500

Figure No.
2-6

Title
Housing Opportunity Site 4 - The Shops at Rossmoor



Stantec

Housing Opportunity Site

Residential Component of the Old Ranch Country Club Specific Plan Project

N

0 250 500 Feet

(At original document size of 8.5x11)
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Notes

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Project Location
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Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project 204266500

City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
2-7

Title
Housing Opportunity Site 5 - Old Ranch Town Center

Site 6 – Seal Beach Plaza (Rezoning Required)

Location: This multi-address retail center is at the northwest corner of Seal Beach Boulevard and Westminster Avenue. Two churches and Leisure World are to the north and west, and generally the Naval Weapons Station surrounds the other sides. (Figure 2-8)

Size: 7 acres (Developable acres: 1.5 acres)

Current Use: Retail and office/service uses.

Current Zoning: Service Commercial (SC)

Reason For Selection: This site has a low improvement value to land value ratio at 0.72 and has experienced some large tenant turnover in the past, which could indicate a need to reposition the site for long-term success in the future. Similar to other retail plazas, it is underutilized with large parking areas. The site offers excellent access to goods and services, and augmenting the site with housing would benefit the on-site retailers. The adjacent Leisure World utilizes higher densities, and the Naval Weapons Station is immediately east, and is not a conflicting use.

Assumed Development Capacity: This site can be redeveloped entirely or partially as a mixed-use project. Assuming that residential uses are developed on 1.5 acres of surface parking at the site at a base density of 46 du/acre, 55 moderate-income units could be accommodated following adoption of a new mixed-use zoning district.

Site 7 – Seal Beach Center (Rezoning Required)

Location: This retail plaza is located on Pacific Coast Highway, between Balboa Drive and Bolsa Avenue. It is directly across the Pacific Coast Highway from Main Street, the commercial core of the Old Town and Marina Hill areas. (Figure 2-9)

Size: 9 acres (Developable acres: 2.7 acres)

Current Use: The center consists of two anchor stores, a Pavilions supermarket and a CVS Pharmacy, along with several smaller retail and restaurant tenant spaces.

Current Zoning: Service Commercial (SC)

Reason For Selection: This site has an improvement value to land value ratio of 0.72, indicating it is underutilized and could perform to a higher capacity. Its location provides excellent walkability and access to goods and services, including an elementary school. A small mixed-use project could be undertaken using available parking and redeveloping portions of the site with housing above retail. Moreover, the property representatives have expressed an interest in mixed use as a future possibility to increase site utility.

Assumed Development Capacity: With a mixed-use zoning allowing up to 46 units per acre, and 2.7 acres of surface parking, the capacity would be 99 above-moderate units without using a density bonus.

Stantec

Housing Opportunity Site

N

0 200 400 Feet

(At original document size of 8.5x11)
1:4,800

Notes

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Project Location
City of Seal Beach, California

Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project
204266500

City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
2- 8

Title
Housing Opportunity Site 6 - Seal Beach Plaza

Stantec

Housing Opportunity Site

Main Street Program

N

0 125 250 Feet

(At original document size of 8.5x11)
1:3,000

Notes

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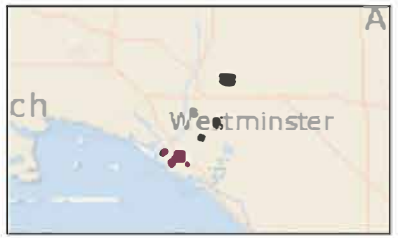


Project Location
City of Seal Beach, California

Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project
City of Seal Beach
Housing Element and Zoning Code Updates Project

204266500

Figure No.
2-9

Title
Housing Opportunity Site 7 - Seal Beach Center

Site 8 – 99 Marina (Rezoning Required)

Location: 99 Marina Drive, northeast of Marina Drive and First Street intersection. (Figure 2-10)

Size: 4.3 acres (Developable acres: 3 acres)

Current Use: Vacant. At some point, a handball court was constructed on the western edge of the property and the City maintains a small section of the property around the court primarily for safety reasons as the court is located adjacent to a public park.

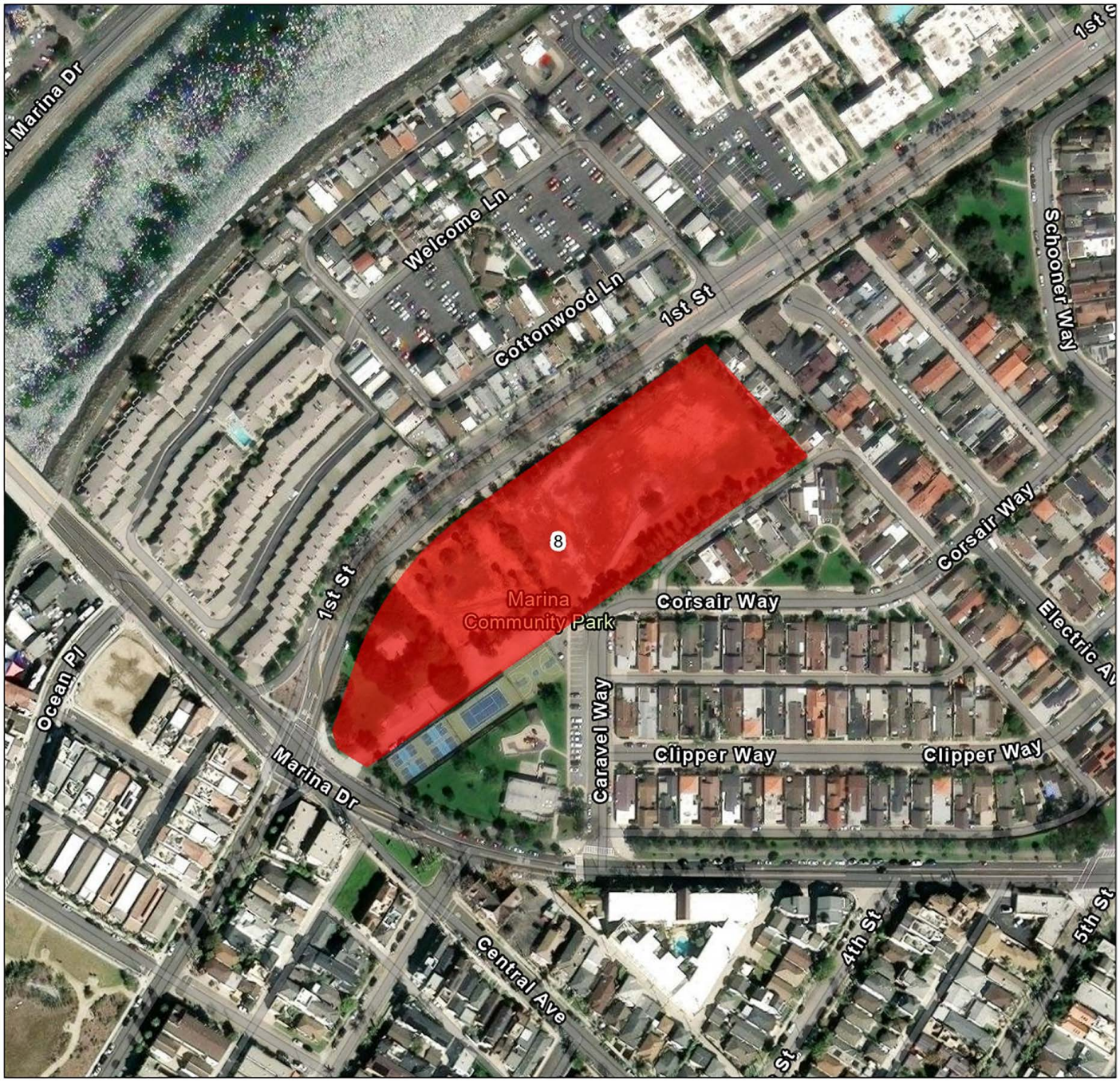
Current Zoning: Oil Extraction (OE)

Reason For Selection: Previously a site that supported oil extraction in the area, the current owners (Exxon and Chevron) are actively marketing the property. Based on inquiries received by City staff from potential buyers, as well as the surrounding residential uses, housing development makes the most sense and is generally expected by the community.

Assumed Development Capacity: A density of 33 units per acre is proposed at this site to meet the 30-du/ac default density thresholds established under Government Code Section 65583.2(c)(3)(B)). However, this location may have additional development standards imposed by the Coastal Commission, similar to the adjacent development, where a portion of the site was left as open space. Thus, the total housing production expected at the site is 69 units, all of which are assumed to be above moderate, to be extremely conservative.

2.6.4 Housing Opportunity Sites Residential Development Potential

As shown in Table 2.6-5 below, redevelopment of underutilized sites could result in a total of approximately 129 new dwelling units, and potential rezone parcels could accommodate a total of approximately 1,036 new dwelling units. Based on this, by implementing the Project, in combination with the ADU projections and the pipeline project at Old Ranch Country Club, the City would be able to provide 1,339 additional dwelling units, thereby accommodating the 2021-2029 RHNA allocation (1,243 new dwelling units) and a buffer to demonstrate capacity for all income levels. The residential site development potential is shown in Table 2.6-5.



Stantec

Housing Opportunity Site

N

0 125 250 Feet

(At original document size of 8.5x11)
1:3,000

Notes

1. Coordinate System: WGS 1984 Web MercatorAuxiliary Sphere
2. Data Sources: City of Seal Beach 2024.
3. Background: Hybrid Reference Layer: Esri Community Maps Contributors, City of Long Beach, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

Project Location
City of Seal Beach, California

Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project
204266500

City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
2-10

Title
Housing Opportunity Site 8 - 99 Marina Drive

Table 2.6-5: Housing Element Update Residential Development Potential Assumption

Site No.	Site Name	Developable Acres	Assumed Density (du/ac)	Lower-Income Dwelling Units	Moderate-Income Dwelling Units	Above Moderate-Income Dwelling Units	Total Units
Underutilized Sites							
1	1780 Pacific Coast Highway	0.25	15.26 (70 percent of max density)	--	4	--	4
2	Leisure World	5.5	22.54 (70 percent of max density)	--	125	--	125
Total Units from Underutilized Sites			--	--	*129*	--	*129*
Rezoned Sites							
3	Accurate Storage	1.8	36.8 (80 percent of max density)	--	--	66	66
4	The Shops at Rossmoor	12	36.8 (80 percent of max density)	276	14	151	441
5	Old Ranch Town Center	8.3	36.8 (80 percent of max density)	258	48	--	306
6	Seal Beach Plaza	1.5	36.8 (80 percent of max density)		55		55
7	Seal Beach Center	2.7	36.8 (80 percent of max density)	--	--	99	99
8	99 Marina Drive	3	33 (70 percent of max density)	--	--	69	69
Total Units from Proposed Rezoning			--	*534*	*117*	*385*	*1,036*
Total Units including Underutilized Sites and Rezone		**35.05**		**534**	**246**	**385**	**1,165**
Projected ADUs				5	2	--	7
Pipeline Projects (Old Ranch Country Club)				--	--	167	167

Site No.	Site Name	Developable Acres	Assumed Density (du/ac)	Lower-Income Dwelling Units	Moderate-Income Dwelling Units	Above Moderate-Income Dwelling Units	Total Units
Total Units including Underutilized Sites, Rezone Sites, Projected ADUs, and Approved/Entitled Projects				**539**	**248**	**552**	**1,339**

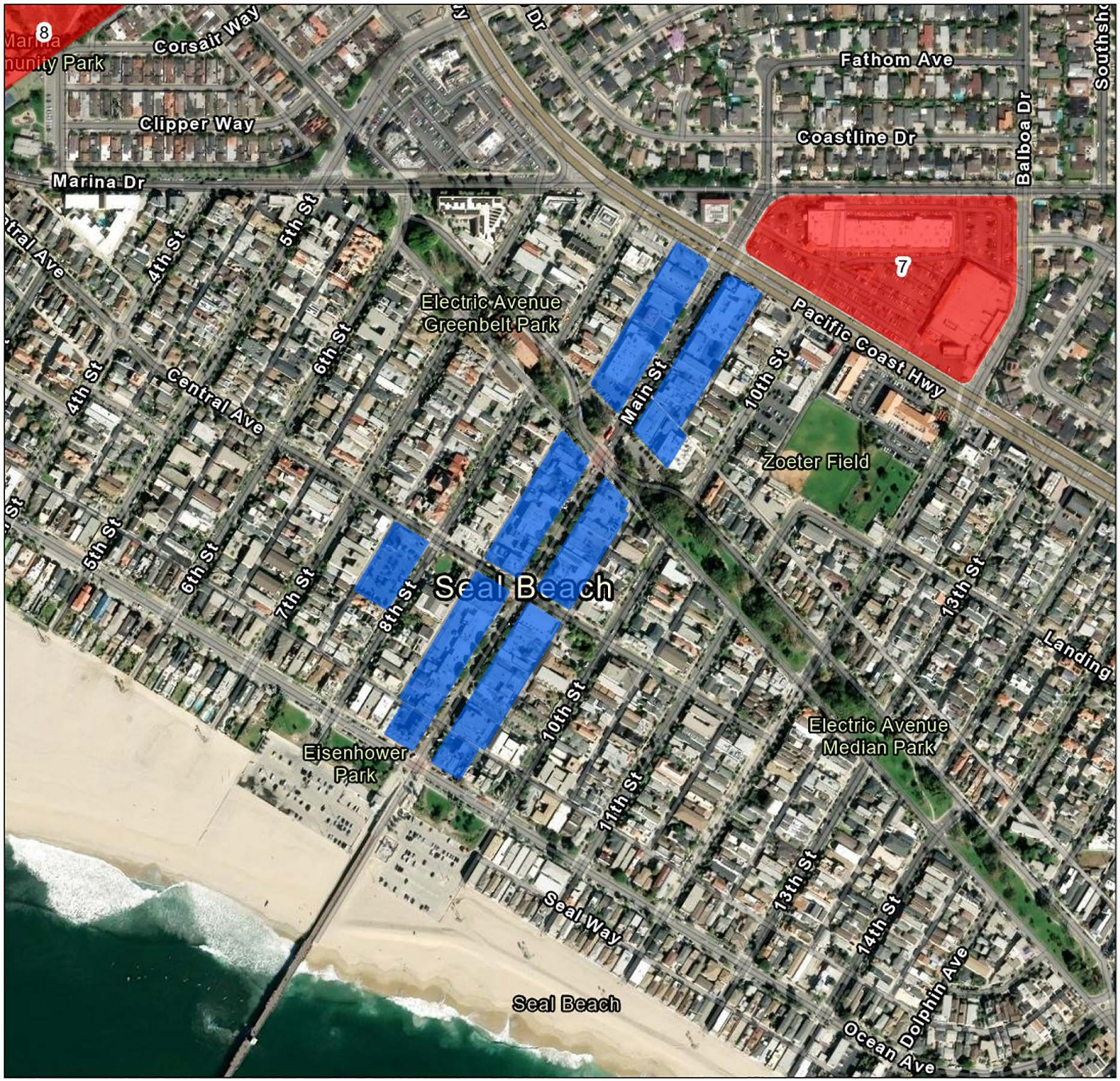
Source: City of Seal Beach 2021-2029 Housing Element Update, March 2024.
Potential units based on estimated development area.

The City's latest RHNA allocation calls for 1,243 new dwelling units, including 459 new units for residents in the low- and very low-income categories. In accordance with the “No Net Loss” provisions of SB 166, Housing Opportunity Sites inventory and site identification programs in the Housing Element Update includes sufficient sites to accommodate the City’s RHNA allocation.

2.6.5 Other Sites

The other sites included within the RHNA allocation are the ORCC Pipeline Project and the Main Street Program. As noted in Section 2.5.3, the Housing Element Update includes the Main Street Program which would modify the Main Street Specific Plan to allow for residential units to be developed above the ground floor for buildings located within the Main Street Specific Plan area (Figure 2-11). The Housing Element Update assumes two dwelling units would be proposed and permitted within the Main Street Specific Plan area during the Housing Element Update’s planning period.

The residential component of the ORCC Specific Plan Project is identified by the Housing Element Update as a pipeline project. The 167 dwelling units that are proposed as part of the ORCC Specific Plan Project can be counted toward the City’s overall RHNA requirement. Therefore, the residential component of the ORCC Specific Plan Project is being evaluated programmatically within this EIR. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.



Stantec

Housing Opportunity Site

Main Street Program

N

0 250 500 Feet

(At original document size of 8.5x11)
1:6,000

Notes

1. Coordinate System: WGS 1984 Web MercatorAuxiliary Sphere
2. Data Sources: City of Seal Beach 2024.
3. Background: Hybrid Reference Layer: Esri Community Maps Contributors, City of Long Beach, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

Project Location
City of Seal Beach, California

Prepared by KDLP on 2025-03-10
TR by JW on 2025-03-10

Client/Project
City of Seal Beach
Housing Element and Zoning Code Updates Project

204266500

Figure No.
2-11

Title
Main Street Program

2.7 PROJECT ASSUMPTIONS AND PROJECTIONS

2.7.1 Maximum Buildout Scenario

Though the Housing Element provides conservative assumptions of the Housing Opportunity Sites' development potential, for the purposes of this EIR, the EIR analyzes full potential scenario buildout conditions to ensure that if the Housing Opportunity Sites were developed at 100 percent capacity of the allowed maximum density, the potential environmental effects resulting from 100 percent buildout are analyzed and if applicable, mitigated, in the EIR document. If the eight Housing Opportunity Sites were built out at the maximum density allowed, the underutilized sites could result in a total of approximately 182 new dwelling units, and rezoned parcels could accommodate a total of approximately 1,309 new dwelling units. Additionally, though the Initial Study assumed that buildout for the Main Street Specific Plan area would allow for development of up to 163 new dwelling units, it is unlikely that 100 percent buildout within the Main Street Specific Plan area would occur and therefore, for the purposes of this EIR, the analysis contained herein assumed the development for the Main Street Specific Plan area as a result of the Main Street Program at 70 percent of maximum buildout resulting in the potential for 115 new dwelling units to be developed within the Main Street Specific Plan area. Finally, the analysis within this EIR assumes buildout of 100 percent of the proposed dwelling units at the ORCC Specific Plan Project site, totaling approximately 167 units. Therefore, the analysis contained herein assumed buildout under the proposed project to result in the potential for 1,773 new dwelling units (1,491 dwelling units from the eight Housing Opportunity Sites, 115 dwelling units from the Main Street Program, and 167 from ORCC Specific Plan Project) to be developed within the City.

Therefore, this EIR analyzes the potential maximum buildout conditions for the Housing Opportunity Sites and 70 percent of maximum buildout for the Main Street Specific Plan area that could result from implementation of the Housing Element and Zoning Code Update resulting in buildout of a total of 1,606 new dwelling units. The potential impacts resulting from the 167 dwelling units from the residential component of the ORCC Specific Plan Project is evaluated at a programmatic level within this EIR but is discussed separately from the Housing Opportunity Sites and Main Street Program in the analysis. See Table 2.7-1 below for a breakdown of the maximum buildout conditions for each of the eight Housing Opportunity Sites and potential buildout for the Main Street Program at 70 percent of the maximum allowable buildout.

Table 2.7-1: Buildout Conditions Utilized in CEQA Analysis

Site No.	Site Name	Developable Acres	Maximum Density (du/ac)	Total Units
Underutilized Sites				
1	1780 Pacific Coast Highway	0.25	21.8	5
2	Leisure World	5.5	32.2	177
Total Units from Underutilized Sites				*182*
Rezoned Sites				
3	Accurate Storage	1.8	46	83

Site No.	Site Name	Developable Acres	Maximum Density (du/ac)	Total Units
4	The Shops at Rossmoor	12	46	552
5	Old Ranch Town Center	8.3	46	382
6	Seal Beach Plaza	1.5	46	69
7	Seal Beach Center	2.7	46	124
8	99 Marina Drive	3	33	99
Total Units from Proposed Rezoning				*1,309*
Total Units including Underutilized Sites and Rezone		**35.05**	**--**	**1,491**
Other Sites				
Main Street Program*		9.2	--	115
Old Ranch Country Club		4.0	-	167
Total Units under Buildout		**49.25**		**1,773**

* The Housing Element Update assumes under the Main Street Program, two dwelling units would be proposed and permitted within the Main Street Specific Plan area during the Housing Element Update's planning period. However, based on a 70 percent buildout scenario of the 163 total dwelling units identified in the Initial Study for the Main Street Specific Plan area, 115 dwelling units is the assumed buildout condition under the Main Street Program for the purposes of CEQA.

2.7.2 Buildout Projections for Future Site Development

A "project" as defined by CEQA Guidelines Section 15378(a) "means the whole of an action, which has a potential for resulting in either a direct physical change in the environment" or a reasonably foreseeable indirect physical change in the environment." The Project is comprised of eight Housing Opportunity Sites for future development to meet the City's allocation of 1,243 dwelling units in the 6th Cycle RHNA; it does not propose any site development on a Housing Opportunity Sites. Future development could occur on these Housing Opportunity Sites, if ultimately included within the Housing Element, as local conditions dictate with timing at the discretion of each individual property owner.

The Project is ultimately implementing the Housing Element Update. Therefore, this EIR evaluates implementation of the Housing Element Update at the maximum buildout potential scenario and the potential environmental impacts that would result, including establishment of eight Housing Opportunity Sites and a new zoning designation, as well as rezoning of parcels, resulting in increased densification and intensification of residential uses.

Future developments are evaluated in this EIR at a programmatic level based on information available to the City where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. Additional project-level analysis of the potential impacts resulting from future developments discussed within the Housing Element Update would be speculative at this time. Therefore, a programmatic level analysis is appropriate.

Future Development Constraints

Future developments facilitated by the Housing Element could be constrained by market conditions or various environmental conditions or impacts. Market constraints on potential future developments are

created by environmental and regulatory frameworks that reduce the potential profitability of housing development. Environmental constraints on potential future developments are created by the time, effort, and costs associated with mitigating environmental impacts.

Where environmental impacts are significant and unavoidable, pursuant to CEQA Guidelines Section 15093, the City Council would be asked to balance, as applicable, the economic, legal, social, technological, or other benefits of the Housing Element Update against its unavoidable environmental risks when determining whether to approve the Housing Element Update. It is noted, as discussed above, in accordance with the CEQA Guidelines, all later activities in the Housing Element Update program will be examined in the light of this EIR to determine whether an additional environmental document must be prepared. For example, a Housing Opportunity Site may require additional environmental documentation and analysis in the event that the housing types proposed on the site change.

Future Development

Future projects proposed under the Housing Element would be required to adhere, as applicable, to CEQA mitigation measures identified in this EIR's Mitigation Monitoring and Reporting Program for the site to develop consistent with the Housing Element Update's purpose and to avoid or lessen any potentially significant environmental impacts.

Future housing projects may tier from this EIR or a finding may be made that sufficient environmental clearance occurred with this EIR (CEQA Guidelines Sections 15152, 15162 and 15168). This EIR comprehensively considers a series of related projects with the intent to streamline subsequent review of future development projects consistent with the Housing Element's intent.

Future developments facilitated by the Housing Element Update programs would be subject to subsequent environmental and other discretionary review and permitting. Specifically, design review and subsequent discretionary review would be required for most subdivision map actions. Subsequent discretionary actions must be examined in the light of this EIR to determine whether an additional environmental documentation needs to be prepared. Future development projects on the Housing Opportunity Sites would be required to go through the City's established entitlement process.

2.8 PROJECT OBJECTIVES

In accordance with CEQA Guidelines Section 15124, the following primary objectives support the project's purpose, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EIR, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary.

- Protect and improve quality of life for current and future residents.
- Encourage new housing for households at all income levels and for households with a range of diverse housing needs.
- Amend land use standards and designations in the City's Zoning Code, Specific Plans.

- General Plan as needed to comply with state law and meet the required Regional Housing Needs Allocation.
- Remove undue constraints on new housing development, including for affordable housing development.
- Affirmatively further fair housing.

2.9 INTENDED USES OF THE PROGRAM EIR

2.9.1 List of Permits and Other Approvals

The proposed Project evaluated in this EIR is comprised of implementation of the Housing Element Update and establishment of eight Housing Opportunity Sites and a new zoning designation, as well as rezoning of parcels, resulting in increased densification and intensification of residential uses. The Project does not propose any site development on the Housing Opportunity Sites. Future development would occur on the Housing Opportunity Sites, if ultimately included within the Housing Element, and as market conditions allow at the discretion of the individual property owners. The anticipated permits, approvals and consultation required for the Project include:

- Certification of CEQA document
- Adoption of Mitigation Monitoring and Reporting Program
- Adoption of the Findings of Fact and Statement of Overriding Considerations (if applicable)
- Change of Zone
- Seal Beach Municipal Code, Zoning Code Amendment

In addition to the amendments included as part of the Project, approval of various General Plan and Seal Beach Municipal Code Title 11 amendments may be required for the Housing Opportunity Sites ultimately included in the Housing Element, and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes.

2.9.2 List of Agencies

It is anticipated that approval of the Housing Element Update from the following agencies will be required: City of Seal Beach Planning Commission, City of Seal Beach City Council, and HCD. Likewise, the City of Seal Beach City Council would certify and adopt this Housing Element Update EIR.

3.0 ENVIRONMENTAL ANALYSIS

APPROACH TO ENVIRONMENTAL ANALYSIS

The following sections evaluate the potential environmental impacts that could result from the Project, including implementation of the Housing Element Update at the maximum buildout potential scenario and the potential environmental impacts that would result, including establishment of eight Housing Opportunity Sites and a new zoning designation, establishment of the Main Street Program, as well as rezoning of parcels, resulting in increased densification and intensification of residential uses. Implementation of the Housing Element Update is anticipated to occur over the next eight years, which constitutes the City's planning period from 2021 to 2029 to meet the state's RHNA allocation. Potential impacts are assessed against the existing conditions, long-term implementation horizon year of 2030, criteria for determining the significance of potential environmental impacts, analyses of the type and magnitude of environmental impacts, and feasible mitigation measures that would reduce or avoid significant environmental impacts.

The Housing Opportunity Sites were evaluated in this EIR at a programmatic level based on information available to the City of Seal Beach where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. While the legally required contents of a programmatic-level-based analysis are the same as those of a project-specific analysis, a programmatic level analysis is typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than project-specific analysis. As provided in Section 15168 of the CEQA Guidelines, a programmatic level analysis may be prepared on a series of actions that may be characterized as one large project. Use of a programmatic level analysis provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis. Agencies generally prepare programmatic level analysis for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Further (project-level) analysis was not conducted because the City has not received development proposals for the eight Housing Opportunity Sites or within the Main Street Program area analyzed in this EIR and therefore had no further information on which to base an analysis; any such analysis would be too speculative. Similarly, the analysis related to the residential component of the ORCC Specific Plan Project is provided to be informational as the project-specific impacts related to development of the residential component of the ORCC Specific Plan Project are being analyzed in detail and evaluated separately by the City in a standalone EIR.

Environmental Resource Topics

The environmental setting, potential environmental impacts, and mitigation measures related to each environmental resource area are described in the following sections:

- Section 3.1: Aesthetics
- Section 3.2: Air Quality
- Section 3.3: Biological Resources
- Section 3.4: Cultural Resources
- Section 3.5: Energy
- Section 3.6: Geology and Soils
- Section 3.7: Greenhouse Gas Emissions
- Section 3.8: Hazards and Hazardous Materials
- Section 3.9: Hydrology and Water Quality
- Section 3.10: Land Use and Planning
- Section 3.11: Noise
- Section 3.12: Population and Housing
- Section 3.13: Public Services
- Section 3.14: Recreation
- Section 3.15: Transportation
- Section 3.16: Tribal Cultural Resources
- Section 3.17: Utilities and Service Systems

Organization of Environmental Resource Section

Each environmental resource section is organized as follows:

Summary of Impacts provides a summary of the potential environmental impacts associated with the Project. A discussion of the residential component of the ORCC Specific Plan Project is also included; however, specific impact findings associated with the development of the residential component of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Environmental Setting provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project (i.e., the “affected environment”). In accordance with CEQA Guidelines Section 15125, each environmental resource section will include a description of the existing physical environmental conditions in the vicinity of the project area to provide the “baseline condition” against which project-related impacts are compared. Typically, the baseline condition is the physical condition that exists when the NOP is published; however, a different baseline may be used in specific cases where it is deemed appropriate. For the Project, the environmental setting described in each of the following sections will be that which existed on November 16, 2023, the date the NOP was published.

Regulatory Setting identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement future housing projects. Compliance with these applicable laws and regulations is mandatory unless otherwise noted. Therefore, as it relates to the impact analysis, compliance is assumed because the laws in effect require it, and mitigation would generally not be required when compliance with an existing law or regulation would either avoid or reduce a significant impact to a level below significance.

Thresholds of Significance identifies the thresholds of significance used to determine the level of significance of the environmental impacts for each resource topic, in accordance with CEQA Guidelines Sections 15126, 15126.2, and 15143. The thresholds of significance used in this Draft EIR are based on the checklist presented in Appendix G of the CEQA Guidelines; best available data; and regulatory standards of federal, state, and local agencies.

Impacts and Mitigation Measures identify the level of each environmental impact by comparing the effects of the project to the environmental setting. Key methods and assumptions used to frame and conduct the impact analysis, as well as issues or potential impacts not discussed further (e.g., such issues for which the project would have no impact), are also described.

Project impacts are organized numerically in each subsection (e.g., Impact AQ-1, Impact AQ-2, Impact AQ-3). A bold-font environmental impact statement precedes the discussion of each impact while its level of significance succeeds the discussion of each impact. The discussion that follows the impact summary includes the substantial evidence supporting the impact significance conclusion.

Mitigation Measures describe any feasible measures that could avoid, minimize, rectify, reduce, or compensate for significant adverse impacts, with measures having to be fully enforceable through incorporation into the Project (PRC Section 21081.6[b]). Mitigation measures are not required for environmental impacts that are found to be less than significant. Where feasible mitigation for a significant environmental impact is available, it is described following the impact. Where sufficient feasible mitigation is not available to reduce environmental impacts to a less than significant level, or where the lead agency lacks the authority to ensure that the mitigation is implemented when needed, the impacts are identified as significant and unavoidable.

Level of Significance After Mitigation describes the level of impact significance remaining after mitigation measures are implemented.

Level of Significance

Determining the severity of Project impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines Section 15091 requires that decision makers mitigate the significant impacts identified in the Final EIR to less than significant, if feasible. If the EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision-makers to adopt a statement of overriding considerations that explains why the benefits of the Project outweigh the adverse environmental consequences identified in the EIR.

The level of significance for each impact examined in this Draft EIR is determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds were developed using criteria from the CEQA Guidelines and Appendix G Checklist; federal, state, and local regulatory schemes; regional and local plans and ordinances; accepted practice; consultation with recognized experts; and other professional opinions.

Each bolded impact statement also contains a statement of the significance determination for the environmental impact as one of the following determinations:

- **Significant and Unavoidable**. An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per CEQA Guidelines Section 15093.

- **Less than Significant with Mitigation Incorporated**. An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under CEQA Guidelines Section 15091.

- **Less than Significant**. An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if they are readily available and easily achievable.

- **No Impact.** The Project would have no effect on environmental conditions or would reduce existing environmental problems or hazards. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

Format Used for Impact Analysis and Mitigation Measures

The format adopted in this Draft EIR to present the evaluation of environmental impacts is described and illustrated below.

Summary Heading of Impact

Impact AQ-1:	**An impact summary heading appears immediately preceding the impact description (Summary Heading of Impact in this example). The impact abbreviation identifies the section of the report (AQ for Air Quality in this example) and the sequential order of the impact (1 in this example) within that section. To the right of the impact number is the impact statement, which identifies the potential impact.**

Impact Analysis
A narrative analysis follows the impact statement.

Level of Significance Before Mitigation
This section identifies the level of significance of the impact before any mitigation is proposed.

Mitigation Measures
In some cases, following the impact discussion, reference is made to federal and state regulations and agency policies that would fully or partially mitigate the impact. In addition, policies and programs from applicable local land use plans that partially or fully mitigate the impact may be cited.

Project-specific mitigation measures, beyond those contained in other documents, are set off with a summary heading and described using the format presented below:

MM AQ-1: Project-specific mitigation is identified that would reduce the impact to the lowest degree feasible. The mitigation number links the particular mitigation to the impact with which it is associated (AQ-1 in this example).

Abbreviations used in the mitigation measure numbering are shown in Table 3.0-1.

Table 3.0-1: Environmental Resource Abbreviations

Code	Environmental Resource Topic
AES	Aesthetics
AQ	Air Quality
BIO	Biological Resources
CUL	Cultural Resources
EN	Energy
GEO	Geology and Soils
GHG	Greenhouse Gas Emissions
HAZ	Hazards and Hazardous Materials
HYD	Hydrology and Water Quality
LU	Land Use and Planning
NOI	Noise
POP	Population and Housing
PUB	Public Services
TRANS	Transportation
TCR	Tribal Cultural Resources
UTIL	Utilities and Service Systems

Level of Significance After Mitigation
This section identifies the resulting level of significance of the impact following mitigation.

CUMULATIVE IMPACTS

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

According to the CEQA Guidelines:

> *Cumulative impacts refer to two or more individual effects that, when considered together, are considerable and that compound or increase other environmental impacts.*
>
> *a) The individual effects may be changes resulting from a single project or multiple separate projects.*
>
> *b) "The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." (CCR, Title 14, Division 6, Chapter 3, Section 15355)*

In addition, as stated in CEQA Guidelines:

> *The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable (CCR, Title 14, Division 6, Chapter 3, Section 15064[T][5]).*

Cumulative Impact Setting

An analysis of cumulative impacts follows the project-specific impacts and mitigation measures evaluation in each section. As established in the CEQA Guidelines, related projects consist of "closely related past, present, and reasonably foreseeable probable future projects that would likely result in similar impacts and are located in the same geographic area" (CCR, Title 14, Division 6, Chapter 3, Section 15355).

The State CEQA Guidelines define a cumulative impact as two or more individual impacts that, when considered together, are significant or that compound or increase other significant environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over time (State CEQA Guidelines Section 15355). The incremental impact of a project, although less than significant on its own, may be considerable when viewed in the cumulative context of other closely related past, present, and reasonably foreseeable projects. A considerable contribution is considered significant from the point of view of cumulative impact analysis.

CEQA Guidelines Section 15130 identifies two basic methods for establishing the cumulative environment in which a project is considered: the use of a list of past, present, and probable future projects or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This cumulative analysis uses a combination of the "list" approach and the "projections" approach to identify the cumulative setting. The plan and projections approach relies on an adopted plan or reliable projection that describes the significant cumulative impact. This Draft EIR combines both the project list and projection approaches to generate the most reliable future projections possible.

A cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other past, present and reasonably foreseeable projects causing

related impacts. In this case, the Housing Element Update itself is a plan-level document which provides for increased residential development within the City across a relatively broad geography, including potential housing development that exceeds the regional forecast included for the City in regional plans.

The nature of the Project does not alter the need to analyze cumulative impacts, and consistent with CEQA Guidelines Section 15130(b)(1), regional growth projections prepared for Connect SoCal 2024 and contained in the County's transportation model are used for the analysis of VMT and related topics such as air quality, energy, greenhouse gas emissions, and noise.

Geographic Scope

The geographic area analyzed for cumulative impacts is dependent on the resource being analyzed. The geographic area associated with the proposed project's environmental impacts defines the boundaries of the area used for compiling the list of past, present, and reasonably foreseeable projects considered in the cumulative impact analysis.

Each section of this Draft EIR considers the specific geographic area that is directly related to the individual topic addressed within that section. Some analyses including air quality, energy, greenhouse gas emissions, transportation, and population and housing, rely on much larger geographic areas such as the Southern California region. For issues that may have regional cumulative implications, the cumulative impact analysis for this EIR is based on Connect SoCal 2024, Southern California's most recent Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Based on the forecasts in Connect SoCal 2024, in 2050 Seal Beach is estimated to have 13,900 dwelling units. However, as of January 1, 2024, the Department of Finance's (DOF) population and housing estimates identify that Seal Beach is currently estimated to have 14,678 dwelling units, which is more than the number of projected dwelling units for 2050. Therefore, development under the Project in conjunction with development forecasted in Connect SoCal 2024 is accounted for in the cumulative impacts analysis.

For analyses that may have more localized or neighborhood implications (biological resources, cultural resources, noise, public services, utilities), the cumulative impact analysis includes development projects that have recently been approved or have a pending application. Additionally, it includes potential future developments and opportunity sites that have been identified in the Housing Element Update for the adjacent cities. The cumulative impact analysis also includes the ORCC Specific Plan Project as it is a future development project in the City and currently under review.

Table 3.0-2: Geographic Scope of Cumulative Impact and Method of Evaluation

Resource Topic	Geographic Area	Method of Evaluation
Aesthetics	Immediate project vicinity	Projects
Air Quality	Local (toxic air contaminants) air basin (construction-related and mobile sources)	Projects and Projections
Biological Resources	Immediate project vicinity and region	Projects

Resource Topic	Geographic Area	Method of Evaluation
Cultural and Historical Resources	Project site only (does not contribute to cumulative impacts)	Projects
Energy	Immediate project vicinity and region	Projects and Projections
Geology and Soils	Immediate project vicinity	Projects
Greenhouse Gas Emissions and Climate Change	State	Projections
Hazards and Hazardous Materials	Project site only (does not contribute to cumulative impacts)	Projects
Hydrology and Water Quality	Immediate project vicinity and region	Projects
Land Use and Planning	City	Projects
Noise	Immediate project vicinity (effects are highly localized)	Projects
Population and Housing	Region	Projects and Projections
Public Services	Immediate project vicinity	Projects and Projections
Recreation	City and immediate vicinity	Projects
Transportation	Immediate project vicinity	Projects and Projections
Tribal Cultural Resources	Project site only (does not contribute to cumulative impacts)	Projects
Utilities and Service Systems	Local	Projects

Notes:
Projects = the use of a list of past, present, and reasonably foreseeable projects
Projections = the use of projections contained in relevant planning documents

List of Related Plans and Projects

The list of past, present, and probable future projects can be found in Table 3.0-3, below. Figure 3-1 shows the location of each project.

As noted above, where a cumulative impact is significant when compared to existing or baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the project is considerable, then the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, it is considered less than significant and no mitigation of the project contribution is required. The cumulative impacts analysis is formatted in the same manner as the Project-specific impacts.

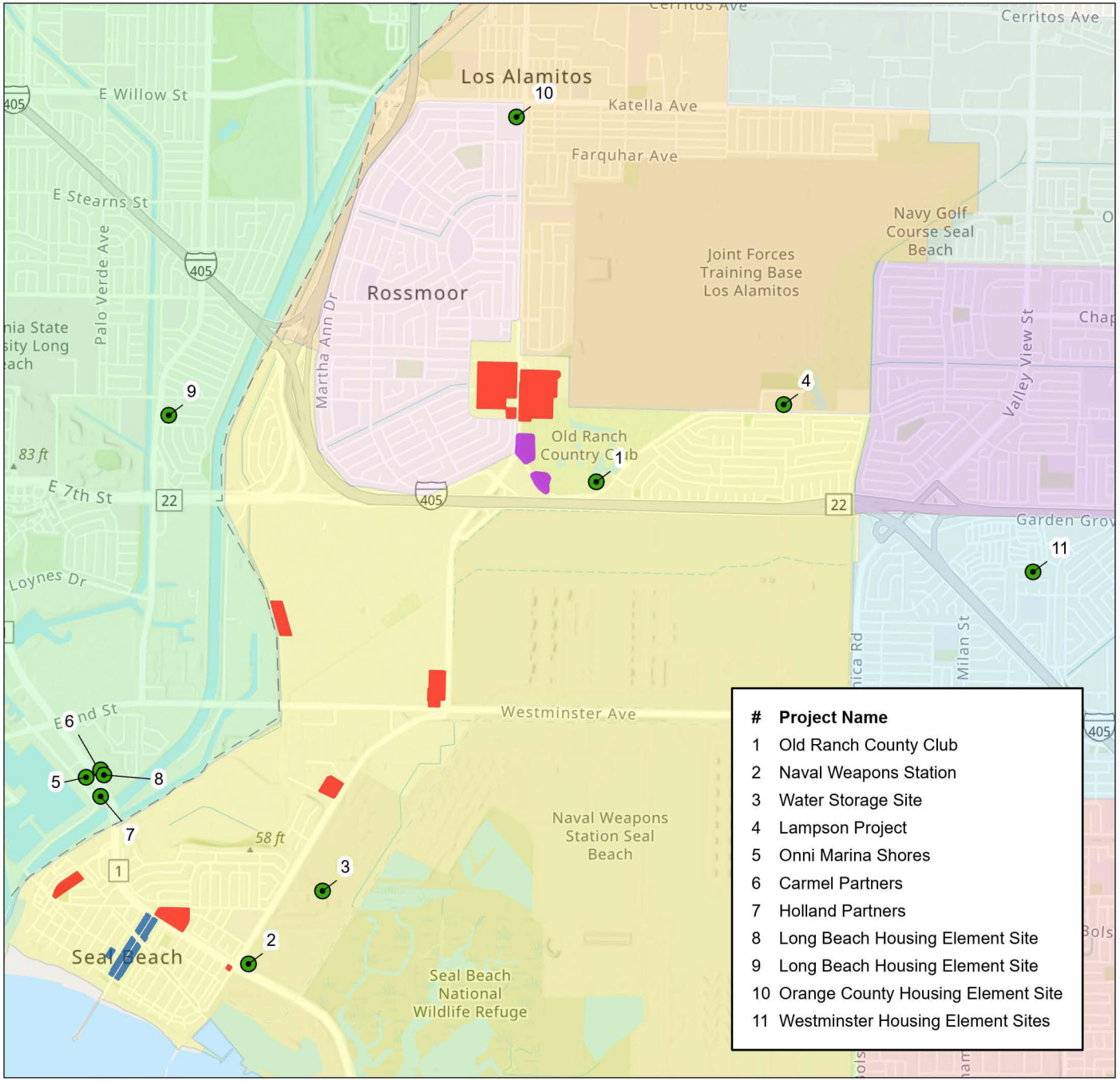
Table 3.0-3: Cumulative Past, Present, and Probable Future Residential Projects in the City and Surrounding Area

#	Project Name*	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600	Approved (By City of Long Beach)	600

#	Project Name*	Location	Project Characteristics	Status	Total Dwelling Units
			residential units and 4,000 square-feet of ground-level restaurant space		
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retai l space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retai l space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46);	Candidate site identified in the County of Orange's Housing Element as a	Proposed in Housing Element Update (By Orange County)	619

#	Project Name*	Location	Project Characteristics	Status	Total Dwelling Units
		3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	site for potential future residential development		
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

*The individual projects and sites from adjacent cities' Housing Elements to be included in this table was determined using a criteria of being located within one mile of Seal Beach's city boundaries and a minimum of 100 dwelling units proposed.



#	Project Name
1	Old Ranch County Club
2	Naval Weapons Station
3	Water Storage Site
4	Lampson Project
5	Onni Marina Shores
6	Carmel Partners
7	Holland Partners
8	Long Beach Housing Element Site
9	Long Beach Housing Element Site
10	Orange County Housing Element Site
11	Westminster Housing Element Sites

Stantec

- Cumulative Projects
- Housing Opportunity Sites
- Main Street Program
- Residential Component of the Old Ranch Country Club Specific Plan Project

City Limits

- Cypress
- Garden Grove
- Huntington Beach
- Long Beach
- Los Alamitos
- Rossmoor
- Seal Beach
- Westminster

N

0 2,000 4,000 Feet
(At original document size of 8.5x11)
1:48,000

Notes

1. Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet
2. Data Sources: City of Seal Beach 2024.
3. Background: World Topographic Map: City of Long Beach, County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS
World Hillshade: Esri, NASA, NGA, USGS, FEMA
World Ocean Base: Esri, GEBCO, Garmin, NaturalVue
World Ocean Reference: Esri, GEBCO, Garmin, NGS

Project Location
City of Seal Beach, California

Prepared by KDLP on 2025-03-10
TR by SET on 2025-03-10
IR by JW on 2025-03-10

Client/Project
204266500

City of Seal Beach
Housing Element and Zoning Code Updates Project

Figure No.
Figure 3 - 1

Title
Cumulative Past, Present, and Probable Future Projects

V:\1858\Active\204266500_SealBeachHousingElement\03_data\gis_cad\gis\Prn\SealBeach_Oct2024\SealBeach_Oct2024.aprx Revised: 2025-03-10 By: kdelapena

3.1 AESTHETICS

This section describes the environmental and regulatory setting for aesthetics. It also describes existing conditions and potential impacts related to aesthetics that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not conflict with applicable zoning and other regulations governing scenic quality; and the Project impacts would be less than significant.

The residential component of the ORCC Specific Plan Project would be subject to design guidelines and development standards outlined in its Specific Plan; impacts associated with the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.1.1 Environmental Setting

Visual resources in the City feature the Pacific Ocean coastal waterfront, including beaches, the shoreline, wetlands, and marshlands. There are approximately two miles of beachfront shoreline in the City which is considered to be of regional significance for passive and active recreational activities. The Seal Beach National Wildlife Refuge and Los Cerritos Wetlands contain marshlands and ecological areas that provide visual resources for the City. Due to the extremely developed nature of the City, there are not many visual resources and prominent viewpoints available other than the waterfront. Furthermore, the southeastern half of the City encompasses the Naval Weapons Station Seal Beach, which consists of vast areas of vacant lands. The northern portion of the City also abuts the Los Alamitos JFTB, which includes military aviation operations and contains some areas with vacant lands.

3.1.2 Regulatory Setting

Federal

There are no federal regulations related to aesthetics that apply to the Project.

State

California Coastal Act

The California Coastal Act (Coastal Act) contains resource planning and management policies applicable to lands within the Coastal Zone. Coastal management policies addressing aesthetics and public scenic views are applicable to the Housing Element Update. “Scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance” (PRC Division 20, Chapter 3, Article 6, Section 30251). In addition, it is noted that development “shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas and where feasible, to restore and enhance

visual quality in visually degraded areas." The Coastal Act protects public scenic views, but does not include policies or regulations for the protection of private views.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach (City of Seal Beach 2003). The General Plan contains the current Housing Element Update, which was adopted in 2022, though several revisions have followed in an effort to obtain certification from HCD. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to aesthetics are presented below:

Land Use Element

The City's Land Use Element contains the following goals, objectives, and policies related to aesthetics that apply to the Project:

Features of the Community

> Despite an increase in regional population experienced throughout the surrounding metropolitan area, the City of Sea Beach has experienced a slight decline in population while maintaining its own identity and preserving its unique character. Seal Beach's individual small town identity is due to its physical separation from various centers of urban development found in surrounding cities.
>
> People have been attracted to Seal Beach primarily due to its unique geographical location, educational opportunity, attractive beaches, ideal climate, and small town friendly character. A goal of the City is to maintain and promote those social and physical qualities that enhance the character of the community and the environment in which we live.

Waterfront

> Seal Beach's coastal setting distinguishes it from any adjacent coastal communities. The shoreline, one of the City's most valuable assets, shall be maintained and improved to provide maximum benefits to residents and visitors. Preservation of the ecological balance of the waterfront and the marshlands should be considered during review of any proposed developments in this planning area. In addition, the City of Seal Beach shall actively identify and resolve issues in the preservation and the more efficient utilization of the existing pier parking lots to better serve the community and beach patrons.

Housing Element Update

The Housing Element Update contains the following policies related to aesthetics that apply to the Project:

Goal 4: Maintain and enhance the quality of residential neighborhoods in Seal Beach.

- **Policy 4h:** Promote a safe, healthful, aesthetically pleasing environment that strengthens individual and family life.
- **Policy 4i:** Preserve and enhance viable residential neighborhoods and strengthen neighborhood identity.
- **Policy 4k:** Encourage the use of innovative land use techniques and construction methods to minimize housing costs without compromising basic health, safety, and aesthetic conditions.

City of Seal Beach Municipal Code

The City of Seal Beach has adopted a Zoning Ordinance and related zoning map. The Zoning Ordinance and zoning map identify specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the City. The Zoning Ordinance includes specific development and building standards for parcels within the City that were adopted to ensure new developments and growth are conducted in an orderly manner and achieve balanced residential, commercial and civic uses.

3.1.3 Environmental Impacts

This section analyzes the Project's potential to result in significant aesthetics impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

Analysis of the Project's visual impacts is based on an evaluation of the changes to the existing visual resources that would result from implementation of the Project. In determining the extent and implications of the visual changes, consideration was given to: the existing visual quality of the affected environment; specific changes in the visual character and quality of the affected environment; the extent to which the affected environment contains places or features that provide unique visual experiences or that have been designated in plans and policies for protection or special consideration; and the sensitivity of viewers and their activities and the extent to which these activities are related to the aesthetic qualities affected by the Project.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's aesthetic impacts are significant.

Would the Project:

- *In non-urbanized areas, substantially degrade the existing visual character or quality of the public views of the site and its surroundings. (Public views are those that are experienced from publicly*

accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *Have a substantial adverse effect on a scenic vista?*
- *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*
- *Create a new source of substantial light or glare that would adversely affect day- or nighttime views in the area?*

Impact Analysis and Mitigation Measures

Visual Character and Scenic Quality

Impact AES-1	**In an urbanized area, the Project would not conflict with applicable zoning and other regulations governing scenic quality.**

Impact Analysis

Implementation of the Project would result in the identification of parcels located within the City that have the potential to be developed or redeveloped to accommodate new housing developments and help the City to meet its RHNA. Implementation of the Project would also result in the creation of a new zoning designation, rezoning of several identified Housing Opportunity Sites, and implementation of the Main Street Program allowing for housing on the second floor of commercial buildings, and the residential components of the ORCC Specific Plan. The Project does not propose any actual development to occur on these sites at this time. However, development of the residential component of the ORCC Specific Plan is being evaluated in a standalone EIR.

As described in Section 2.0, Project Description, all of the identified Housing Opportunity Sites are located within highly urbanized areas of the City and are surrounded by existing urban developments. Many of the Housing Opportunity Sites are located on land that is already developed with urban uses and the Project does not propose Housing Opportunity Sites on land that provides scenic resources or scenic vistas.

Program 1b (MC/RHD Zone) of the Housing Element Update commits to a rezoning program that facilitates housing for lower-income households as required by the state's RHNA allocation for the City. The City would establish a new zoning designation, MC/RHD, which would apply to five of the Housing Opportunity Sites, facilitating residential development at what are generally commercial sites currently. The new MC/RHD mixed-use zoning designation would facilitate a residential density of RHD-46 (up to 46 units per acre) with a minimum density of 40 units per acre, and a maximum building height of five

stories. Other changes to zoning designations include rezoning a former oil extraction property to the City's existing HDR-33 zoning district to residential use under Program 1a (Provide Adequate Sites for Housing through updates to the General Plan and Zoning Code) (City of Seal Beach 2024).

The actions described above would result in a change to the permitted uses and development standards on six of the Housing Opportunity Sites. The proposed new MC/RHD zoning designation would establish specific development standards that would be prepared in accordance with existing City guidelines, regulations, and General Plan policies related to scenic quality. As the Project does not propose any specific site development at this time, the proposed rezoning of the six Housing Opportunity Sites identified would not result in conflicts with applicable zoning and other regulations governing scenic quality. The residential component of the ORCC Specific Plan Project would not require rezoning and is being proposed under a Mixed-Use Country Club planning concept with the Specific Plan as the mechanism that would incorporate design guidelines and development standards to ensure development compatibility with adjacent land uses. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

The remaining two Housing Opportunity Sites are not proposed to be rezoned and are proposed to be developed in the future in accordance with the existing zoning designations and development standards of the site, including those that govern scenic quality. Future development of these sites facilitated by the Project would be anticipated to be developed in accordance with the development standards of the site. Unless exempt, future development projects would also be subject to subsequent and individual environmental review to ensure that the proposed development does not result in conflicts with zoning and regulations governing scenic quality.

The Project also includes implementation of the Main Street Program (Program 1r of the Housing Element Update) which commits to modifying the existing Main Street Specific Plan to allow housing above the ground floor of properties located within the Main Street Program area. As described previously, the Project would not propose any actual development to occur on or within the Main Street Program area at this time and would amend the existing Main Street Specific Plan to allow for future residential developments to be proposed above the ground floor within the Main Street Program area. Though the proposed amendment to the Main Street Specific Plan would result in changes to the allowable development types and subsequently the visual appearance within the Main Street Program area, approval of the proposed amendment would not result in conflicts with regulations governing scenic quality within the Main Street Program area. Additionally, voters approved Measure Z in 2008 which limited the maximum height of residences in the City's Old Town area to 25 feet. Measure Z applies to the area of the City north of the centerline of Ocean Avenue, east of First Street, south of Marina Drive and Pacific Coast Highway, west of Seal Beach Boulevard, and that area south of Ocean between Electric Avenue and Tenth Street. Future developments facilitated by the Project in the Main Street Specific Plan area would be required to comply with the provisions of Measure Z. Future developments proposed within the Main Street Program area would also be required to be developed in accordance with the development standards and regulations governing scenic quality outlined in the Main Street Specific Plan and the City's zoning ordinance. Future developments within the Main Street Program area would be subject to subsequent individual environmental review (except by-right pursuant to state housing law) and

review per the design criteria of the Main Street Specific Plan to ensure that the proposed development does not result in impacts to scenic quality.

Individual future developments under the Project must comply with the City's objective design criteria to ensure that proposed individual developments would be developed in accordance with zoning standards and existing regulations governing aesthetics and scenic quality. Individual development under the Project would be required to be designed and constructed to design standards and would not be anticipated to construct new structures that would be incompatible with the existing surrounding visual character. As described above, the City's Housing Element Update includes Policies 4h, 4j, and 4k which require developments to maintain and enhance scenic quality in the City.

The Project's new zoning designation would establish specific development standards that would be prepared in accordance with existing City guidelines, regulations, zoning code, and General Plan policies related to scenic quality. The Project does not propose any actual development to occur at this time. Future development projects proposed under the Housing Element Update may deviate from certain development standards of the applicable zoning designations or utilize state housing laws and programs, such as the State density bonus program, resulting in taller buildings and high-density developments. However, future developments would be reviewed on a case-by-case basis and subject to the City's objective design criteria, design requirements of the Main Street Specific Plan, the City's Municipal Code, and applicable General Plan policies to ensure future development would be compatible with surrounding land uses. Unless exempt, future developments proposed under the Housing Element Update would also be subject to subsequent environmental review. Therefore, the Project would not conflict with zoning and other regulations governing scenic quality and impacts would be less than significant.

Additionally, the residential component of the ORCC Specific Plan Project is being proposed under a Mixed-Use Country Club planning concept with the Specific Plan as the mechanism that would incorporate design guidelines and development standards to ensure development compatibility with adjacent land uses. The residential component associated with the development of the ORCC Specific Plan Project would be subject to the design guidelines and development standards outlined in the Specific Plan. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.1.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative aesthetic impacts is the immediate project vicinity and area surrounding the site. This geographic scope is appropriate for aesthetics as the area within the view of the Project is most likely to experience changes in visual character and experience light and glare impacts.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.1-1 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to aesthetics and therefore were analyzed in this cumulative discussion.

Table 3.1-1: Cumulative Projects Related to Aesthetics

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150

Cumulative development identified in Table 3.1-1 are located within close proximity to one of the eight Housing Opportunity Sites and therefore, development under the Project in combination with cumulative development identified in Table 3.1-1 could result in impacts to visual resources and aesthetic quality.

Development in Seal Beach facilitated by the Project in conjunction with buildout of cumulative projects in the City and surrounding areas could result in impacts to visual resources and aesthetic quality, although visual quality could improve with redevelopment of aging buildings and vacant sites. Implementation of the Project would encourage increased housing development at sites already developed with other uses.

Anticipated Project related impacts, in conjunction with cumulative development allowed per existing regulations, is expected to increase housing development citywide in already developed areas. Therefore, future developments facilitated by the Project in conjunction with cumulative developments could result in impacts to aesthetics. However, similar to future developments under the Project, cumulative developments would be required to comply with existing regulations and policies adopted for the purpose of avoiding aesthetic impacts and protecting visual quality. Cumulative developments would be required to be designed and constructed in accordance with applicable building standards and regulations adopted by the City including, but not limited to, building heights and outdoor lighting regulations. Potential aesthetic impacts of future developments facilitated by the Project would be site-specific and would require evaluation on a case-by-case basis at the project level in accordance with the Housing Element Update and General Plan. Unless exempt, each discretionary cumulative development project would require separate approval and evaluation under CEQA, which would address potential impacts related to aesthetics and identify necessary mitigation measures to reduce potential impacts, where appropriate. Therefore, future developments facilitated by the Project would not result in significant cumulative aesthetic impact and the Project would not cause a cumulatively considerable aesthetic impacts.

3.1.5 References

City of Seal Beach. 2003. City of Seal Beach General Plan, December 2003. https://www.sealbeachca.gov/Departments/Community-Development/Planning-Development/General-Plan. Accessed October 2024.

City of Seal Beach. 2024. 6th Cycle Housing Element 2021-2029, Adopted February 2022, Revised August 2024. https://www.sealbeachca.gov/Portals/0/Users/027/27/27/Seal%20Beach_HEU%20MainBody_Clean-compressed.pdf?ver=2024-08-20-083139-120. Accessed October 2024.

3.2 AIR QUALITY

This section describes the environmental and regulatory setting for air quality. It also describes existing conditions and potential impacts related to air quality that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would conflict with SCAQMD's 2022 AQMP. Even with implementation of Mitigation Measures AQ-1 and AQ-2, the Project would be considered significant and unavoidable.

The Project would exceed SCAQMD thresholds and could result in a cumulatively considerable net increase of a criteria air pollutant for which the project region is in non-attainment. Even with implementation of Mitigation Measures AQ-1 and AQ-2, the Project would be considered significant and unavoidable.

The Project could expose sensitive receptors to substantial pollutant concentrations during construction and operation. Even with implementation of Mitigation Measures AQ-1, AQ-2, and AQ-3 the Project would be considered significant and unavoidable.

The Project would not result in other emissions, such as odor, that would affect a substantial number of people. The impacts are considered less than significant.

The residential component of the ORCC Specific Plan Project were considered within the emissions calculations, health risk, and odor analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.2.1 Environmental Setting

The Project is located within the City of Seal Beach in Orange County, which is within the South Coast Air Basin (SCAB). SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Regulatory oversight authority regarding air quality rests at the local, state, and federal levels with the SCAQMD, California Air Resources Board (CARB), and U.S. Environmental Protection Agency (USEPA), respectively.

The existing air quality setting is described further below.

Climate and Meteorology

The SCAB covers approximately 12,000 square miles, consisting of Orange County and the urbanized areas of San Bernardino, Riverside, and Los Angeles counties. The distinctive climate of the SCAB is determined by its terrain and geographic location. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the

perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. The SCAB is classified as a dry-hot desert climate (SCAQMD 1993).

Criteria Air Pollutants

Criteria air pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (measured both in units of smaller than 2.5 microns in diameter [$PM_{2.5}$] and in units of particulate matter smaller than 10 microns in diameter [PM_{10}]), and lead (Pb).

Ozone. Most ground-level ozone is formed as a result of complex photochemical reactions in the atmosphere between reactive organic gases (ROG), nitrogen oxides (NOx), and oxygen. ROG and NOx are considered precursors to the formation of ozone, a highly reactive gas that can damage lung tissue and affect respiratory function. While ozone in the lower atmosphere is considered a damaging air pollutant, ozone in the upper atmosphere is beneficial, as it protects the Earth from harmful ultraviolet radiation. However, atmospheric processes preclude ground-level ozone from reaching the upper atmosphere (USEPA 2023).

Carbon Monoxide. CO is a colorless, odorless, poisonous gas produced by the incomplete combustion of fossil fuels. Elevated levels of CO can result in harmful health effects, especially for the young and elderly, and can also contribute to global climate change (USEPA 2023).

Nitrogen Dioxide. NO_2 is a brownish, highly reactive gas primarily produced as a result of the burning of fossil fuels. NO_2 can also lead to the formation of ozone in the lower atmosphere. NO_2 can cause respiratory ailments, especially in the young and elderly, and can lead to degradations in the health of aquatic and terrestrial ecosystems (USEPA 2023).

Sulfur Dioxide. SO_2 is primarily emitted from the combustion of coal and oil by steel mills, pulp and paper mills, and non-ferrous smelters. High concentrations of SO_2 can aggravate existing respiratory and cardiovascular diseases in asthmatics and others who suffer from emphysema or bronchitis. SO_2 also contributes to acid rain, which in turn, can lead to the acidification of lakes and streams (USEPA 2023).

Particulate Matter. Airborne PM is not a single pollutant, but rather is a mixture of many chemical species. PM is a complex mixture of solids and aerosols composed of small droplets of liquid, dry solid fragments, and solid cores with liquid coatings. Particles vary widely in size, shape, and chemical composition, and may contain inorganic ions, metallic compounds, elemental carbon, organic compounds, and compounds from the earth's crust. Particles are defined by their diameter for air quality regulatory purposes. Those with a diameter of 10 microns or less (PM_{10}) are inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter ($PM_{2.5}$). Therefore, $PM_{2.5}$ compromises a portion of PM_{10}. Emissions from combustion of gasoline, oil, diesel fuel or wood produce much of the $PM_{2.5}$ pollution found in outdoor air, as well as significant proportion of PM_{10}. PM_{10} also includes dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, wind-blown dust from open lands, pollen, and fragments of bacteria.

PM may be either directly emitted from sources (primarily particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2, NOx, and certain organic compounds (USEPA 2023).

Lead. Sources of Pb include pipes, fuel, and paint, although the use of Pb in these materials has declined dramatically over the years. Historically, a main source of Pb was automobile emissions. Pb can be inhaled directly or ingested by consuming Pb-contaminated food, water, or dust. Fetuses and children are most susceptible to Pb poisoning, which can result in heart disease and nervous system damage (USEPA 2024a). Through regulations, USEPA has gradually reduced the Pb content of gasoline. This program has essentially eliminated violations of the Pb standard in urban areas except those areas with Pb point sources.

Attainment Status

The USEPA and CARB designate air basins where ambient air quality standards are exceeded as "non-attainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National non-attainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Attainment status is based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Each standard has a different definition, or "form" of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the federal annual standard for $PM_{2.5}$ is met if the 3-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

The Federal Clean Air Act (FCAA) identifies two types of NAAQS. Primary standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings (USEPA 2023). The CAAQS are equal to or more stringent than the NAAQS and include pollutants for which national standards do not exist. Table 3.2-1 presents the applicable CAAQS and NAAQS.

Table 3.2-1: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards1	National Standards2	
			Primary	Secondary
Ozone (O_3)	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary Standards
	1-hour	0.09 ppm (180 µg/m^3)	--	
	8-hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	--

Pollutant	Averaging Time	California Standards1	National Standards2	
			Primary	Secondary
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	
Sulfur dioxide (SO_2)	Annual arithmetic mean	--	0.030 ppm (80 µg/m^3)	--
	24-hour	0.04 ppm (105 µg/m^3)	0.14 ppm (80 µg/m^3)	--
	3-hour	--	--	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	--	--
Respirable Particulate Matter Smaller than 10 Microns in Diameter (PM_{10})	Annual arithmetic mean	20 µg/m^3	--	Same as Primary Standards
	24-hour	50 µg/m^3	150 µg/m^3	
Respirable Particulate Matter Smaller than 2.5 Microns in Diameter ($PM_{2.5}$)[3]	Annual arithmetic mean	12 µg/m^3	9.0 µg/m^3	15 µg/m^3
	24-hour	No separate standard	35 µg/m^3	Same as Primary Standards
Sulfates	24-hour	25 µg/m^3	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	--	--
	Calendar quarter	--	1.5 µg/m^3	Same as Primary Standard
	Rolling 3-month average	--	0.15 µg/m^3	
Hydrogen sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	--	--
Vinyl chloride (chloroethene)	24-hour	0.01 ppm (26 µg/m^3)	--	--
Visibility reducing particles	8-hour	In 1989, the Air Resources Board converted the general statewide 10-mile visibility standard to instrumental	--	--

Pollutant	Averaging Time	California Standards1	National Standards2	
			Primary	Secondary
		equivalents, which are extinction of 0.23 per kilometer.		

Notes:
1. CO, SO_2 (1- and 24-hour), NO_2, O_3, PM_{10}, and visibility reducing particles standards are not to be exceeded.
2. Not to be exceeded more than once a year except for annual standards.
3. On February 7, 2024, the USEPA issued a pre-publication version of the Final Rule to lower the primary annual NAAQS for $PM_{2.5}$ from 12.0 µg/m^3 to 9.0 µg/m^3.
-- = no standard established
µg/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter
ppm = parts per million
Source: CARB 2016.

Table 3.2-2 presents the federal and state attainment status for the SCAB, in which the Project is located. The Project is in an area designated non-attainment for both the federal and state standards for O_3 and $PM_{2.5}$, the state standard for PM_{10}, and the federal standard for lead (SCAQMD 2016a).

Table 3.2-2: Attainment Status of the South Coast Air Basin

Pollutant	Federal Designation	State Designation
Ozone (O_3) – 1-Hour and 8-Hour	Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide (CO) – 1-Hour and 8-Hour	Attainment/Maintenance	Attainment
Nitrogen Dioxide (NO_2) – 1-Hour and Annual	Attainment	Attainment
Sulfur Dioxide (SO_2) – Annual	Unclassifiable/Attainment	*
Particulate Matter (PM_{10}) – 24-Hour	Attainment/Maintenance	Non-Attainment
Particulate Matter ($PM_{2.5}$) – Annual	Non-Attainment (Serious)	Non-Attainment
Lead (Pb) – 3-Month Rolling	Non-Attainment	*
Hydrogen Sulfide (H_2S) – 1-Hour	*	Attainment
Sulfates – 24-Hour	*	Attainment
Vinyl Chloride – 24-Hour	*	Attainment

Note: * = Not Applicable/No Standards.
Source: SCAQMD 2016a.

Ambient Air Quality

The nearest air quality monitoring station to the Project sites is the Anaheim Monitoring Station located at 1630 West Pampas Lane. Table 3.2-3 includes a summary of the air quality monitoring data for the years

2021 through 2023. The table shows the number of times the station recorded pollutant concentrations above federal and state air quality standards and the highest annual reading for each pollutant.

Table 3.2-3: Anaheim Monitoring Station Data (2021-2023)

Pollutant	Air Pollutant, Averaging Time (Units)	2021	2022	2023
Ozone (ppm)	Maximum 1-hour measurement	0.089	0.102	0.089
	Number of days over National 1-hour standard	0	0	0
	Number of days over California 1-hour standard	0	1	0
	Maximum 8-hour measurement	0.068	0.076	0.076
	Number of days over National 8-hour standard	0	1	2
	Number of days over California 8-hour standard	0	1	2
Nitrogen Dioxide (ppb)	Maximum 1-hour measurement	67.1	53.0	50.9
	Annual average	12	11	10
	Number of days over National 1-hour standard	0	0	0
	Number of days over California 1-hour standard	0	0	0
$PM_{2.5}$ ($\mu g/m^3$)	Maximum 24-hour measurement	54.4	33.1	45.6
	Annual average	11.6	9.9	*
	Number of days over National 24-hour standard	10	0	1
PM_{10} ($\mu g/m^3$)	Maximum 24-hour measurement	63.6	67.0	97.8
	Annual average	23.4	20.9	20.6
	Number of days over National 24-hour standard	0	0	0
	Number of days over California 24-hour standard	1	1	1

Notes: ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per liter; * means there was insufficient data to determine the value.

Source: CARB 2024a.

Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological (i.e., circulatory and respiratory effects, nausea, vomiting, and headache).

The ability to detect odors varies considerably among the population and is subjective. Some individuals can smell very minute quantities of specific substances; others have varying sensitivities to odors; and people may have different reactions to the same odor (e.g., bakery, gasoline). It is important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience (e.g., a description of flowery or sweet). Intensity refers to the strength of the odor and depends on the odorant concentration in the air. When an odorous sample is progressively diluted,

the odorant concentration decreases, the odor intensity weakens, and it eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant drops below a human's detection threshold.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air but, due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered "criteria pollutants" under either the FCAA or the California Clean Air Act (CCAA) and are not subject to NAAQS or CAAQS ambient air quality standards. Instead, USEPA and CARB regulate hazardous air pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with SCAQMD rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national level, USEPA has established national emission standards for hazardous air pollutants (NESHAPs) in accordance with the requirements of the FCAA and subsequent amendments. These are technology-based, source-specific regulations that limit allowable emissions of HAPs.

Within California, TACs are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. The following provides a summary of the primary TACs of concern within the State of California and related health effects.

Diesel Particulate Matter

Diesel particulate matter (DPM) was identified as a TAC by the CARB in August 1998. DPM is emitted from both mobile and stationary sources. In California, on-road diesel-fueled vehicles contribute approximately 42 percent of the statewide total, with an additional 55 percent attributed to other mobile sources such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources, contributing about three percent of emissions, include shipyards, warehouses, heavy equipment repair yards, and oil and gas production operations. Emissions from these sources are from diesel-fueled internal combustion engines. Stationary sources that report DPM emissions also include heavy construction, manufacturers of asphalt paving materials and blocks, and diesel-fueled electrical generation facilities (CARB 2024b).

In October 2000, CARB issued a report entitled *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, which is commonly referred to as the Diesel Risk Reduction Plan (DRRP). The DRRP provides a mechanism for combating the DPM problem. The goal of the DRRP is to reduce concentrations of DPM. The key elements of the DRRP are to clean up existing engines through engine retrofit emission control devices, to adopt stringent standards for new diesel

engines, and to lower the sulfur content of diesel fuel through advanced technology emission control devices on diesel engines. When fully implemented, the DRRP will significantly reduce emissions from both old and new diesel-fueled motor vehicles and from stationary sources that burn diesel fuel. In addition to these strategies, CARB continues to promote the use of alternative fuels and electrification. As a result of these actions, DPM concentrations and associated health risks in future years are projected to decline (CARB 2024b). In comparison to year 2010 inventory of statewide DPM emissions, CARB estimates that emissions of DPM in 2035 will be reduced by more than 50 percent.

DPM is typically composed of carbon particles (also called “soot” or “black carbon”) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and NOx. NOx emissions from diesel engines are important because they can undergo chemical reactions in the atmosphere leading to formation of $PM_{2.5}$ and O_3.

In California, diesel exhaust particles have been identified as a carcinogen accounting for an estimated 70 percent of the total known cancer risks in California. DPM is estimated to increase statewide cancer risk by 520 cancer occurrences per million residents exposed over an estimated 70-year lifetime. Non-cancer health effects associated with exposure to DPM include premature death, exacerbated chronic heart and lung disease, including asthma, and decreased lung function in children. Short-term exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks (CARB 2024b).

Individuals most vulnerable to non-cancer health effects of DPM are children whose lungs are still developing and the elderly who often have chronic health problems. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to DPM (CARB 2024b). In addition to its health effects, DPM significantly contributes to haze and reduced visibility.

Valley Fever

Valley fever is an infection caused by a fungus that lives in the soil. The fungus that causes Valley fever, Coccidiodes immitis (*C. immitis*), is found in the southwestern United States, parts of Mexico and Central America, and parts of South America. The fungus grows naturally and is endemic in many areas within California. People can get this infection by breathing in fungal spores from the air, especially when the wind blows the soil with the fungal spores into the air, or the dirt is moved by human activity. About 10,000 cases in the United States are reported each year, mostly from Arizona and California. Valley fever can be misdiagnosed because its symptoms are like those of other illnesses. For most people, the symptoms of Valley fever will go away within a few months without any treatment. Some people may develop a more severe infection, especially those with compromised immune systems (Centers for Disease Control and Prevention 2020).

In California, the number of reported Valley fever cases has greatly increased in recent years. Since 2000, the number of reported cases from increased from 1,000 to more than 9,000 cases reported in 2019 (California Department of Public Health 2021). In 2022, 297 cases of Valley fever were recorded within Orange County (California Department of Public Health 2024).

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals with useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings constructed prior to 1977 when it was banned for use in buildings. Exposure to naturally occurring asbestos can occur during soil disturbing activities in areas with deposits present (USEPA 2024b).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. The Project sites contain and are located adjacent to various sensitive uses, primarily single- and multi-family residences.

3.2.2 Regulatory Setting

Air quality within the Project area is regulated by several jurisdictions, including the USEPA, CARB, and SCAQMD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. Although USEPA regulations may not be superseded, both state and local regulations may be more stringent.

Federal

U.S. Environmental Protection Agency

At the federal level, the USEPA has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990.

Federal Clean Air Act

The FCAA required the USEPA to establish NAAQS, and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary

standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in Table 3.2-1.

National Emission Standards for Hazardous Air Pollutants

Pursuant to the FCAA of 1970, the USEPA established the NESHAPs. These are technology-based source-specific regulations that limit allowable emissions of HAPs. Among these sources include asbestos-containing building materials (ACBMs). NESHAPs include requirements pertaining to the inspection, notification, handling, and disposal of ACBMs associated with the demolition and renovation of structures.

Non-Road Diesel Rule

The USEPA has established a series of increasingly strict emissions standards for new off-road diesel equipment, on-road diesel trucks, and locomotives. New construction equipment used for the Project, including heavy-duty trucks and off-road construction equipment, would be required to comply with the emissions standards.

State

California Air Resources Board

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts), establishing CAAQS, which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles. The emission standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel and engine used. The CAAQS are summarized in Table 3.2-1.

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O_3, CO, SO_2, and NO_2 by the earliest practical date. The CCAA specifies that districts focus attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

Assembly Bills 1807 & 2588 - Toxic Air Contaminants

Within California, TACs are regulated primarily through AB 1807 (Tanner Air Toxics Act) (1983) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets

forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC.

Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

Assembly Bill 617

In response to AB 617 (2017), the CARB established the Community Air Protection Program. The Community Air Protection Program includes community air monitoring and community emissions reduction program's focus is to reduce exposure in communities most impacted by air pollution. The Legislature has appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the state.

Regulatory Attainment Designations

Under the CCAA, CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data does not support either an attainment or nonattainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for O_3, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The USEPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, USEPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM_{10} based on the likelihood that they would violate national PM_{10} standards. All other areas are designated "unclassified."

As noted previously, the Project is in an area designated non-attainment for both the federal and state standards for O_3 and $PM_{2.5}$, the state standard for PM_{10}, and the federal standard for lead (SCAQMD 2016a).

Low-Emission Vehicle Program

The CARB first adopted Low-Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the state's passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 State Implementation Plan (SIP). In 2012, CARB adopted the LEV III amendments to California's LEV regulations. These amendments include more stringent emission standards for both criteria pollutants and greenhouse gases for new passenger vehicles.

On-Road Heavy-Duty Vehicle Program

The CARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. CARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others.

In addition, the CARB's Truck and Bus regulation was established to meet federal attainment standards. This regulation requires heavy-duty diesel vehicles that operate in California to reduce TAC emissions from their exhaust. Diesel exhaust is responsible for 70 percent of the cancer risk from airborne toxics. Therefore, as of January 1, 2023, nearly all trucks and buses were required to have 2010 or newer model year engines to reduce PM and NOx emissions. To help ensure that the benefits of this regulation are achieved, starting in 2020, only vehicles compliant with this regulation were registered by the California Department of Motor Vehicles.

Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The SCAG is the designated Metropolitan Planning Organization for the following six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The SCAG develops long-range regional transportation plans, including sustainable communities strategies pursuant to SB 375, growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the SCAQMD air quality plans (SCAG 2023). In April 2024, the SCAG Regional Council approved the 2024-2050 RTP/SCS, which is entitled Connect SoCal 2024. Connect SoCal 2024 is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase

mobility options and achieve a more sustainable growth pattern (SCAG 2024). The 2024 RTP/SCS supersedes the previous RTP/SCS that was adopted in 2020.

South Coast Air Quality Management District

The SCAQMD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded, and the air quality conditions are maintained in the SCAB. Responsibilities of SCAQMD include, but not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA.

SCAQMD 2022 Air Quality Management Plan

SCAB is designated as non-attainment for both federal and state standards for O_3 and $PM_{2.5}$, the state standard for PM_{10}, and the federal standard for lead. Because the SCAB currently exceeds these NAAQS and CAAQS, the SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards. The most recent air plan is the 2022 Air Quality Management Plan (AQMP), created in conjunction with the SCAG, CARB, and USEPA to meet federal ozone and $PM_{2.5}$ standards.

The 2022 AQMP accounts for projected population growth and predicted future emissions in energy and transportation demand, and determined control strategies for the eventual achievement of the NAAQS attainment designations. These control strategies are either organized into the SCAQMD rules and regulations, or otherwise set forth as formal SCAQMD recommendations to other agencies. The 2022 AQMP includes policies that are consistent with the SCAQMD and specify review according to the recommendations of SCAQMD guidelines. Other policies are aimed at reducing transportation emissions and emissions from major stationary sources (SCAQMD 2022).

SCAQMD Rules and Regulations

The SCAQMD rules are regulations that may apply to the Project include, but are not limited to, the following:

- **Rule 201: Permit to Construct.** This rule requires that projects shall obtain a permit to construct from the SCAQMD prior to initiating construction activities.
- **Rule 401: Visible Emissions.** This rule prohibits discharges of visible air contaminants from any single source.
- **Rule 402: Nuisance.** This rule prohibits the discharge from any source such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public.

- **Rule 403: Fugitive Dust.** The purpose of this rule is to reduce the amount of particulate matter in the ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.
- **Rule 1113: Architectural Coatings.** This rule is intended to limit the volatile organic compounds (VOC) content on architectural coatings used within the SCAQMD.
- **Rule 1403: Asbestos Emissions from Demolition/Renovation Activities:** This rule specifies work practices to limit asbestos emissions from building demolition and renovation activities.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The City of Seal Beach prepared their General Plan in September 2003 in order to plan for the City's development. The 2013-2021 Housing Element as well as the updated Housing Element include the following goals to promote energy efficiency which would in turn reduce air quality emissions (City of Seal Beach 2003, City of Seal Beach 2024).

Housing Element Update

The Housing Element Update contains the following goals and policies related to air quality that apply to the Project:

Goal 6: Encourage more efficient energy use in residential developments.

- **Policy 6a:** Promote energy conservation through "green building" techniques that reduce water consumption, improve energy efficiency and lessen a building's overall environmental impact.
- **Policy 6b:** Promote "smart growth" principles by encouraging compact development in locations that provide opportunities for reduced vehicle trips.

3.2.3 Environmental Impacts

This section analyzes the Project's potential to result in significant air quality impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology and Modeling Parameters

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod Version 2022.1.1.28 was used to estimate construction and operational impacts of the Project.

Construction

Construction emissions were estimated for the most emissions-intensive future development under the Project, which is expected to be buildout of Housing Opportunity Site 4 as this site could accommodate the most dwelling units. At maximum buildout, Housing Opportunity Site 4 can accommodate 552 high-density dwelling units at a density of 46 dwelling units per acre. Daily emissions were quantified for the construction of Housing Opportunity Site 4 and assessed in comparison to the SCAQMD significance thresholds. In addition, a qualitative assessment of construction of all Housing Opportunity Sites and Main Street Program is included in the analysis. Detailed model assumptions and inputs for these calculations can be found in Appendix B.

Operations

Operational emissions associated with the Project were estimated for the year 2029, estimated buildout of the Project, using CalEEMod and compared to the SCAQMD thresholds of significance. The trip generation rate for each land use was updated to be consistent with the Project-specific VMT Assessment prepared by Stantec Consulting Services, and the trip lengths and purposes were left as CalEEMod defaults. Detailed model assumptions and inputs for these calculations can be found in Appendix B.

Thresholds of Significance

Pursuant to Section 15064(b) of the CEQA Guidelines, the final determination of whether a project is significant is within the purview of the Lead Agency. The SCAQMD has adopted mass daily thresholds of significance for NOx, VOC, PM_{10}, $PM_{2.5}$, SOx, CO, and Pb to determine the significance of a project's potential air quality impacts. In developing thresholds of significance for air pollutants, SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. Therefore, if a project's emissions exceed thresholds of significance, then the Project would be expected to result in a cumulatively considered net increase of any criteria air pollutant. Table 3.24, below, presents the mass daily thresholds applied to the Project and used for purposes of this analysis.

Table 3.2-4: SCAQMD Air Quality Significance Thresholds

Mass Emissions Thresholds	Emissions (lbs/day)						
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$	Pb
Construction	75	100	550	150	150	55	3
Operation	55	55	550	150	150	55	3

Notes: N/A = not applicable
Source: SCAQMD 1993.

In accordance with the current CEQA Guidelines Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether air quality impacts are significant.

Would the Project:

- *Conflict with or obstruct implementation of the applicable air quality plan?*

- *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*
- *Expose sensitive receptors to substantial pollutant concentrations?*
- *Result in other emissions (such as those leading to odors) affecting a substantial number of people?*

Impact Analysis and Mitigation Measures

Air Quality Plan

Impact AQ-1	**The Project would conflict with or obstruct implementation of the applicable air quality plan.**

Impact Analysis

Air districts are required to prepare air quality plans to identify strategies to bring regional emissions into compliance with federal and state air quality standards. As noted previously, the SCAB is designated as a non-attainment area for both the federal and state standards for O_3 and $PM_{2.5}$, the state standard for PM_{10}, and the federal standard for lead (SCAQMD 2016a). Accordingly, SCAQMD, in collaboration with CARB and SCAG, has prepared air quality plans, including the 2022 AQMP, to achieve attainment of the applicable ozone and PM standards. The SCAG's RTP/SCS, Connect SoCal 2024, is also considered an applicable air quality plan. Project consistency with Connect SoCal 2024 is evaluated in Section 3.7, Greenhouse Gas Emissions, of this EIR.

The 2022 AQMP was adopted in December 2022 and represents the most updated regional blueprint for achieving the federal air quality standards and minimizing public health concerns related to air quality. The 2022 AQMP particularly focuses on attainment of the 2015 8-hour ozone NAAQS. The Project would be considered to conflict with the 2022 AQMP if it would:

1. Contribute to exceedances and/or delay attainment of the ozone standards;
2. Result in an exceedance of the planned growth within the project area; or
3. Interfere with implementation of the ozone reduction measures established in the AQMP.

With regard to Item 1, air districts establish emissions thresholds to demonstrate the point at which a project would be considered to increase the regional air quality violations. As described in further detail under Impact AIR-2, construction and operations of the residential development facilitated by the Project is anticipated to exceed the threshold of significance established by the SCAQMD for VOC emissions even with implementation of Mitigation Measures AQ-1 and AQ-2. VOC is an ozone precursor and, by exceeding the VOC threshold of significance, cumulative buildout of the Project may delay attainment of the ozone AAQS.

With regard to Item 2, the population projections in the SCAQMD's 2022 AQMP are based on the regional growth projections included in the SCAG's 2020 RTP/SCS (SCAQMD 2022). According to the

Demographics and Growth Forecast Technical Report prepared for the 2020 RTP/SCS, the City of Seal Beach housing stock is projected to grow from 13,100 households in 2016 to 13,300 households in 2045 (SCAG 2020). The City's household growth projected in the 2020 RTP/SCS (200 households), and therefore in the 2022 AQMP, is less than what is planned in the Housing Element Update, which plan for up to 1,339 new dwelling units by 2029 to accommodate its RHNA allocation of 1,243 units. However, the assumed residential development potential of the Housing Element Update is developed using conservative assumptions that would develop the Housing Opportunity Sites at below the maximum allowable density. For the purposes of analysis contained in this Draft EIR, the City wishes to analyze a more intense level of development so that potential impacts resulting from projects that might propose maximum developable densities are considered as part of this EIR. Therefore, the analysis contained herein assumed buildout under the Project (Housing Opportunity Sites and Main Street Program) and the residential component of the ORCC Specific Plan Project to result in the potential for 1,773 new dwelling units. Implementation of the Project would result in household and population growth that exceeds the projections in the 2022 AQMP and, as a result, the Project is expected to result in emissions that are higher than what was planned for the City in the 2022 AQMP.

With regard to Item 3, the 2022 AQMP notes that attaining the 2015 8-hour ozone standard by 2037 will require both continuation and acceleration of existing ozone reduction strategies, as well as deployment of new strategies. Proposed measures to reduce ozone include stationary and mobile source NOx reduction strategies, supplemented by strategic VOC emission reductions. The following ozone reduction measures identified in the 2022 AQMP are relevant to residential land uses:

- R-CMB-01: Emission Reductions from Replacement with Zero Emission or Low NOx Appliances – Residential Water Heating
- R-CMB-02: Emission Reductions from Replacement with Zero Emission or Low NOx Appliances – Residential Space Heating
- R-CMB-03: Emissions Reductions from Residential Cooking Devices
- R-CMB-04: Emission Reductions from Replacement with Zero Emission or Low NOx Appliances – Residential Other Combustion Sources
- CTS-01: Further Emission Reductions from Coatings, Solvents, Adhesives, and Lubricants

Each of the foregoing measures are intended for implementation at the local or regional government level, rather than the project level. For example, the 2022 AQMP notes that each measure shall be implemented by (1) adopting a new rule to require compliance and (2) offering incentive funds to facilitate adoption of low-emissions technologies. Because the measures are not directly applicable to the Project, development facilitated under the Project would not interfere with implementation of the air quality improvement strategies established in the AQMP.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential components of the ORCC Specific Plan Project

would increase the total dwelling units to 1,773 and would further increase the Project's household and population growth that exceeds the projections in the 2022 AQMP. Additionally, the impacts from construction of a larger residential development were evaluated within Table 3.2-5 below. Additionally, operational impacts from the total 1,773 units were evaluated within Table 3.2-6 and 3.2-7. Emissions were found to exceed thresholds and therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

Because the Project could contribute to a delay in attainment of the ozone AAQS and would result in an exceedance of the planned growth within the City, the Project could conflict with or obstruct implementation of the applicable air quality plan. Even with the implementation of mitigation, the impact remains significant and unavoidable.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM AQ-1: **Quantify Construction Criteria Pollutant Emissions.** Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review, project applicants shall prepare and submit a technical air quality assessment estimating project construction-related criteria pollutant emissions to the City for review and approval. The evaluation shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) guidance. If construction-related criteria pollutant emissions are determined to have the potential to exceed the SCAQMD regional and localized thresholds of significance, emission reduction measures shall be incorporated into the project to the maximum extent feasible, subject to the discretion of the City. Acceptable options for reducing emissions may include:

- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 emission limits for engines above 50 horsepower.
- Require all paints and architectural coatings to be super-compliant volatile organic compounds (VOC) content (0 grams/Liter [g/L] to 10 g/L). If VOC emissions still exceed thresholds, then the applicant may elect to prohibit architectural coating activities during summer months (June, July, and August) when ozone formation peaks.

Regardless of the results of the emissions modeling, the following best practices shall be implemented throughout the duration of all construction activity:

- All off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturers' specifications.

- Idling shall be limited to 5 minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by California Air Resources Board (CARB).
- Clear Signage regarding idling restrictions shall be placed at the entrances to the construction site.
- Portable equipment over 50 horsepower must have either a valid SCAQMD Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.
- Water all active construction areas at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

MM AQ-2: **Quantify Operational Criteria Pollutant Emissions.** Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review, project applicants shall prepare and submit a technical air quality assessment estimating project operational-related criteria pollutant emissions to the City for review and approval. The evaluation shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) guidance. If operational-related criteria pollutant emissions are determined to have the potential to exceed the SCAQMD thresholds of significance, emission reduction measures shall be incorporated into the project to the maximum extent feasible, subject to the discretion of the City. Acceptable options for reducing operational emissions may include, but are not limited to, the following:

- Prohibition of natural gas hearths.
- Installation of solar water heaters or tankless water heaters.
- Exceeding Title 24 energy standards.
- Constructing Level 2 electric vehicle (EV) charging stations for multi-family developments and pre-wiring to allow for Level 2 EV charging stations in single-family residential garages.
- Require all paints and architectural coatings to be super-compliant volatile organic compound (VOC) content (0 to 10 g/L).

Level of Significance After Mitigation
Significant and Unavoidable Impact.

Criteria Pollutants

Impact AQ-2	**The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.**

Impact Analysis

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If an individual project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As noted previously, the Project does not propose any individual development projects at this time but, rather, would facilitate the future development of up to 1,773 dwelling units as outlined in Section 2.0, Project Description, of this Draft EIR.

Construction Emissions

Construction activities facilitated by the Project would result in emissions of criteria pollutants due to the use of off-road equipment, heavy-duty haul trucks, and employee commutes to and from the construction sites. In addition, fugitive dust would be generated from earth-moving activities. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts.

Specific buildout details of each Housing Opportunity Sites and Main Street Program area are not available at this time; accordingly, this analysis presents estimated construction emissions associated with the most emissions-intensive future development project under the Project, which entails buildout of Housing Opportunity Site 4. Housing Opportunity Site 4 totals 27 acres, 12 acres of which can be developed, and was modeled to accommodate 552 multi-family units, based on the maximum allowable buildout. The estimated criteria pollutant emissions associated with construction of Housing Opportunity Site 4 are presented in Table 3.2-5.

Table 3.2-5: Construction of Housing Opportunity Site 4 – Criteria Pollutant Emissions

	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Construction of Housing Opportunity Site 4	166.23	13.78	36.26	0.04	6.14	1.77
SCAQMD Threshold of Significance	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	***Yes***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B.

As shown above, buildout of Housing Opportunity Site 4, which is expected to be the most emissions-intensive buildout out of the eight identified Housing Opportunity Sites and Main Street Program, may

generate construction emissions that exceed SCAQMD mass daily thresholds for VOC. These emission calculations are based on CalEEMod default factors based on land use type and size which are generally more conservative than project-specific inputs. However, performing more specific emissions calculations for any of the Housing Opportunity Sites or the Main Street Program area to determine significance on a project site by project site basis would be speculative.

Future developments facilitated by the Project would be subject to discretionary permits and future CEQA review. However, since the largest Housing Opportunity site exceeds SCAQMD thresholds, other sites may result in potentially significant emissions due to a more intensive construction timeline, additional demolition and grading, or additional construction trips. Under Mitigation Measure AQ-1, each future development project facilitated by the Project would be required to quantify construction emissions and, if emissions exceed the applicable thresholds, the future development project would reduce emissions to the maximum extent feasible, including through the use of super-compliant VOC coatings. While Mitigation Measure AQ-1 would reduce construction exhaust emissions, potential future development projects accommodated under the Project, both individually and cumulatively, could still exceed the SCAQMD significance thresholds for construction. As a result, the cumulative impact from construction of the Project remains significant and unavoidable.

Operational Emissions

For the purposes of the analysis contained in this Draft EIR, implementation of the Project and the residential components of the ORCC Specific Plan Project would result in future development of up to 1,773 new dwelling units. Emissions during operation of the Project would be generated primarily from resident vehicle trips to and from the sites (mobile sources). In addition, the buildout facilitated by the Project would generate emissions from area sources, which include the use of fireplaces, consumer products, landscaping equipment, and others. Estimated operational emissions from cumulative Project buildout are presented in Table 3.2-6.

Table 3.2-6: Project Operations – Criteria Pollutant Emissions (Unmitigated)

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile	28.4	22.3	253	0.70	71.0	18.3
Area	50.0	0.00	101	<0.005	0.05	0.04
Energy	0.36	6.08	2.59	0.04	0.49	0.49
Total[1]	*79.0*	*28.3*	*356*	*0.75*	*71.5*	*18.8*
SCAQMD Threshold of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	***Yes***	***No***	***No***	***No***	***No***	***No***

[1] Totals may not appear to sum due to rounding.
Source: Appendix B.

As shown in the table, full buildout of the dwelling units facilitated by the Project would result in VOC emissions that exceed the applicable SCAQMD threshold. Therefore, Mitigation Measure AQ-2 is required.

As required by Mitigation Measure AQ-2, each future development project facilitated by the Project would be required to quantify their individual operational emissions and, if emissions exceed the applicable thresholds, the future development project would reduce emissions to the maximum extent feasible. For this example, architectural coatings were limited to those with a VOC content less than 10 grams per liter. The emissions that would occur from operations with the implementation of mitigation are presented in Table 3.2-7.

Table 3.2-7: Project Operations – Criteria Pollutant Emissions (Mitigated)

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile	28.6	22.3	253	0.70	71.0	18.3
Area	40.7	0.00	0.00	0.00	0.00	0.00
Energy	0.33	5.61	2.39	0.04	0.45	0.45
Total	*69.6*	*27.9*	*255*	*0.74*	*71.45*	*18.7*
SCAQMD Threshold of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	***Yes***	***No***	***No***	***No***	***No***	***No***

Source: Appendix B.

As shown above, even with mitigation, operational emissions of VOC would exceed the threshold of significance. While Mitigation Measure AQ-2 would reduce operational emissions, cumulative future development projects accommodated under the Project could still exceed the SCAQMD significance thresholds. As a result, the cumulative impact from operations of the Project remains significant and unavoidable.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The impacts from construction of a larger residential development were evaluated within Table 3.2-5. Additionally, operational impacts from the total 1,773 units were evaluated within Tables 3.2-6 and 3.2-7. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

As shown in Table 3.2-5, construction emissions of the most intensive future development project under the Project, which entails buildout of Housing Opportunity Site 4, would exceed the applicable threshold of significance for VOC emissions. Even with implementation of Mitigation Measure AQ-1, a significant impact may occur. Additionally, as presented in Table 3.2-7, even with implementation of Mitigation Measure AQ-2, operational criteria pollutant emissions could exceed the applicable thresholds of significance. Therefore, the Project could result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard, and the impact would be significant and unavoidable.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measures AQ-1 and AQ-2 are required.

Level of Significance After Mitigation
Significant and Unavoidable Impact.

Sensitive Receptors

Impact AQ-3	**The Project would expose sensitive receptors to substantial pollutant concentrations.**

Impact Analysis

As discussed above, the Project itself does not propose any development; however, the Project would facilitate future development of up to 1,773 dwelling units throughout the City as outlined in Section 2.0, Project Description, of this Draft EIR. The eight Housing Opportunity Sites, the Main Street Program, and the residential components of the ORCC Specific Plan Project were evaluated at a programmatic level, and no air modeling was conducted for this analysis.

This discussion qualitatively addresses whether implementation of the Project would expose sensitive receptors to construction-generated fugitive dust (PM_{10}), Valley fever spores, naturally occurring asbestos (NOA), construction-generated DPM, or operational related TACs.

According to CARB, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. As noted previously in Section 3.2.1, Environmental Setting, the eight Housing Opportunity Sites, the area within the Main Street Program, and the residential component of the ORCC Specific Plan contain and are located adjacent to various sensitive uses, primarily single- and multi-family residences.

Construction Emissions

During construction associated with the Project, the potential exists for emissions of fugitive dust, Valley fever, NOA, and DPM to be released. Each TAC is discussed separately below.

Fugitive Dust and Valley Fever

Fugitive dust would be generated during construction facilitated by the Project. As noted previously, Valley fever is an infection caused by inhalation of the spores of a fungus, *C. immitis*, that lives in soil.

Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

Most of the fugitive dust generated during construction activities would remain localized and would be deposited near each construction site. Additionally, SCAQMD Rule 403, Fugitive Dust, limits the discharge of PM emissions and establishes Best Available Control Measures that are applicable to all construction activities (SCAQMD 2005). Consistent with the SCAQMD Best Available Control Measures, construction of each future development project facilitated by the Project would be required to use water trucks to stabilize soils. In addition, the City of Seal Beach is generally built out; therefore, much of the development facilitated by the Project would occur in urban areas where conditions are generally not dry, dusty, or windy. Furthermore, as required by Mitigation Measure AQ-1, development of each future development projects subject to discretionary approval shall evaluate their individual construction emissions. If the future development project is determined to result in PM emissions that exceed the SCAQMD thresholds, then minimization measures would be incorporated to reduce PM emissions to the maximum extent feasible. Overall, construction activities associated with future developments facilitated by the Project would not result in sensitive receptor exposure to substantial concentrations of fugitive dust, including dust that may contain *C. immitis* spores.

Asbestos

Construction in areas of rock formations that contain NOA could release asbestos to the air and pose a health hazard. A review of the map with areas more likely to have rock formations containing NOA in California indicates that there is no known asbestos in the City of Seal Beach (USGS 2011). Therefore, construction of the Project would not expose sensitive receptors to NOA.

Many of the future development projects on Housing Opportunity Sites and within the Main Steet Program facilitated by the Project would entail demolition of existing structures in order to accommodate new housing. For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation and surface materials must be designated as “presumed asbestos containing material” unless proven otherwise. ACBMs could include, but are not limited to, plaster, ceiling tiles, thermal systems insulation, floor tiles, vinyl sheet flooring, adhesives, and roofing materials. Compliance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, would ensure that any ACBMs encountered during construction activities are handled appropriately, and risks to existing sensitive receptors would not occur.

Localized Significance Thresholds

SCAQMD has established localized significance thresholds for NOx, CO, PM_{10}, and $PM_{2.5}$ to determine the risk of elevated levels of ozone precursors and particulate matter at nearby receptors. Thresholds were established based on an individual project’s size, location, and distance to receptors. However, SCAQMD established in the PEIR for the 2016 AQMP that the LST screening methodology is not applicable to regional projects such as local general plans, specific plans, or air quality plans since the individual project plans are typically not known at plan adoption (SCAQMD 2016b). Therefore, since the analysis is evaluating the buildout of the Housing Element Update, a localized construction analysis would be speculative for individual projects. However, with implementation of Mitigation Measure AQ-1,

the Project would be required to quantify the individual construction emissions and reduce as feasible below SCAQMD thresholds.

Diesel Particulate Matter

Exposure to DPM from diesel vehicles and off-road construction equipment can result in health risks to nearby sensitive receptors. Pollutant concentrations are typically highest near sources of emissions and dissipate with distance. Thus, the sensitive receptors in and adjacent to each of the Housing Opportunity Sites would be the most susceptible to adverse health effects resulting from construction-related DPM emissions. The actual level of risk would depend on a variety of factors that can only be determined once the specifics of a project are known. Since the details regarding future construction activities are not known at this time, including phasing of future individual projects, construction duration and phasing, and preliminary construction equipment, preparation of a meaningful health risk assessment (HRA) is not possible at the plan level. Rather, Mitigation Measure AQ-3 is required to assess the potential impact associated with exposing sensitive receptors to substantial concentration of DPM. Since health risks are a factor of duration of exposure, source emission rates, and distance of the receptor, an individual's health risks during construction may still be significant and unavoidable.

Operational Emissions

The greatest potential for exposure to TACs during long-term operations is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The Project would facilitate development of up to 1,773 dwelling units throughout the City. The majority of vehicle trips associated with the Project would be from residents and, as a result, future developments associated with the Project would result in very few diesel truck trips. Additionally, the dwelling units developed under the Project are not expected to include any stationary generators. Should a generator be proposed as part of a future development under the Project, the project would be required by SCAQMD to evaluate the impacts of the generator as part of obtaining a Permit to Operate. For these reasons, once operational, the Project would not be expected to expose nearby sensitive receptors to substantial amounts of TACs.

During operations, dust emissions would be negligible because most of the Project area would be occupied by buildings, pavement, and landscaped areas. This would preclude the possibility of Project operations resulting in exposure to fugitive dust emissions and *C. immitis* spores that may result in Valley fever infection.

As noted above, SCAQMD has established localized significance thresholds for NOx, CO, PM_{10}, and $PM_{2.5}$ to determine the risk of elevated levels of ozone precursors and particulate matter at nearby receptors. A localized operational analysis would be speculative for individual projects. However, with implementation of Mitigation Measure AQ-2, the Project would be required to quantify the individual operational emissions and reduce as feasible below SCAQMD thresholds.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The impacts from construction and operation of the residential component of the ORCC Specific Plan Project may result in impacts to health risks. Construction of the

residential component of the ORCC Specific Plan Project would still be required to comply with all SCAQMD applicable rules and regulations pertaining to dust control and permitting and therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

Based on the analysis above, during construction, the Project could expose sensitive receptors to substantial pollutant concentrations. With implementation of Mitigation Measure AQ-3, the impact would be reduced to the maximum extent feasible. However, the impact may remain significant and unavoidable.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

Mitigation Measures AQ-1 and AQ-2 are required.

MM AQ-3: **Construction Health Risk Assessment.** Prior to future discretionary project approval for any future development project that would involve construction lasting more than two months and within 1,000 feet of sensitive receptors, the project applicant shall submit a construction health risk assessment (HRA) to the City for review and approval. The level of detail required for the HRA is described below:

A quantitative health risk assessment shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) and Office of Environmental Health Hazard Assessment (OEHHA) guidance to identify the potential for increased cancer and non-cancer health risks. If the health risks do not exceed the applicable thresholds, further mitigation is not necessary. If the resultant health risks are determined to exceed SCAQMD thresholds of significance, the applicant shall implement measures to reduce diesel particulate matter (DPM) exhaust emissions and associated risks to below the applicable thresholds. Methods may include requiring the use of off-road equipment engines that meet or exceed California Air Resources Board's Tier 4 Final engine emissions standards for off-road equipment exceeding 50 horsepower (hp).

Any emissions reduction measures identified in the HRA shall be incorporated into the site development plan as a component of the project. Prior to issuance of any construction permit, the construction contractor shall ensure that all construction plans submitted to the Community Development Department clearly show incorporation of all applicable mitigation measures.

Level of Significance After Mitigation
Significant and Unavoidable Impact.

Odors

Impact AQ-4	**The Project would not result in other emissions (such as those leading to odors) affecting a substantial number of people.**

Impact Analysis

While offensive odors rarely cause any physical harm, they can still be unpleasant, leading to distress among the public and often generating citizen complaints. The occurrence and severity of odor impacts depends on numerous factors, including nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of the receptor.

Construction activities facilitated by the Project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. Construction of all future developments facilitated by the Project would also be required to comply with all applicable SCAQMD rules and regulations, particularly associated with permitting of air pollutant sources. Compliance with the aforementioned regulations would help to minimize emissions, including emissions leading to odors.

The SCAQMD has identified land uses commonly subject to odor complaints. These land uses include agriculture (farming and livestock), wastewater treatment, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The Project entails development of residential uses and would not involve any of the land uses identified to result in odor complaints nor involve any components with the potential to create objectionable odors affecting a substantial number of people.

Finally, SCAQMD regulates objectionable odors through Rule 402, Nuisance (SCAQMD 1976). Thus, although not anticipated, if odor complaints are made during implementation of the Project, the SCAQMD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. Residential developments are not land uses commonly subject to odor complaints and all developments within SCAQMD would be subject to rules and regulations pertaining to odor. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

The Project would not result in other emissions, such as those leading to odors, affecting a substantial number of people. Therefore, the impact would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation measures are necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.2.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative air quality impacts is the extent of the air district.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.2-8 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to air quality and therefore were analyzed in this cumulative discussion.

Table 3.2-8: Cumulative Projects Related to Air Quality

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with	Approved (By City of Long Beach)	281

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
			592,100 square feet of area		
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

Development under the Project in combination with cumulative development identified in Table 3.2-8 could increase air quality impacts within the air basin.

Implementation of the Project, including future developments on the eight Housing Opportunity Sites, the ORCC Specific Plan pipeline site, and within the Main Street Program area facilitated by the Housing Element Update, in conjunction with cumulative development in the City, would result in emissions of pollutants from construction and operations. Additionally, the SCAB has been designated as a non-attainment area for both the federal and state standards for O_3 and $PM_{2.5}$, the state standard for PM_{10}, and the federal standard for lead. The existing non-attainment status of the SCAB is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SCAB as well as pollutant transport from surrounding areas.

Potential land use impacts are site-specific and would require evaluation of future housing development on a case-by-case basis. Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential air quality impacts and identify necessary mitigation measures, where appropriate. While some future development projects may not result in a significant impact, as discussed above, other future development projects would result in emissions that are considered significant. Consequently, future developments facilitated by the Project could result in significant environmental impacts from pollutant emissions and may conflict with or obstruct a state or local plan, ordinance, or standards aimed at avoiding or minimizing pollutant emissions. Therefore, the Project, including future developments facilitated by the Project, could result a cumulatively considerable air quality impact.

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3.3 BIOLOGICAL RESOURCES

This section describes the environmental and regulatory setting for biological resources which includes aquatic resources. It also describes impacts on biological resources that would result from implementation of the Project and mitigation measures for potentially significant impacts, where feasible.

The analysis in this section is based on the Biological Resources Technical Report (BRTR) prepared by Stantec Consulting Services (2024) for the Project. This document is provided in Appendix C of the Draft EIR. Results incorporated into these documents are based on a desktop review of biological and aquatic resources surveys conducted for each of the components of the Project. The City of Seal Beach is proposing implementation of the City's Housing Element Updates and its resulting zoning code update and rezoning program. The Housing Element Update has identified eight Housing Opportunity Sites, a pipeline site, and the Main Street Program area throughout the City with potential to provide additional housing.

The City of Seal Beach has almost no vacant, residentially zoned, developable land remaining, and large areas of vacant land are not available for development due to environmental restrictions or federal ownership. The eight Housing Opportunity Sites that have been selected can be categorized in two ways: Underutilized Sites that do not require zoning code changes, and Candidate Sites for Rezoning.

The City of Seal Beach is located at the northwestern edge of Orange County, California. It borders the City of Long Beach and Los Angeles County to the northwest, the Orange County Cities of Los Alamitos to the north, Westminster to the east, Huntington Beach to the southeast, and the Pacific Ocean to the west. The Project area is comprised of eight Housing Opportunity Sites and the Main Street Program area. The eight Housing Opportunity Sites have a total land area of approximately 83.45 acres with a developable acreage of 35.05 acres and the Main Street Program covers approximately 21 acres. Therefore, the Project has a total acreage of 104.45 acres; however, only 56.05 acres would be developable. The Project area is located in the City of Seal Beach and falls within the Seal Beach and Los Alamitos United States Geological Survey (USGS) 7.5-minute quadrangles.

In addition, this EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and the proposed buildout of the 167 dwelling units that are include within the City's site inventory to meet its RHNA allocation. The ORCC Specific Plan Project covers a land area of approximately 155 acres, 4 acres of which is proposed for the residential component of the ORCC Specific Plan Project. The ORCC Specific Plan Project is subject to its own discretionary review and is being evaluated separately by the City in a standalone EIR.

SUMMARY OF IMPACTS

The Project could have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. However, with implementation of Mitigation Measures BIO-1 through BIO-3, impacts would be less than significant.

The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service and there would be no impact.

The Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means and there would be no impact.

The Project would not 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 and there would be no impact.

The Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan and there would be no impact.

Due to the existing nature of the ORCC Specific Plan Project site as a golf course, the site could provide suitable habitat for special-status plant and wildlife species. The residential component of the ORCC Specific Plan Project would result in increased development at the site and would change the existing character of the site. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.3.1 Environmental Setting

The Project area is located within the City of Seal Beach in Orange County, California, and is comprised of the eight Housing Opportunity Sites and the Main Street Program area which total approximately 104.45 acres. In addition, as described above, the ORCC Specific Plan Project covers a land area of approximately 155 acres, 4 acres of which is proposed for development with the residential component of the ORCC Specific Plan Project. Appendix C, Figure 1 shows the Project Location Overview. Average summer high temperatures are approximately 74 degrees Fahrenheit (ºF), average winter low temperatures are approximately 55ºF, and annual precipitation averages 12.26 inches (U.S. Climate Data 2024).

Portions of the Project area are located within the Coastal Zone and regulated by the California Coastal Act. Development and certain land use policies within the Coastal Zone (all areas south of Westminster Boulevard) are therefore subject to review by the California Coastal Commission (CCC) for consistency with the California Coastal Act of 1976. The City of Seal Beach is in the process of developing a Local Coastal Program (LCP) which will implement the Coastal Act at the local level.

The western edge of the City of Seal Beach, including areas directly adjacent to portions of the Project area, includes shoreline, beaches, and marinas which support areas of biological diversity. The Seal Beach National Wildlife Refuge, established in 1972, is a protected wetland and marsh located at the Seal Beach Naval Weapons Station. The Seal Beach National Wildlife Refuge includes habitats that are

essential to migratory birds of the Pacific Flyway, which includes federal- and state-listed species. The Seal Beach National Wildlife Refuge is under a Management Plan to 1) preserve habitat necessary for perpetuation of two endangered species, the light-footed Ridgeway's rail, and the California least tern, and 2) preservation of habitat used by migratory waterfowl, shorebirds, and other waterbirds (USFWS 2024c). Other species of concern found in the Seal Beach National Wildlife Refuge include the Eastern Pacific green sea turtle, Belding's savannah sparrow, and other year-round species including ospreys, peregrine falcons, red-tailed hawks, great blue herons, great egrets, snowy egrets, brown pelicans, crabs, and snails. There are several winter migration species as well, including Canada, snow, and Ross' geese, various duck species, black-necked stilt, American avocet, black-bellies plover, and least and western sandpipers. Additionally, many California native wildflowers and shrubs occur in this area. Within the aquatic reaches of the wetlands, may also be small rays and sharks within the protected waters of the Seal Beach National Wildlife Refuge (USFWS 2024c). In addition, the Los Cerritos Wetlands complex is located within the City which includes approximately 503 acres of publicly and privately owned open space in the cities of Long Beach and Seal Beach that were historically part of a much larger tidal estuarine system at the mouth of the San Gabriel River. In its current state, the Los Cerritos Wetlands consists mostly of degraded tidal and non-tidal salt march habitats behind levees and weedy uplands where tidal marshes were filed over the last 100 plus years (LCWA 2021).

Vegetation Communities and Land Cover Types

Vegetation communities and other land cover types within the Project area were determined based on review of aerial imagery and are presented below. No vegetation communities classified in the Manual of California Vegetation (Sawyer et al. 2009) are present within the Project area. All areas are categorized as land cover types.

Land Cover Types

Ruderal Herbaceous

Ruderal herbaceous vegetation is generally comprised of non-native or naturalized species that populate previously disturbed areas. Common ruderal species include bull thistle (*Cirsium vulgare*), telegraph weed (*Heterotheca grandiflora*), giant reed (*Arundo donax*), tree tobacco (*Nicotiana glauca*), castor bean (*Ricinus communis*), wild radish (*Raphanus sativus*), Maltese star-thistle (*Centaurea melitensis*), black mustard (*Brassica nigrea*), and shortpod mustard (*Hirschfeldia incana*); this is the dominant land cover type in all areas not falling under the disturbed/developed cover type (see below).

Disturbed/Developed

The disturbed or developed land cover type includes City parks, recreational vehicle storage, a golf course, commercial buildings, paved or graded roadways, concrete pads, and landscaped areas. The vegetated areas within this land cover type primarily contain ornamental planters, such as within residential yards and landscaped areas. These areas are generally periodically maintained for weed control, precluding any significant growth of non-ornamental species, but may be sparsely interspersed with ruderal pioneer plant species that readily colonize open disturbed soil. These include bristly oxtongue (*Helminthotheca echioides*), castor bean (*Ricinus communis*), black mustard (*Brassica nigra*), shortpod

mustard (*Hirschfeldia incana*), wild radish (*Raphanus raphanistrum*), bull thistle (*Cirsium vulgare*), and non-native grasses. This land cover type is present on all the proposed Housing Opportunity Sites and Main Street Program area.

Common Wildlife

Terrestrial Invertebrates

As in all ecological systems, invertebrates inhabiting the Project area play a crucial role in several biological processes. They serve as the primary or secondary food sources for a variety of bird, reptile, and mammal predators; they provide important pollination vectors for numerous plant species; they act as components in controlling pest populations; and they support the naturally occurring maintenance of an area by consuming detritus and contributing to necessary soil nutrients. Though heavily urbanized, habitat conditions within the Project area provide a suite of microhabitat conditions for a wide variety of terrestrial insects and other invertebrates that are known to adapt to such disturbance. A focused insect survey was not performed within the Project area; however, a variety of common insects are expected to be present within the Project area.

Fish

There is no flowing water identified within the Project area; therefore, there is no potential for fish in the Project area. However, there may be fish in the surrounding areas.

Amphibians

Amphibians often require a source of standing or flowing water to complete their life cycle. However, some terrestrial species can survive in drier areas by remaining in moist environments found beneath leaf litter and fallen logs, or by burrowing into the soil. These species are highly cryptic and often difficult to detect. Downed logs, bark, and other woody material in various stages of decay (often referred to as coarse woody debris), which is generally not present within the Project area, could provide shelter and feeding sites for a variety of wildlife, including amphibians and reptiles (Aubry et al. 1988; Maser and Trappe 1984).

Species known to occur in the area include the western toad (*Anaxyrus boreas*), California toad (*Anaxyrus boreas halophilus*), Baja California treefrog (*Pseudacris hypocondriaca*), and garden slender salamander (*Batrachoseps major major*).

Reptiles

The number and type of reptile species that may occur at a given site is related to several biotic and abiotic features. These include the diversity of plant communities, substrates, soil types, and presence of refugia such as rock piles, boulders, and native debris. Many reptile species, even if present, are difficult to detect because they are cryptic and their life history characteristics (e.g., foraging, thermoregulatory behavior, fossorial nature, camouflage) limit their ability to be observed during most surveys. Further, many species are only active within relatively narrow thermal limits, avoiding both cold and hot conditions, and most species take refuge in microhabitats that are not directly visible to the casual observer, such as

rodent burrows, in crevices, under rocks and boards, and in dense vegetation, where they are protected from unsuitable environmental conditions and predators (USACE and CDFG 2010). In some cases, they are only observed when flushed from their refugia. Weather conditions during the survey were favorable for reptile activity.

Common reptiles are known to occur in the area include the red diamond rattlesnake (*Crotalus ruber*), San Diego gopher snake (*Pituophis catenifer annectens*), and California king snake (*Lampropeltis californiae*). Although the Project area does not contain suitable habitat for these species, there is potential for them to be present in areas adjacent to the Project. A small population of green sea turtles (*Chelonia mydas*) are present near the mouth of San Gabriel River; however, this species requires shallow coastal waters and open ocean, which is not present within the Project area (NOAA 2024).

Birds

It is possible that many birds use the Project area at different periods, either as wintering habitat, seasonal breeding, or as occasional migrants. Suitable habitat conditions for several common birds known to occur in the region. Species that may be expected to occur include Cooper's hawk (*Accipiter cooperii*), whimbrel (*Numenius phaeopus*), Say's phoebe (*Sayornis saya*), common yellowthroat (*Geothlypis trichas*), belted kingfisher (*Megaceryle alcyon*), barn owl (*Tyto alba*), Canada goose (*Branta canadensis*), California gull (*Larus californicus*), western gull (*Larus occidentalis*), great blue heron (*Ardea herodias*), and black-crowned heron (*Nycticorax nycticorax*).

Mammals

Generally, the distribution of mammals on a given site is associated with the presence of factors such as access to perennial water, topographical and structural components (e.g., rock piles, vegetation) that provide cover and support prey base, and the presence of suitable soils for fossorial mammals (e.g., sandy areas). Common mammals habituated to urban environments may move through the Project area, including striped skunk (*Mephitis mephitis*), Virginia opossum (*Didelphis virginiana*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), domestic species such as cats (*Felis cattus*), and various rodent species.

Bats likely forage and roost in the region, particularly along riparian corridors. Many bats tend to concentrate foraging activities in riparian habitats similar to those occurring adjacent to the Project area where insect abundance is high.

Aquatic Resources

Coastal Zone

There are four key agencies that regulate activities within inland streams, wetlands, and riparian areas in California, including the coastal zone: the USACE Regulatory Program regulates activities pursuant to Section 404 of the federal CWA and Section 10 of the Rivers and Harbors Act; the California Department of Fish and Wildlife (CDFW) regulates activities under the FGC Sections 1600-1607; and the RWQCB

regulates activities under Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

Housing Opportunity Sites 1, 3, 7, 8, and the Main Street Program, fall within the Coastal Zone. Development within these areas will require coordination with CCC and a Coastal Development Permit for the Project, which would require that the Project adhere to the policies of the California Coastal Act.

National Wetlands Inventory

The National Wetlands Inventory (NWI) has mapped a variety of wetland and water resources within and adjacent to the Project area (see Appendix C). These features include Estuarine and Marine Deepwater, Estuarine and Marine Wetland, Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland, Freshwater Pond, and Riverine (USFWS 2024b).

The San Gabriel River flows west of the Project area and the Pacific Ocean is south of the Project area. The Los Alamitos Channel, a concrete lined riverine feature, flows directly to the west of Housing Opportunity Site 2 - Leisure World. The remaining wetlands and waters features are more than 100 feet from the Housing Opportunity Sites and Main Street Program area.

A formal jurisdictional delineation was not conducted as part of this assessment. The Los Alamitos Channel is a known Waters of the United States (WOTUS) as it is a tributary to the San Gabriel River. The San Gabriel Riber is also a WOTUS. Additionally, these areas would qualify as Waters of the State and CDFW jurisdictional waters.

Special-Status Biological Resources

Special-Status Natural Communities

Sensitive natural communities are defined by CDFW (2018) as, "...communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects." All vegetation is ranked with an "S" state rarity rank; however, only those that are of special concern (S1-S3 rank) are evaluated under CEQA.

The California Natural Diversity Database (CNDDB) records search indicated that there are four sensitive vegetation communities within a 10-mile radius of the Project area: Southern Coastal Salt Marsh, Southern Dune Scrub, Southern Foredunes, and Southern Cottonwood Willow Riparian Forest. The Southern Dune Scrub has a state rank of S1/Critically imperiled, at very high risk of extirpation in the jurisdiction due to very restricted range, very few populations or occurrences, very steep declines, severe threats, or other factors. The Southern Coastal Salt Marsh and Southern Foredunes has a state rank of S2/Imperiled, at high risk of extirpation in the jurisdiction due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors. The Southern Cottonwood Riparian Forest has a state rank of S3/Vulnerable, at moderate risk of extirpation in the jurisdiction due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.

The Project area does not contain any of these sensitive natural communities. The Project area does occur within the Orange County Transportation Authority (OCTA) Natural Community Conservation Plan (NCCP) or Habitat Conservation Plan (HCP) but HCP is not relevant for the Project.

Designated Critical Habitat

Designated critical habitat is defined by the U.S. Fish and Wildlife Service (USFWS) (2020) as, ". . .a term defined and used in the Endangered Species Act. It is specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management and protection. Designated Critical Habitat (DCH) may also include areas that are not currently occupied by the species but will be needed for its recovery."

There is no DCH within the Project area. The nearest DCH is for the western snowy plover (*Charadrius nivosus nivosus*), located approximately 3.3 miles southeast; and coastal California gnatcatcher (*Polioptila californica californica*), located approximately 9.5 miles northeast of the Project area (USFWS 2024a, USFW 2024c).

Special-Status Plants

Special-status plant species include those listed as threatened or endangered under the Federal Endangered Species Act (FESA) or California Endangered Species Act (CESA), taxa proposed for such listing, Species of Special Concern (SSC), California Rare Plant Ranks (CRPR), and other taxa that have been identified by USFWS, CDFW, or local jurisdictions as unique or rare and that have the potential to occur within the Project area.

Table 3.3-1 and Table 3.3-2 summarize the special-status plant taxa known to occur regionally and their potential for occurrence in the Project area. Appendix C, Figure 4 provides a depiction of previously reported species locations from the CNDDB records searches. Sources comprise the CNDDB, California Native Plant Society (CNPS), USFWS, and OCTA NCCP/HCP. Each of the taxa identified in the database records searches were assessed for its potential to occur within the Project area based on the following criteria:

- **High**: Both a documented recent record (within 10 years) exists of the taxa within the Project area or immediate vicinity (approximately 10 miles) and the environmental conditions (including soil type) associated with taxa presence occur within the Project area.
- **Moderate**: Both a documented recent record (within 10 years) exists of the taxa within the Project area, or the immediate vicinity (approximately 10 miles) and the environmental conditions associated with taxa presence are marginal and/or limited within the Project area; the Project area is located within the known current distribution of the taxa and the environmental conditions (including soil type) associated with taxa presence occur within the Project area.
- **Low**: A historical record (over 10 years) exists of the taxa within the Project area or general vicinity (approximately 10 miles) and the environmental conditions (including soil type) associated with taxa presence are marginal and/or limited within the Project area.

- **Not Likely to Occur**: The environmental conditions associated with taxa presence do not occur within the Project area.

Table 3.3-1: Special-Status Plant Species Evaluated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/CRPR/OCTA NCCP, HCP	General Habitat Description
red sand-verbena	*Abronia maritima*	-- / -- / 4.2 / --	Perennial herb that occurs in coastal dune habitats. Elevation range: below 328 feet. Typical blooming period is February – October.
chaparral sand-verbena	*Abronia villosa* var. *aurita*	-- / -- / 1B.1 / --	Annual herb that occurs in chaparral, coastal and desert dune habitats. Elevation range: 246 – 5,249 feet. Typical blooming period is January – September.
aphanisma	*Aphanisma blitoides*	-- / -- / 1B.2 / --	Annual herb adapted to saline soils, found in sand or scrub along the immediate coast. Elevation range: below 328 feet. Typical blooming period is in March – June.
Horn's milk-vetch	*Astragalus hornii* var. *hornii*	-- / -- / 1B.1 / --	Annual herb that occurs in lake margins, salty flats, meadows, seeps, and playas. Adapted to alkaline soils. Elevation range: 197 –. 984 feet. Typical blooming period is May – September.
Ventura marsh milk-vetch	*Astragalus pycnostachyus* var. *lanosissimus*	FE / SE / 1B.1 / --	Perennial herb that occurs in coastal dunes, coastal scrub, marshes, and swamps (edges, coastal salt, or brackish); within reach of high tide or protected by barrier beaches; rarely occurs near seeps on sandy bluffs. Elevation range: 3 – 115 feet. Typical blooming period is August - October.
Coulter's saltbush	*Atriplex coulteri*	-- / -- / 1B.2 / --	Perennial herb that occurs in coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland, ocean bluffs, ridgetops, as well as alkaline low places. Occurs in alkaline, dry, or clay soils. Elevation range: 7– 1,509 feet. Typical blooming period is March to October.
south coast saltscale	*Atriplex pacifica*	-- / -- / 1B.2 / --	Annual herb that occurs in coastal bluff scrub, coastal dune, coastal scrub, and playa habitats. Elevation range: below 984 feet. Typical blooming period is March to October.
Parish's brittlescale	*Atriplex parishii*	-- / -- / 1B.1 / --	Annual herb that occurs in dry lake beds, playas, ephemeral vernal pools, and chenopod scrub habitats. Present in saline and alkaline soils. Elevation range: 0 – 1,542 feet. Typical blooming period is June – October.
Davidson's saltscale	*Atriplex serenana* var. *davidsonii*	-- / -- / 1B.2 / --	Annual herb that occurs in coastal scrub, bluffs, chenopod scrub, playas, and vernal pools from southern California to Baja California. Occurs in alkaline soils. Elevation range: 0 – 656 feet. Typical blooming period is April – October.

Common Name	Scientific Name	Status Federal/ State/CRPR/OCTA NCCP, HCP	General Habitat Description
Catalina mariposa lily	*Calochortus catalinae*	-- / -- / 4.2 / --	Perennial herb that occurs in coastal sage scrub, foothill woodland, chaparral, and valley grassland habitats. Elevation range: below 2,297 feet. Typical blooming period is March – June.
Plummer's mariposa lily	*Calochortus plummerae*	-- / -- / 4.2 / --	Perennial herb that occurs in chaparral, cismontane woodland, coastal scrub, lower montane forest, and valley and foothill grasslands. Occurs in granitic and rocky substrates. Elevation range: 328– 5,577 feet. Typical blooming period is May – July.
intermediate mariposa lily	*Calochortus weedii* var. *intermedius*	-- / -- / 1B.2 / Listed	Perennial herb that occurs in chaparral, coastal scrub, and valley and foothill grasslands; typically in rocky, calcareous substrates. Elevation range: 345 – 2,805 feet. Typical blooming period is May – June.
lucky morning-glory	*Calystegia felix*	-- / -- / 1B.1 / --	Annual herb historically associated with wetland and marshy places, but possibly in drier situations as well. May occur in silty loam and alkaline soils in meadows and seeps, and riparian scrub habitats. Elevation range: 98 – 705 feet. Typical blooming period is March – September.
Lewis' evening-primrose	*Camissoniopsis lewisii*	-- / -- / 3 / --	Annual herb that occurs in coastal and dune habitats. Associated with coastal strand, coastal sage scrub, foothill woodland, and valley grassland communities. Elevation range: below 984 feet. Typical blooming period is March – June.
southern tarplant	*Centromadia parryi* ssp. *australis*	-- / -- / 1B.1 / Listed	Annual herb the occurs on the margins of marshes and swamps, vernally mesic portions of valley and foothill grasslands, depressions, waterway banks and beds, open poorly drained flats, and disturbed area. Occurs in alkaline substrates. Elevation range: 0 – 1,575 feet. Typical blooming period is May – November.
smooth tarplant	*Centromadia pungens* ssp. *laevis*	-- / -- / 1B.1 / --	Annual herb that occurs in chenopod scrub; meadows and seeps; playas; riparian woodlands; valley and foothill grasslands; depressions; waterway banks and beds; open, poorly drained flats; and disturbed areas. Occurs in alkaline soils. Elevation range: 295 – 1,640 feet. Typical blooming period is April – September.
salt marsh bird's-beak	*Chloropyron maritimum* ssp. *maritimum*	FE / -- / 1B.2 / --	Annual herb that occurs in coastal dune, marsh, and swamp habitats. Elevation range: 0-98 feet. Typical blooming period is May – October.
seaside cistanthe	*Cistanthe maritima*	-- / -- / 4.2 / --	Annual herb that occurs in coastal sage scrub and valley grassland communities. Elevation range: 0 – 984 feet. Typical blooming period is March – June.
small-flowered morning-glory	*Convolvulus simulans*	-- / -- / 4.2 / --	Annual herb that occurs in seeps. This species has a strong affinity for ultramafic substrates. Elevation range: 98 – 2,870 feet. Typical blooming period is March – July.

Common Name	Scientific Name	Status Federal/ State/CRPR/OCTA NCCP, HCP	General Habitat Description
many-stemmed dudleya	*Dudleya multicaulis*	-- / -- / 1B.2 / Listed	Perennial herb that occurs in chaparral, coastal scrub, and valley and foothill grasslands. Often occurs in clay soils. Elevation range: 49 – 2,592 feet. Typical blooming period is April-July.
small spikerush	*Eleocharis parvula*	-- / -- / 4.3 / --	Perennial grass-like herb that occurs in salt marsh and coastal habitats. Elevation range: below 164 feet. Typical blooming period is July – August.
San Diego button-celery	*Eryngium aristulatum* var. *parishii*	FE / SE / 1B.1 / --	Annual or perennial herb that occurs in vernal pools. Elevation range: below 2,313 feet. Typical blooming period is April – June.
Los Angeles sunflower	*Helianthus nuttallii* ssp. *parishii*	-- / -- / 1A / --	Perennial herb (rhizomatous) that historically occurred in Los Angeles, Orange, Riverside, and San Bernardino counties; however, it is presumed to be extinct. It occurred in salt or freshwater marshes and swamps. Elevation range: 33 – 5,003 feet. Typical blooming period is August – October.
vernal barley	*Hordeum intercedens*	-- / -- / 3.2 / --	Annual grass-like herb that occurs in coastal dune, coastal scrub, saline flats and depressions in valley and foothill grassland, and vernal pool habitats. Elevation range: 16 – 3,280 feet. Typical blooming period is March – June.
decumbent goldenbush	*Isocoma menziesii* var. *decumbens*	-- / -- / 1B.2 / --	Shrub that occurs in coastal scrub and chaparral habitats, and disturbed areas. Occurs in sandy soils. Elevation range: 3 – 3,002 feet. Typical blooming period is April – November.
Southern California black walnut	*Juglans californica*	-- / -- / 4.2 / --	Tree that occurs in chaparral, cismontane woodland, coastal scrub, and riparian woodland habitats. Elevation range: 164 – 2,953 feet. Typical blooming period is March – August.
southwestern spiny rush	*Juncus acutus* ssp. *leopoldii*	-- / -- / 4.2 / --	Perennial grass-like herb (rhizomatous) that occurs in seeps, meadows, salt marshes, and dune coastal habitats. Elevation range: below 984 feet. Typical blooming period is May – June.
Coulter's goldenfields	*Lasthenia glabrata ssp. coulteri*	-- / -- / 1B.1 / --	Annual herb that occurs in coastal salt marshes and swamps, playas, coastal dunes, coastal sage scrub, valley and foothill grasslands, and vernal pools. Usually found in clay and alkaline soils. Elevation range: 3 – 4,511 feet. Typical blooming period is February – June.
California box-thorn	*Lycium californicum*	-- / -- / 4.2 / --	Shrub found in coastal sage scrub communities. Elevation range: below 492 feet. Typical blooming period is March – August.
mud nama	*Nama stenocarpa*	-- / -- / 2B.2 / --	Annual herb that occurs in marshes and swamps, lake shores, riverbanks, and other intermittently wet areas. Elevation range: 16 – 1. Typical blooming period is January – July.

Common Name	Scientific Name	Status Federal/ State/CRPR/OCTA NCCP, HCP	General Habitat Description
Gambel's water cress	*Nasturtium gambelii*	FE / ST / 1B.1 / --	Perennial herb (rhizomatous) that occurs in freshwater or brackish marshes and swamps. Elevation range: 16 – 1,083 feet. Typical blooming period is April – October.
prostrate vernal pool navarretia	*Navarretia prostrata*	-- / -- / 1B.2 / --	Annual herb that occurs in coastal scrub, valley and foothill grassland, vernal pool, and meadow and seep habitats. Occurs in alkaline soils. Elevation range: 10 – 4,052 feet. Typical blooming period is April – June.
coast woolly-heads	*Nemacaulis denudate* var. *denudate*	-- / -- / 1B.2 / --	Annual herb that occurs on coastal dunes and beaches. Elevation range: below 328 feet. Typical blooming period is March – August.
California Orcutt grass	*Orcuttia californica*	FE / SE / 1B.1 / --	Annual grass-like herb that occurs in large and deep vernal pools, typically with clay soils and an impervious subsurface layer. Elevation range: 49 – 2,165 feet. Typical blooming period is April -August.
Lyon's pentachaeta	*Pentachaeta lyonia*	-- / -- / 1B.1 / --	Annual herb that occurs in chaparral openings, and valley and valley and foothill grasslands. Elevation range: 98 – 2,264 feet. Typical blooming period is March – June.
south coast branching phacelia	*Phacelia ramosissima* var. *austrolitoralis*	-- / -- / 3.2 / --	Perennial herb that occurs in wetland below 12,467 feet in elevation. Typical blooming period is March – August.
Brand's star phacelia	*Phacelia stellaris*	-- / -- / 1B.1 / --	Annual herb that occurs on bluffs and slopes in coastal dunes, coastal scrub, and coastal bluff scrub habitats. Occurs in sandy or clay soils. Elevation range: 3 - 1,312 feet. Typical blooming period is March – June.
Engelmann oak	*Quercus engelmannii*	-- / -- / 4.2 / --	Tree that occurs in riparian habitats in foothill woodland, chaparral, and valley grassland communities. Elevation range: below 4,265 feet. Typical blooming period is March – June.
Sanford's arrowhead	*Sagittaria sanfordii*	-- / -- / 1B.2 / --	Perennial herb (rhizomatous) that occurs in freshwater marsh habitats. Elevation range: below 984 feet. Typical blooming period is May – October.
salt spring checkerbloom	*Sidalcea neomexicana*	-- / -- / 2B.2 / --	Perennial herb that occurs in playa, chaparral, coastal scrub, lower montane coniferous forest, and Mojavean desert scrub habitats. Also occurs in alkali springs and marshes. Elevation range: 49 – 5,020 feet. Typical blooming period is March – June.
estuary seablite	*Suaeda esteroa*	-- / -- / 1B.2 / --	Perennial herb that occurs in marshes and swamps, including coastal salt marshes. Occurs in clay, silt, and sand substrates. Elevation range: 0 – 262 feet. Typical blooming period is July – October.

Common Name	Scientific Name	Status Federal/ State/CRPR/OCTA NCCP, HCP	General Habitat Description
woolly seablite	*Suaeda taxifolia*	-- / -- / 4.2 / --	Shrub that occurs in salt marsh habitats on the edges of coastal sage scrub and wetland riparian communities. Elevation range: below 49 feet. Typical blooming period is January – December.
San Bernardino aster	*Symphyotrichum defoliatum*	-- / -- / 1B.2 / --	Perennial herb (rhizomatous) that occurs in meadow and seep, cismontane woodland, coastal scrub, lower montane coniferous forest, marsh and swamp, and valley foothill grassland habitats. Generally found in vernally mesic grassland habitats near ditches, streams, and springs. May also occur in disturbed areas. Elevation range: 10 – 6,709 feet. Typical blooming period is July – November.

General References:

USFWS IPaC 10-mile centered on each Housing Opportunity Site and Main Street Program area (accessed January 2024)
CNDDB RareFind 10-mile centered on each Housing Opportunity Site and Main Street Program area (accessed January 2024).
CNPS Inventory of Rare and Endangered Plants 8-quad search (accessed January 2024)
Orange County Transportation Authority NCCP/HCP (accessed 2024)

Status Codes:

No Status (--)

Federal
Federal Endangered (FE)
Federal Threatened (FT)
Federal Proposed Endangered (FPE)
Federal Proposed Threatened (FPT)
Federal Candidate (FC)

State
State Endangered (SE)
State Threatened (ST)
State Candidate (SC)
State Rare (SR)

California Rare Plant Rank (CRPR) from the California Native Plant Society (CNPS)
Rare, threatened, or endangered in California and elsewhere (Rank 1B);

Rare, threatened, or endangered in California, but more common elsewhere (Rank 2);

Plants that about which more information is needed (Rank 3);

A watch list plant of limited distribution (Rank 4)

Threat Code:

Seriously endangered in California (≥80% of occurrences threatened / high degree and immediacy of threat) (.1);

Fairly endangered in California (20-80% occurrences threatened) (.2);

Not very endangered I California (≤20% of occurrences threatened, or no current threats known) (.3).

Orange County Transportation Authority (OCTA) NCCP/HCP
Listed

Table 3.3-2: Special-Status Plant Species and Potential for Occurrence on Each Housing Opportunity Site and Main Street Program

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 8. 99 Marina	Main Street Program
red-sand verbena	N	N	N	N	N	N	N	N	N
chaparral sand-verbena	N	N	N	N	N	N	N	N	N
aphanisma	N	N	N	N	N	N	N	N	N
Horn's milk-vetch	N	N	N	N	N	N	N	N	N
Ventura marsh milk-vetch	N	N	N	N	N	N	N	N	N
Coulter's saltbush	N	N	N	N	N	N	N	L	N
south coast saltscale	N	N	N	N	N	N	N	N	N
Parish's brittlescale	N	N	N	N	N	N	N	N	N
Davidson's saltscale	N	N	N	N	N	N	N	N	N
Catalina marisposa lily	N	N	N	N	N	N	N	N	N
Plummer's mariposa lily	N	N	N	N	N	N	N	N	N
intermediate mariposa lily	N	N	N	N	N	N	N	N	N
lucky morning-glory	N	N	N	N	N	N	N	N	N

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 8. 99 Marina	Main Street Program
Lewis' evening-primrose	N	N	N	N	N	N	N	N	N
southern tarplant	N	N	N	N	N	N	N	L	N
smooth tarplant	N	N	N	N	N	N	N	N	N
salt-march birds's beak	N	N	N	N	N	N	N	N	N
seaside cistanthe	N	N	N	N	N	N	N	N	N
small-flowered morning-glory	N	N	N	N	N	N	N	N	N
many-stemmed dudleya	N	N	N	N	N	N	N	N	N
small spikerush	N	N	N	N	N	N	N	N	N
San Diego button-celery	N	N	N	N	N	N	N	N	N
Los Angeles sunflower	N	N	N	N	N	N	N	N	N
vernal barley	N	N	N	N	N	N	N	N	N
decumbent goldenbush	N	N	N	N	N	N	N	N	N
Southern California black walnut	N	N	N	N	N	N	N	N	N
southwestern spiny rush	N	N	N	N	N	N	N	N	N
Coulter's goldenfields	N	N	N	N	N	N	N	L	N
California box-thorn	N	N	N	N	N	N	N	N	N

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 8. 99 Marina	Main Street Program
mud nama	N	N	N	N	N	N	N	N	N
Gambel's water cress	N	N	N	N	N	N	N	N	N
prostrate vernal pool navarretia	N	N	N	N	N	N	N	N	N
coasty woolly-heads	N	N	N	N	N	N	N	N	N
California Orcutt grass	N	N	N	N	N	N	N	N	N
Lyon's pentachaeta	N	N	N	N	N	N	N	N	N
south coast branching phacelia	N	N	N	N	N	N	N	N	N
Brand's star phacelia	N	N	N	N	N	N	N	N	N
Engelmann oak	N	N	N	N	N	N	N	N	N
Sanford's arrowhead	N	N	N	N	N	N	N	N	N
salt spring checkerbloom	N	N	N	N	N	N	N	N	N
estuary seablite	N	N	N	N	N	N	N	N	N
woolly seablite	N	N	N	N	N	N	N	N	N
San Bernardino aster	N	N	N	N	N	N	N	N	N

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 8. 99 Marina	Main Street Program

High (H): Both a documented recent record (within 10 years) exists of the taxa within the Project area or immediate vicinity (approximately 10 miles) and the environmental conditions (including soil type) associated with taxa presence occur within the Project area.

Moderate (M): Both a documented recent record (within 10 years) exists of the taxa within the Project area, or the immediate vicinity (approximately 10 miles) and the environmental conditions associated with taxa presence are marginal and/or limited within the Project area; the Project area is located within the known current distribution of the taxa and the environmental conditions (including soil type) associated with taxa presence occur within the Project area.

Low (L): A historical record (over 10 years) exists of the taxa within the Project area or general vicinity (approximately 10 miles) and the environmental conditions (including soil type) associated with taxa presence are marginal and/or limited within the Project area.

Not Likely to Occur (N): The environmental conditions associated with taxa presence do not occur within the Project area

Special-Status Wildlife

Special-status wildlife include those listed as threatened or endangered under the FESA or CESA, taxa proposed for such listing, SSC, and other taxa that have been identified by USFWS, CDFW, or local jurisdictions as unique or rare and that have the potential to occur within the Project area.

Table 3.3-3 and Table 3.3-4 summarize the special-status wildlife taxa known to occur regionally and their potential for occurrence in the Project area. Appendix C, Figure 4 provides a depiction of previously reported species locations from the CNDDB records searches. Sources comprise the CNDDB, USFWS, and OCTA NCCP/HCP. Each of the taxa identified in the database records searches were assessed for its potential to occur within the Project area based on the following criteria:

- **High**: Habitat (including soils) for the taxa occurs onsite, and a known occurrence occurs within the Project area or adjacent areas (within 5 miles of the Project area) within the past 20 years; however, these taxa were not detected during the most recent surveys.
- **Moderate**: Habitat (including soils) for the taxa occurs onsite, and a known regional record occurs within the database search, but not within 5 miles of the Project area or within the past 20 years; or a known occurrence occurs within 5 miles of the Project area and within the past 20 years and marginal or limited amounts of habitat occurs onsite; or the taxa's range includes the geographic area and suitable habitat exists.
- **Low**: Limited habitat for the taxa occurs within the Project area and no known occurrences were found within the database search and the taxa's range includes the geographic area.
- **Not Likely to Occur**: The environmental conditions associated with taxa presence do not occur within the Project area.

Table 3.3-3: Special-Status Animal Species Evaluated for Potential Occurrence

Common Name	Scientific Name	Status Federal / State / CDFW / OCTA NCCP, HCP	General Habitat Description
tricolored blackbird	*Agelaius tricolor*	-- / ST / SSC / --	Highly colonial species, most numerous in the Central Valley and vicinity, and largely endemic to California. Breeds near freshwater, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, and tall herbs. Forages in grassland and cropland habitats with insect prey within a few kilometers of the colony. They are itinerant breeders, nesting more than once at different locations during the breeding season.

Common Name	Scientific Name	Status Federal / State / CDFW / OCTA NCCP, HCP	General Habitat Description
southern California legless lizard	*Anniella stebbinsi*	-- / -- / SSC / --	Generally, south of the transverse range, extending to northwestern Baja California, Mexico. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute mountains in Kern County. Variety of habitats; generally, in moist, loose soil. They prefer soils with a high moisture content.
orange-throated whiptail	*Aspidoscelis hyperythra*	-- / -- / WL / Listed	Found in sage scrub and chaparral habitats.
burrowing owl	*Athene cunicularia*	-- / -- / SSC / --	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably the California ground squirrel.
Crotch bumble bee	*Bombus crotchii*	-- / -- / SA / --	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia,* and *Eriogonum*.
San Diego fairy shrimp	*Branchinecta sandiegonensis*	FE / -- /-- / --	Restricted to vernal pools in coastal southern California and northwestern Baja California, Mexico.
ferruginous hawk	*Buteo regalis*	-- / -- / WL / --	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.
Swainson's hawk	*Buteo swaisoni*	-- / ST / -- / --	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.
coastal cactus wren	*Campylorhynchus brunneicapillus sandiegensis*	-- / -- / SSC / Listed	Southern California coastal sage scrub. Wrens require tall cactus for nesting and roosting.
western snowy plover	*Charadrius nivosus nivosus*	FT / -- / SSC / --	Sandy beaches, salt pond levees, and shores of large alkali lakes. Needs sandy, gravelly, or friable soils for nesting.
green turtle	*Chelonia mydas*	FT / -- / -- / --	Usually occur in relatively shallow waters (except when migrating) inside reefs, bays, and inlets. Occur in lagoons and shoals with an abundance of marine grass and algae.

Common Name	Scientific Name	Status Federal / State / CDFW / OCTA NCCP, HCP	General Habitat Description
western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT / SE / -- / --	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian forests of willow, often mixed with cottonwoods, with well-developed understories of blackberry, nettles, or wild grape.
monarch – California overwintering population	*Danaus plexippus plexippus* pop. 1	FC / -- / -- / --	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation. Roosts located in wind-protected tree groves (eucalyptus, pine, cypress), with nectar and water sources nearby. Larvae require the host plant, (*Asclepias* ssp.) for development.
southwestern willow flycatcher	*Empidonax traillii extimus*	FE / SE / -- / Listed	Breeds in dense riparian areas associated with nearby rivers, swamps, and wetlands.
western pond turtle	*Emys marmorata*	FPT / -- / SSC / Listed	A thoroughly aquatic turtle of small ponds and lakes, marshes, permanent and ephemeral shallow wetlands, stock ponds, reservoirs, treatment lagoons, irrigation ditches, and slow-moving permanent or intermittent rivers, streams, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying. Abundant cover necessary including logs, rocks, and submerged vegetation.
western mastiff bat	*Eumops perotis californicus*	-- / -- / SSC / --	Open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral. Roosts in crevices in cliff faces, high buildings, bridges, trees, and tunnels. In California, most records are from rocky areas at low elevations.
quino checkerspot butterfly	*Euphydryas Editha quino*	FE / -- / -- / --	Native to southern California and northwestern Mexico. Occurs in localized colonies closely associated with the high densities of larval food plant, *Plantago erecta, P. insularis,* and *Orthocarpus purpurescens*. Adults use several chaparral annual flowers for food. Six known populations in southwestern Riverside and San Diego counties and at least one population near Tecate, Mexico. Associated with sunny openings within chaparral and coastal sage shrublands hills and mesas near the coast.

Common Name	Scientific Name	Status Federal / State / CDFW / OCTA NCCP, HCP	General Habitat Description
Arroyo chub	*Gila orcuttii*	-- / -- / SSC / Listed	Found in habitats characterized by slow-moving water, mud or sand substrate, and depths greater than 40 cm. Most abundant in low gradient pools that support at least some aquatic vegetation.
Palos Verdes blue butterfly	*Glaucopsyche lygdamus palosverdesensis*	FE / -- / -- / --	Dependent on two known larval host plants, Santa Barbara milkvetch (Astragalus trichopodus var. lonchus)—also known as locoweed—and common deerweed (Acmispon glaber) within coastal scrub habitat. Known only from Palos Verdes peninsula.
western yellow bat	*Lasiurus xanthinus*	-- / -- / SSC / --	Primarily roost in trees hanging from the underside of leaves. Commonly found in riparian woodland habitat with dead fronds of non-native palms (for roosting).
California black rail	*Laterallus jamaicensis* ssp. *coturniculus*	-- / ST / FP / --	Nests in wet meadows, shallow freshwater marshes, and the shallower or drier portions of salt marshes. Winters in shallow coastal and interior marshes the do not freeze. Occasionally found in rice fields. Does not migrate.
bobcat	*Lynx rufus*	-- / -- / -- / Listed	Common throughout the United States, southern Canada, and northern Mexico. Preferred habitats include dense chaparral, low and mid elevation conifer, oak, pinyon-juniper woodlands, riparian, and desert environments.
south coast marsh vole	*Microtus californicus*	-- / -- / SSC / --	Occurs in areas of tidal marshes in Los Angeles, Orange, and southern Ventura counties.
big free-tailed bat	*Nyctinomops macrotis*	-- / -- / SSC / --	Occurs in low-lying arid areas in southern California. Prefers rugged, rocky terrain. Often forages over water sources. Roosts in buildings, caves, and occasionally in holes in trees. Also roosts in crevices in high cliffs or rock outcrops.
steelhead – southern California Distinct Population Segement (DPS)	*Oncorhynchus mykiss irideus* pop. 10	FE / -- / -- / --	Inhabits seasonally accessible rivers and streams with gravel for spawning. Requires sufficient flows in their natal streams to be able to return from oceans and lakes to spawn. Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerance to warmer water and more variable conditions.

Common Name	Scientific Name	Status Federal / State / CDFW / OCTA NCCP, HCP	General Habitat Description
Belding's savannah sparrow	*Passerculus sandwichensis beldingi*	-- / SE / -- / --	Locally common non-migratory resident of coastal saltmarsh. An obligate breeder in middle elevation saltmarsh, nearly always characterized by pickleweed (Salicornia spp.), either in tidal situations or non-tidal alkaline flats nearby. Foraging primarily stems from saltmarsh and mudflat, individuals, particularly post-breeding birds, can be found foraging in a wide variety of habitats including upper marsh, adjacent ruderal and ornamental vegetation, open beach and mudflat, and even dirt and gravel parking lots.
Pacific pocket mouse	*Perognathus longimembris pacificus*	FE / -- / SSC / --	An obligate resident of fine-grained sandy soils of coastal strand, coastal dunes, river and marine alluvium, and coastal sage scrub near the ocean and has never been collected more than 2 miles from the coast. Occurrences are closely associated with loose or friable soils that permit burrowing.
short-tailed albatross	*Phoebastria albatrus*	FE / -- / SSC / --	Located on remote islands of the western Pacific.
coast horned lizard	*Phrynosoma blainvillii*	-- / -- / SSC / Listed	Primarily in sandy soil in open areas, especially sandy washes and floodplains, in many plant communities. Requires open areas for sunning, bushes for cover, patches of loose soil for burial, and an abundant supply of ants or other insects. Main prey item is harvester ants. Occurs west of the deserts from northern Baja California, Mexico, north to Shasta County below 2,400 meters elevation.
coastal California gnatcatcher	*Polioptila californica californica*	FE / -- / SSC / Listed	Obligate, permanent resident of coastal sage scrub below 2500 feet in southern California. Low, coastal sage scrub in arid washes and on mesas and slopes with California sagebrush (Artemisia californica) as a dominant or co-dominant species. Not all areas classified as coastal sage scrub are occupied.
Hawaiian Petrel	*Pterodroma sandwichensis*	FE / -- / -- / --	Endemic to Hawaii.
light-footed Ridgway's rail	*Rallus obsoletus levipes*	FE / SE / FP / --	Found in salt marshes where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover, feeds on mollusks and crustaceans.

Common Name	Scientific Name	Status Federal / State / CDFW / OCTA NCCP, HCP	General Habitat Description
bank swallow	*Riparia riparia*	-- / ST / -- / --	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole. Forage in open areas and avoid places with tree cover.
black skimmer	*Rynchops niger*	-- / -- / SSC / --	Open sandy beaches, on gravel or shell bars with sparse vegetation, or on mats of sea wrack (tide-stranded debris) in saltmarsh. Occasionally seen at inland lakes such as the Salton Sea of California. Much of this species' original beach habitat has been developed as houses and attractions for beachgoers. Particularly in the southeastern U.S., artificial islands made from dredge spoils are an important nesting habitat for this and other species.
yellow warbler	*Setophaga petechia*	-- / -- / SSC / --	Thickets and other disturbed or regrowing habitats, particularly along streams and wetlands. Often found in willow thickets, dwarf birch stands, aspen trees, and along the edges of fields. May occur up to 9,000 feet in elevation. Overwinter in dry scrub, marshes, and forests of lowlands.
southern California saltmarsh shrew	*Sorex ornatus salicornicus*	-- / -- / SSC / --	Coastal marshes in Los Angeles, Orange, and Ventura counties. Requires dense vegetation and woody debris for cover.
western spadefoot	*Spea hammondii*	-- / -- / SSC / --	Occurs in the Central Valley and adjacent foothills and the non-desert areas of southern California and Baja California, Mexico. Grassland habitats, valley-foothill hardwood woodlands, and coastal sage scrub. Vernal pools and other temporary rain pools, cattle tanks, and occasionally pools of intermittent streams are essential for breeding and egg-laying. Burrows in loose soils during dry season.

Common Name	Scientific Name	Status Federal / State / CDFW / OCTA NCCP, HCP	General Habitat Description
California least tern	*Sternula antillarum browni*	FE / SE / FP / --	Nests on sandy upper ocean beaches, open barren sites, and occasionally uses mudflats. Forages on adjacent surf line, estuaries, or the open ocean where fish is abundant. Colonies are located near the ocean shoreline (within 0.5 mile [about 800 meters]), typically on nearly flat, loose sandy substrates with lightly scattered short vegetation and debris, although some colonies have been located on hard-packed surfaces, even unused asphalt. Colony sites must provide access to the shoreline for juveniles and must be relatively free of predators or the colony may abandon breeding efforts before completion.
Riverside fairy shrimp	*Streptocephalus woottoni*	FE / -- / -- / --	Restricted to vernal pools and other non-vegetated ephemeral pools in inland areas of Riverside County, Orange County, and the vicinity of Ramona, San Diego County; and coastal areas of San Diego County and northwestern Baja California, Mexico.
least Bell's vireo	*Vireo bellii pusillus*	FE / SE / -- / Listed	Summer resident of southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 feet. Often inhabits structurally diverse woodlands along watercourses including cottonwood-willow and oak woodlands and mulefat scrub. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, mulefat, or mesquite.

General References:

USFWS IPaC 10-mile centered on each Housing Opportunity Site and Main Street Program area (accessed January 2024)

CNDDB RareFind 10-mile search centered on each Housing Opportunity Site and Main Street Program area (accessed January 2024).

Orange County Transportation Authority NCCP/HCP (Accessed 2024)

Status Codes:

No status (--)

Federal
Federal Endangered (FE)
Federal Threatened (FT)
Federal Proposed Endangered (FPE)
Federal Proposed Threatened (FPT)
Federal Candidate (FC)

State
State Endangered (SE)
State Threatened (ST)
State Candidate (SC)
State Fully Protected Species (FP)
CDFW California Special Concern Species (SSC)
Included in CDFW "Watch List" (WL)
Critically Imperiled (S1)
Imperiled (S2)
Vulnerable (S3)
Apparently Secure (S4)
Unranked (SNR)

Orange County Transportation Authority (OCTA) NCCP/HCP
Listed

Table 3.3-4: Special-Status Animal Species and Potential for Occurrence on Each Housing Opportunity Site and Main Street Program

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 8. 99 Marina Drive	Main Street Program
tricolored blackbird	N	N	N	N	N	N	N	N	N
southern California legless lizard	N	N	N	N	N	N	N	H	N
orange-throated whiptail	N	N	N	N	N	N	N	N	N
burrowing owl	N	N	N	N	N	N	N	N	N
Crotch bumble bee	N	N	N	N	N	N	N	H (foraging) H (nesting)	N
San Diego fairy shrimp	N	N	N	N	N	N	N	N	N
ferruginous hawk	N	N	N	N	N	N	N	M (foraging) M (nesting)	N

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 8. 99 Marina Drive	Main Street Program
Swainson's hawk	N	N	N	N	N	N	N	M (foraging) M (nesting)	N
coastal cactus wren	N	N	N	N	N	N	N	N	N
western snowy plover	N	N	N	N	N	N	N	N	N
green turtle	N	N	N	N	N	N	N	N	N
western yellow-billed cuckoo	N	N	N	N	N	N	N	N	N
monarch – California overwintering population	N	N	N	N	N	N	N	M (adults) L (larva)	N
southwestern willow flycatcher	N	N	N	N	N	N	N	N	N
western pond turtle	N	N	N	N	N	N	N	N	N
western mastiff bat	N	N	N	N	N	N	N	N	N
quino checkerspot butterfly	N	N	N	N	N	N	N	N	N
Arroyo chub	N	N	N	N	N	N	N	N	N

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 8. 99 Marina Drive	Main Street Program
Palos Verdes blue butterfly	N	N	N	N	N	N	N	N	N
western yellow bat	N	N	N	N	N	N	N	N	N
California black rail	N	N	N	N	N	N	N	N	N
bobcat	N	N	N	N	N	N	N	N	N
south coast marsh vole	N	N	N	N	N	N	N	N	N
big free-tailed bat	N	N	N	N	N	N	N	N	N
steelhead – southern California DPS	N	N	N	N	N	N	N	N	N
Belding's savannah sparrow	N	N	N	N	N	N	N	H (foraging) H (nesting)	N
Pacific pocket mouse	N	N	N	N	N	N	N	N	N
short-tailed albatross	N	N	N	N	N	N	N	N	N
coast horned lizard	N	N	N	N	N	N	N	N	N

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 8. 99 Marina Drive	Main Street Program
coastal California gnatcatcher	N	N	N	N	N	N	N	N	N
Hawaiian petrel	N	N	N	N	N	N	N	N	N
light-footed Ridgeway's rail	N	N	N	N	N	N	N	N	N
bank swallow	N	N	N	N	N	N	N	N	N
black skimmer	N	N	N	N	N	N	N	N	N
yellow warbler	N	N	N	N	N	N	N	N	N
southern California saltmarsh shrew	N	N	N	N	N	N	N	N	N
western spadefoot	N	N	N	N	N	N	N	N	N
California least tern	N	N	N	N	N	N	N	N	N
Riverside fairy shrimp	N	N	N	N	N	N	N	N	N
least Bell's vireo	N	N	N	N	N	N	N	N	N

Species	Housing Opportunity Site 1. 1780 Pacific Coast	Housing Opportunity Site 2. Leisure World	Housing Opportunity Site 3. Accurate Storage (1011 Seal Beach Blvd.)	Housing Opportunity Site 4. Shops at Rossmoor	Housing Opportunity Site 5. Old Ranch Town Center	Housing Opportunity Site 7. Seal Beach Center	Housing Opportunity Site 6. Seal Beach Plaza	Housing Opportunity Site 8. 99 Marina Drive	Main Street Program

High (H): Habitat (including soils) for the taxa occurs onsite, and a known occurrence occurs within the Project area or adjacent areas (within 5 miles of the Project area) within the past 20 years; however, these taxa were not detected during the most recent surveys.

Moderate (M): Habitat (including soils) for the taxa occurs onsite, and a known regional record occurs within the database search, but not within 5 miles of the Project area or within the past 20 years; or a known occurrence occurs within 5 miles of the Project area and within the past 20 years and marginal or limited amounts of habitat occurs onsite; or the taxa's range includes the geographic area and suitable habitat exists.

Low (L): Limited habitat for the taxa occurs within the Project area and no known occurrences were found within the database search and the taxa's range includes the geographic area.

Not Likely to Occur (N): The environmental conditions associated with taxa presence do not occur within the Project area.

Wildlife Corridors and Special Linkages

Linkages and corridors facilitate regional animal movement and are generally centered in or around waterways, riparian corridors, flood control channels, contiguous habitat, and upland habitat. Drainages generally serve as movement corridors because wildlife can move easily through these areas, and fresh water is available. Corridors also offer wildlife unobstructed terrain for foraging and for dispersal of young individuals.

As the movements of wildlife species are more intensively studied using radio-tracking devices, there is mounting evidence that some wildlife species do not necessarily restrict their movements to some obvious landscape element, such as a riparian corridor. For example, recent radio-tracking and tagging studies of Coast Range newts, California red-legged frogs, southwestern pond turtles, and two-striped garter snakes found that long-distance dispersal involved radial or perpendicular movements away from a water source with little regard to the orientation of the assumed riparian "movement corridor" (Bulger et al. 2002; Hunt 1993; Ramirez 2002, 2003a, 2003b; Rathbun et al. 1992; Trenham 2002). Likewise, carnivores do not necessarily use riparian corridors as movement corridors, frequently moving overland in a straight line between two points when traversing large distances (Beier 1993, 1995; Newmark 1995; Noss et al. 1996, n.d.). In general, the following corridor functions can be utilized when evaluating impacts to wildlife movement corridors:

- Movement corridors are physical connections that allow wildlife to move between patches of suitable habitat. Simberloff et al. (1992) and Beier and Loe (1992) correctly state that for most species, we do not know what corridor traits (length, width, adjacent land use, etc.) are required for a corridor to be useful. But, as Beier and Loe (1992) also note, the critical features of a movement corridor may not be its physical traits but rather how well a particular piece of land fulfills several functions, including allowing dispersal, plant propagation, genetic interchange, and recolonization following local extirpation.

- Dispersal corridors are relatively narrow, linear landscape features embedded in a dissimilar matrix that link two or more areas of suitable habitat that would otherwise be fragmented and isolated from one another by rugged terrain, changes in vegetation, or human-altered environments. Corridors of habitat are essential to the local and regional population dynamics of a species because they provide physical links for genetic exchange and allow animals to access alternative territories as dictated by fluctuating population densities.

- Habitat linkages are broader connections between two or more habitat areas. This term is commonly used as a synonym for a wildlife corridor (Meffe and Carroll 1997). Habitat linkages may themselves serve as source areas for food, water, and cover, particularly for small- and medium-size animals.

- Travel routes are usually landscape features, such as ridgelines, drainages, canyons, or riparian corridors, within larger natural habitat areas that are frequently used by animals to facilitate movement and provide access to water, food, cover, den sites, and other necessary resources. A travel route is generally preferred by a species because it provides the least amount of

topographic resistance in moving from one area to another yet still provides adequate food, water, or cover (Meffe and Carroll 1997).

- Wildlife crossings are small, narrow areas of limited extent that allow wildlife to bypass an obstacle or barrier. Crossings typically are human-made and include culverts, underpasses, drainage pipes, bridges, tunnels to provide access past roads, highways, pipelines, or other physical obstacles. Wildlife crossings often represent “choke points” along a movement corridor because unseable habitat is physically constricted at the crossing by human-induced changes to the surrounding areas (Meffee and Carroll 1997).

Wildlife Movement in the Project Area

The Project area includes disturbed/developed and ruderal herbaceous landcover types. These are comprised of shopping centers and paved parking lots, fenced parks, disturbed open space, and a golf course. The surrounding area is characterized by development, roadways, undeveloped/disturbed open space, agriculture, and the Seal Beach National Wildlife Refuge to the southeast of the Project area. Most of the landcover types pose significant barriers to terrestrial wildlife movement including buildings, fences, and multi-lane roadways. These areas may harbor common species habituated to life in urban environments such as Virginia opossum, raccoon, desert cottontail, California ground squirrel, coyote, various birds, and small rodents. In addition, the Project area is within the Pacific Flyway, a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia. Each year, at least one billion birds migrate along the Pacific Flyway (Audubon 2024).

Within the Project area, the level of urban development and the presence of physical barriers surrounding the Project area would significantly constrain the passage of most large terrestrial wildlife known to occur in the region. Based on the location of the sites, the sites do not function as a wildlife movement corridor. The Project area does not occur within any known wildlife movement corridor or habitat linkage as identified by the Wildlands Network (2024).

3.3.2 Regulatory Setting

Regulatory authority over biological resources is shared by federal, state, and local authorities under a variety of legislative acts. The following section summarizes the federal, state, and local regulations for special-status species, jurisdiction over waters of the United States and State of California, and sensitive biological resources. This section provides a listing and overview of these federal and state laws; only select regulations are applicable to the Project.

Federal

Federal Endangered Species Act

FESA provisions protect federally listed threatened and endangered species and their habitats from unlawful “take” and ensure that federal actions do not jeopardize the continued existence of a listed species or result in the destruction or adverse modification of DCH. Under FESA, take is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of

the specifically enumerated conduct." The USFWS regulations define harm to mean "an act which actually kills or injures wildlife." Such an act "may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering" (50 CFR Section 17.3).

DCH is defined in FESA Section 3(5)(A) as "(i) the specific areas within the geographical area occupied by the species on which are found those physical or biological features: (I) essential to the conservation of the species; (II) which may require special management considerations or protection; and (ii) specific areas outside the geographical area occupied by the species upon a determination by the Secretary of Commerce or the Secretary of the Interior that such areas are essential for the conservation of the species." The effects analyses for DCH must consider the role of the critical habitat in both the continued survival and the eventual recovery (i.e., the conservation) of the species in question, consistent with the recent Ninth Circuit judicial opinion, *Gifford Pinchot Task Force v. USFWS*.

Activities that may result in "take" of federally listed species are regulated by USFWS. USFWS produced an updated list of candidate species December 6, 2007 (72 Federal Register [FR] 69034). Candidate species are not afforded any legal protection under FESA; however, candidate species typically receive special attention from federal and state agencies during the environmental review process.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711) makes it unlawful to possess, buy, sell, purchase, barter or take any migratory bird listed in Title 50 of CFR Part 10. "Take" is defined as possession or destruction of migratory birds, their nests, and eggs. Disturbances that cause nest abandonment or loss of reproductive effort or the loss of habitats upon which these birds depend may be a violation of the MBTA. The MBTA prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. The MBTA encompasses whole birds, parts of birds, bird nests, and eggs.

Bald and Golden Eagle Protection Act of 1940 (16 USC 668)

The Bald and Golden Eagle Protection Act (BGEPA) of 1940 (16 USC 668, enacted by 54 Stat. 250) protects bald and golden eagles by prohibiting the taking, possession, and commerce of such birds and establishes civil penalties for violation of this Act. Take of bald and golden eagles is defined as follows: "disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior'' (72 FR 31132; 50 CFR 22.3).

USFWS is the primary federal authority charged with the management of golden eagles in the United States. A permit for take of golden eagles, including take from disturbance such as loss of foraging habitat, may be required if the Project affects such resources. On November 10, 2009, the USFWS implemented new rules (74 FR 46835) governing the take of golden and bald eagles. The new rules were

released under the existing BGEPA, which has been the primary regulatory protection for unlisted eagle populations since 1940.

All activities that may disturb or incidentally take an eagle or its nest as a result of an otherwise legal activity must be permitted by the USFWS under this act. The definition of disturb (72 FR 31132) includes interfering with normal breeding, feeding, or sheltering behavior to the degree that it causes or is likely to cause decreased productivity or nest abandonment. If a permit is required, due to the current uncertainty on the status of golden eagle populations in the western United States, it is expected that permits would only be issued for safety emergencies or if conservation measures implemented in accordance with a permit would result in a reduction of ongoing take or a net take of zero.

Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act, as amended in 1964, requires that all federal agencies consult with National Marine Fisheries Service (NMFS), USFWS, and state wildlife agencies (i.e., CDFW) when proposed actions might result in modification of a natural stream or body of water. Federal agencies must consider effects that these projects would have on fish and wildlife development and provide for improvement of these resources. The Fish and Wildlife Coordination Act allows NMFS, USFWS, and CDFW to provide comments to United States Army Corps of Engineers (USACE) during review of projects under Section 404 of the Clean Water Act (concerning the discharge of dredged materials into navigable WOTUS) and Section 10 of the Rivers and Harbors Act regarding obstructions in navigable waterways. NMFS comments provided under the Fish and Wildlife Coordination Act are intended to reduce environmental impacts to migratory, estuarine, and marine fisheries and their habitats.

Coastal Zone Management Act

The Coastal Zone Management Act (CZMA) of 1972 establishes national policy to preserve, protect, develop, and, where possible, restore or enhance the resources of the nation's coastal zones. In accordance with Section 307(c) of the CZMA, after approval by the Secretary of Commerce of a state's management program, any applicant for a required federal license or permit to conduct an activity in or outside of the coastal zone affecting any land or water use or natural resource of the coastal zone of that state shall provide in the application to the licensing or permitting agency a certification that the proposed activity complies with the enforceable policies of the state's approved program and that such activity will be conducted in a manner consistent with the program. The federal government certified the California Coastal Management Program (CCMP) in 1977. The enforceable policies of that document are Chapter 3 of the California Coastal Act of 1976.

For all of the California coast except San Francisco Bay, the state agency responsible for implementing the CZMA is the CCC. The CCC is responsible for reviewing proposed federal and federally licensed or permitted activities to assess their consistency with the approved CCMP. Due to its proximity to the Pacific Ocean, Seal Beach is subject to a state mandated LCP and CCC jurisdiction. Housing Opportunity Sites 1, 3, 7, 8, and the Main Street Program area are within the Seal Beach LCP.

Clean Water Act Section 404 and Federal Jurisdictional Waters

The Clean Water Act (CWA), introduced in 1977 via amendatory legislation of the Federal Water Pollution Control Act, is the primary federal law in the United States regulating water pollution. Section 404 of the CWA regulates the discharge of dredged material, placement of fill material, or certain types of excavation within WOTUS and authorizes the Secretary of the Army, through the Chief of Engineers, to issue permits for such actions. Permits can be issued for individual projects (individual permits) or for general categories of projects (general permits). Terrestrial WOTUS as defined by the CWA have typically included rivers, creeks, streams, and lakes extending to their headwaters and any associated wetlands. Wetlands are defined by the CWA as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions." The USACE has adopted several revisions to their regulations to more clearly define WOTUS. The protection of federal jurisdictional WOTUS has been particularly contentious and subject to numerous legal decisions since 2001.

1986 Regulations

In 1986, the federal agencies (USACE and USEPA) implemented historic regulations (the 1986 Regulations) that defined WOTUS to mean traditional navigable waters (TNWs), the territorial seas, interstate waters, and intrastate waters whose use or degradation could affect interstate or foreign commence, as well as tributaries of and wetlands adjacent to any of those waters.

2001 Solid Waste Agency of Northern Cook County Ruling

Until the beginning of 2001, WOTUS included, among other things, isolated wetlands and lakes, intermittent streams, prairie potholes, and other waters that are not part of a tributary system to interstate waters or to navigable WOTUS. The jurisdictional extent of USACE regulation changed with the 2001 Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers ruling. The United States Supreme Court held that the USACE could not apply Section 404 of the CWA to extend their jurisdiction over an isolated quarry pit. The Court ruled that the CWA does not extend federal regulatory jurisdiction over non-navigable, isolated, intra-state waters. However, the Court made it clear that non-navigable wetlands adjacent to navigable waters are still subject to USACE jurisdiction.

2006 Rapanos Ruling

In 2006, the United States Supreme Court issued its seminal decision in *Rapanos v. United States (Rapanos).* Justice Scalia narrowly interpreted the statutory term "waters of the United States" in a four-Justice plurality opinion, holding that CWA jurisdiction extended over only "relatively permanent, standing or continuously flowing bodies of water" that are connected to TNWs, plus wetlands with a "continuous surface connection" to such relatively permanent water bodies. Justice Kennedy wrote separately, concurring with the Court's judgment with respect to the facts of the case, but interpreted "waters of the United States" to include wetlands that possess a "significant nexus" to waters that are or were navigable in fact or that could reasonably be so made.

The Court's split decision and lack of a commanding majority opinion in *Rapanos* created confusion among the federal agencies and public. In 2008, the federal agencies released a regulatory guidance document, the 2008 Rapanos Guidance (USACE and USEPA 2008) addressing common questions about federal jurisdiction over WOTUS and clarifying the two jurisdictional standards from Rapanos. In the 2008 Rapanos Guidance, the federal agencies concluded that federal jurisdiction existed over certain waterbodies that meet either the "relatively permanent" standard from Justice Scalia's plurality opinion or Justice Kennedy's "significant nexus" standard.

2015 Clean Water Act

The 1986 Regulations as interpreted by the 2008 Rapanos Guidance were later replaced by the 2015 Clean Water Rule. The federal agencies attempted to provide clarification on jurisdiction following the Rapanos ruling by replacing the numerous categories of waterbodies found in the 1986 Regulations with three broader categories: waters that are categorically "jurisdictional by rule" without the need for further analysis; waters that are subject to case-specific jurisdictional analysis; and waters that are categorically excluded from jurisdiction. The 2015 Clean Water Rule emphasized the "significant nexus" standard over the "relatively permanent" standard to include additional types of waters in the new "jurisdictional by rule" category. Traditional navigable waters, the territorial seas, interstate waters, tributaries of these waters, and wetlands adjacent to these waters were all deemed "jurisdictional by rule." The result of the 2015 Clean Water Rule was an expansion in federal jurisdiction over waterbodies that might have otherwise been excluded from the definition of WOTUS on a case-by-case basis under the 1986 Regulations and the Rapanos ruling.

Federal jurisdictional WOTUS protected under the CWA were defined in a final 2015 Clean Water Rule; however, the Sixth Circuit United States Court of Appeals issued an order staying the 2015 Rule nationwide, pending a determination by the court on jurisdiction to review the rule. The 2015 Clean Water Rule was stayed, and the prior 1986 Regulations published in 1986, along with some changes in 2008 as a result of the Rapanos ruling, remained in effect.

2020 Navigable Waters Protection Rule

In 2017, the Trump Administration issued Executive Order 13778, *"Restoring the Rule of Law, Federalism, and Economic Growth by Reviewing the 'Waters of the United States' Rule."* The executive order directed the federal agencies to review the 2015 Clean Water Rule for consistency with the policy outlined in Section 1 of the order and to issue a proposed rule rescinding or revising the 2015 Clean Water Rule as appropriate and consistent with law. The federal agencies repealed the 2015 Rule and restored the previous regulatory regime as it existed prior to finalization of the 2015 Clean Water Rule with, *"Definition of 'Waters of the United States'—Recodification of Pre-Existing Rules."*

On January 23, 2020, the federal agencies issued the Navigable Waters Protection Rule (NWPR) to redefine WOTUS. The agencies streamlined the definition to include four simple categories of jurisdictional waters:

1. Traditional navigable waters and the territorial seas;

2. Tributaries of traditional navigable waters and the territorial seas;

3. Certain lakes, ponds, and impoundments of WOTUS; and

4. Wetlands adjacent to other WOTUS.

The NWPR provided clear exclusions for many water features that traditionally have not been regulated, and defined terms in the regulatory text that had never been defined before. Congress, in the CWA, explicitly directed the federal agencies to protect “navigable waters.” The intent of the NWPR was to regulate waters and the core tributary systems that provide perennial or intermittent flow and excluded ephemeral waters. The final NWPR fulfilling Executive Order 13788 became effective on June 22, 2020; however, on August 30, 2021, the United States District Court for the District of Arizona vacated the NWPR finding ““fundamental, substantive flaws that cannot be cured without revising or replacing the NWPR’s definition.”

2023 Revised Definition of ‘‘Waters of the United States’’

On June 9, 2021, the USACE and USEPA under the Biden Administration announced intent to protect more waterways through environmental regulations, beginning a new rulemaking process that restores protections put in place before 2015. Following the federal district court decision vacating the NWPR, USEPA and USACE halted implementation of the NWPR and began interpreting WOTUS consistent with the pre-2015 regulatory regime, deciding that prompt replacement of the NWPR through the administrative rulemaking process was vital.

On January 18, 2023, the federal agencies published the final "Revised Definition of 'Waters of the United States'" rule in the Federal Register and the rule became effective on March 20, 2023 (USACE and USEPA 2023). The 2023 Rule establishes a clear and reasonable definition of WOTUS and exercises their discretion under the statute to return generally to the familiar pre-2015 definition that has bounded the CWA’s protections for decades. The implications of the final 2023 WOTUS rule are such that many ephemeral waters not considered protected under the former 2020 NWPR will now be protected.

With the 2023 WOTUS rule, USEPA and USACE interpreted the term WOTUS to include:

1. Traditional navigable waters, the territorial seas, and interstate waters;

2. Impoundments of other jurisdictional WOTUS;

3. Tributaries to either of the above waters, or when the tributaries meet the “relatively permanent” standard or the “significant nexus” standard, (collectively, “jurisdictional tributaries”);

4. Wetlands adjacent to traditional waters, wetlands adjacent and with a continuous surface connection to relatively permanent tributaries and impoundments, and wetlands adjacent to other jurisdictional tributaries when those wetlands meet the “significant nexus” standard; and

5. Intrastate lakes and ponds, streams, or wetlands as defined in 1–4 above that meet either the “relatively permanent” standard or the “significant nexus” standard.

For purposes of characterizing a "jurisdictional adjacent wetland" under the 2023 WOTUS Rule, a wetland may be considered "adjacent" to WOTUS if any of the following three criteria are satisfied:

1. The wetland has an unbroken surface or shallow subsurface connection to WOTUS;
2. The wetland is physically separated from WOTUS by man-made dikes or barriers, natural river berms, and the like; or
3. The wetland is reasonably proximate to WOTUS such that the wetland has significant effects on water quality and the aquatic ecosystem of WOTUS.

2023 Sackett Ruling

On May 25, 2023, the U.S. Supreme Court issued its ruling in *Sackett v. Environmental Protection Agency (Sackett)*, which established a more stringent test to determine whether the CWA applies to certain categories of wetland. The Sackett family had backfilled a lot near Priest Lake in Idaho, and in agreeing that the Sacketts' lot is a wetland, the U.S. Court of Appeals for the 9th Circuit applied the test outlined by Justice Kennedy in *Rapanos*: whether there is a "significant nexus" between the wetlands and waters that are covered by the CWA, and whether the wetlands "significantly affect" the quality of those waters. With *Sackett*, the U.S. Supreme Court unanimously reversed the 9th Circuit's ruling, where in a majority opinion, lower courts were directed to apply a more stringent test in *Rapanos*, in which the CWA applies to a particular wetland only if it blends or flows into a neighboring water that is a channel for interstate commerce. While the Court decided that it is clear that some "adjacent" wetlands will also qualify under the CWA as "waters of the United States," wetlands that are entirely separate from traditional bodies of water will not qualify. The CWA will apply to wetlands that are "as a practical matter indistinguishable from waters of the United States" because they have a "continuous surface connection" with a larger body of water, "making it difficult to determine where the 'water' ends and the 'wetland' begins."

The result of the *Sackett* ruling is that certain adjacent wetlands formerly protected under the CWA will no longer be federally protected. The USACE and USEPA have acknowledged the *Sackett* ruling and indicated they will interpret the phrase "waters of the United States" consistent with the U.S. Supreme Court's decision in *Sackett*.

Amendment to the 2023 WOTUS Rule

On August 29, 2023, the USEPA and USACE announced a final rule amending the 2023 definition of WOTUS to conform with the recent U.S. Supreme Court decision in Sackett. While EPA's and USACE's 2023 WOTUS rule defining WOTUS was not directly before the Supreme Court, the decision in Sackett made clear that certain aspects of the WOTUS 2023 rule are invalid. The amendments issued are limited and change only parts of the 2023 rule that are invalid under the Sackett decision. For example, the final rule removes the significant nexus test from consideration when identifying tributaries and other waters as federally protected.

Exemptions Under Clean Water Act Section 404

Activities that are exempt under CWA Section 404(f) include

1. Nominal farming, silviculture and ranching activities,
2. (Emergency) maintenance activities,
3. Construction and maintenance of farm ponds, stock ponds, or irrigation ditches or the maintenance of drainage ditches,
4. Construction of temporary sedimentation basins,
5. Any activity with respect to which a state has an approved program under CWA Section 208(b)(4) which meets the requirements of sections 208(b)(4) (B) and (C) (this pertains to certain applicable statewide waste treatment management programs), and
6. Construction or maintenance of farm roads, forest roads, or temporary roads for moving mining equipment.

Exceptions to these exemptions include:

1. Discharge of toxic pollutants, and
2. If it is part of an activity whose purpose is to convert an area of a WOTUS into a use to which it was not previously subject, where the flow and/or circulation of waters may be impaired or the reach of the waters reduced.

Extent of Jurisdiction

The extent of CWA Section 404 jurisdiction for non-tidal waters includes non-isolated aquatic features (including wetlands qualifying under the original federal 1986 standards and non-wetland WOTUS) bound by an “ordinary high water mark” as defined by 33 CFR 328.3(e):

> *“The term ordinary high water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.”*

Features considered isolated from TNWs and the exemptions listed above are not considered WOTUS under the jurisdiction of CWA Section 404.

State

California Environmental Quality Act

CEQA establishes state policy to prevent significant and avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures. CEQA applies to actions directly undertaken, financed, or permitted by state lead agencies. Regulations for implementation are found in the CEQA Guidelines published by the California Natural Resources Agency. These guidelines establish an overall state of California process for the environmental evaluation of projects.

California Endangered Species Act

Provisions of the CESA protect state-listed threatened and endangered species. The CDFW regulates activities that may result in take of individuals (i.e., take is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of take under the California Fish and Game Code (FGC). Additionally, the FGC contains lists of vertebrate species designated as "fully protected" (FGC Sections 3511 [birds], 4700 [mammals], 5050 [reptiles and amphibians], and 5515 [fish]). Such species may not be taken or possessed.

In addition to federal and state-listed species, the CDFW also has produced a list of SSC to serve as a "watch list." Species on this list are of limited distribution or the extent of their habitats has been reduced substantially, such that threat to their populations may be imminent. SSC may receive special attention during environmental review, but they do not have statutory protection.

Birds of prey are protected in California under the FGC. FGC Section 3503.5 states that it is "unlawful to 'take', possess, or destroy any birds of prey (in the order Falconiformes or Strigiformes) or to 'take', possess, or destroy the nest or eggs of any such bird except as otherwise provided by this Code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered take by the CDFW. Under Sections 3503 and 3503.5 of the FGC, activities that would result in the taking, possessing, or destroying of any birds-of-prey, taking, or possessing of any migratory nongame bird as designated in the MBTA, or the taking, possessing, or needlessly destroying of the nest or eggs of any raptors or non-game birds protected by the MBTA, or the taking of any non-game bird pursuant to FGC Section 3800 are prohibited.

Section 1602 of the California Fish and Game Code

Section 1602 of the FGC requires any person, state or local governmental agency, or public utility which proposes a project that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake, or use materials from a streambed, or result in the disposal or deposition of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into any river, stream, or lake, to first notify the CDFW of the proposed project. Notification is generally required for any project that would take place in or in the vicinity of a river, stream, lake, or their tributaries. This includes rivers or streams that flow at least periodically or permanently

through a bed or channel with banks that support fish or other aquatic life and watercourses having a surface or subsurface flow that support or have supported riparian vegetation. Based on the notification materials submitted, the CDFW would determine whether the proposed project may impact fish or wildlife resources.

If the CDFW determines that a proposed project may substantially adversely affect existing fish or wildlife resources, a Lake or Streambed Alteration Agreement (LSAA) would be required. A completed CEQA document must be submitted to CDFW before an LSAA would be issued.

Porter-Cologne Water Quality Control Act

California Regional Water Quality Control Boards (RWQCBs) regulate the "discharge of waste" to "waters of the State". All projects proposing to discharge waste that could affect Waters of the State must file a Waste Discharge Report with the appropriate RWQCB. The board responds to the report by issuing Waste Discharge Requirements or by waiving them for that project discharge. Both terms "discharge of waste" and Waters of the State are broadly defined such that discharges of waste include fill, any material resulting from human activity, or any other "discharge." Isolated wetlands within California, which are no longer considered Waters of the State, as defined by Section 404 of the CWA, are addressed under the Porter Cologne Water Quality Control Act.

State-Regulated Habitats

The State Water Resources Control Board is the state agency (together with the RWQCBs) charged with implementing water quality certification in California.

The CDFW extends the definition of stream to include "intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, blue-line streams (USGS-defined), and watercourses with subsurface flows. Canals, aqueducts, irrigation ditches, and other means of water conveyance can also be considered streams if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife" (CDFW 1994).

Activities that result in the diversion or obstruction of the natural flow of a stream; that substantially change its bed, channel, or bank; or that use any materials (including vegetation) from the streambed may require that the proposed project applicant enter into an LSAA with the CDFW.

Native Plant Protection Act

Under FGC Sections 1900 to 1913, the Native Plant Protection Act (NPPA) requires all state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of NPPA prohibit the taking of listed plants from the wild and require notification of the CDFW at least 10 days in advance of any change in land use. This allows CDFW to salvage listed plant species that would otherwise be destroyed. a project applicant is required to conduct botanical inventories and consult with CDFW during project planning to comply with the provisions of the NPPA and sections of CEQA that apply to rare or endangered plants.

California Native Plant Society Rare Plant program

The mission of the CNPS Rare Plant Program is to develop current, accurate information on the distribution, ecology, and conservation status of California's rare and endangered plants and to use this information to promote science-based plant conservation in California. Once a species has been identified as being of potential conservation concern, it is put through an extensive review process. Once a species has gone through the review process, information on all aspects of the species (e.g., listing status, habitat, distribution, threats, etc.) is entered into the online CNPS Rare Plant Inventory and given a CRPR. The Rare Plant Program currently recognizes more than 1,600 plant taxa (species, subspecies and varieties) as rare or endangered in California.

Vascular plants listed as rare or endangered by the CNPS, but which might not have a designated status under state endangered species legislation, are defined by the following CRPRs:

- CRPR 1A: Plants considered by the CNPS to be extinct in California
- CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
- CRPR 2: Plants rare, threatened, or endangered in California, but more numerous elsewhere
- CRPR 3: Plants about which we need more information – a review list
- CRPR 4: Plants of limited distribution – a watch list

In addition to the CRPR designations above, the CNPS adds a Threat Rank as an extension added onto the CRPR and designates the level of endangerment by a 0.1 to 0.3 ranking, with 0.1 being the most endangered and 0.3 being the least endangered and are described as follows:

- 0.1: Seriously threatened in California (high degree/immediacy of threat)
- 0.2: Fairly threatened in California (moderate degree/immediacy of threat)
- 0.3: Not very threatened in California (low degree or immediacy of threats or no current threats known)

California Coastal Commission and Coastal Act of 1976

The CCC has planning, regulatory, and permitting responsibilities in partnership with local governments over all development taking place within the coastal zone, a 1.5 million-acre area stretching 1,100 miles along the state's coastline from Oregon to Mexico (and around nine offshore islands). The coastal zone extends seaward 3 miles, while its landward boundary varies from several miles inland in places such as the Eel River and the Elkhorn Slough, to as close as a few hundred feet from the shore in other areas.

The CCC's enabling legislation, the Coastal Act of 1976, created a comprehensive coastal protection program grounded in partnerships between CCC and local government jurisdictions (15 counties and 60 cities) within the coastal zone. Among the coastal resources specifically protected within the Coastal Act are public access to the coastline, wetlands and other environmentally sensitive habitat areas, agriculture,

low-cost visitor-serving recreational uses, visual resources, commercial and recreational fishing, and community character. Coastal streams and wetlands are also protected under the Coastal Act.

The Coastal Act Section 30231 defines a wetland as:

> *…lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.*

The CCC's regulations (CCR Title 14) establishes a "one parameter definition," which requires evidence of a single parameter to establish wetland conditions:

> *Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats. (14 CCR Section 13577).*

The "one parameter" definition adopted by the Coastal Commission is based on the general definition used by USFWS and CDFW from the USFWS wetlands classification system first published in 1979 (Cowardin et al. 1979):

> *Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year.*

The Coastal Act definition of a wetland does not distinguish between wetlands based on their quality. Therefore, under the Coastal Act, poorly functioning or degraded areas that meet the definition of wetlands are subject to wetland protection policies. Due to its proximity to the Pacific Ocean, Seal Beach is subject to a state mandated LCP and CCC jurisdiction. The Project is within the Seal Beach LCP.

Local

City of Seal Beach General Plan

The City was incorporated in 1915 primarily as a farming community but has grown into a small city within an urbanized region encompassing 11.5 square miles along the Pacific Coast. The City's General Plan provides a comprehensive long-term plan for its character and physical development through appropriate goals, policies, and programs. Planning was formerly focused on expansion, but as much of Seal Beach is now developed, the focus for the future has evolved towards managing and enhancing development.

The relevant component of the General Plan is the Open Space/Recreation/Conservation Element, which addresses the importance of the provision of recreation areas, preservation of natural resources, avoidance of development in hazardous areas; and the establishment of buffers between incompatible land uses (City of Seal Beach 2003). The purpose of the City's Open Space / Recreation / Conservation Element is:

- To define open space and classify various types of open space uses.
- Describe those parcels or areas that are currently being used for open space/recreation and conservation purposes and discuss in concept future open space needs of the community.
- Determine methods to ensure that the present and future needs of the community are met.

Open space is defined as land set aside for outdoor recreation; the preservation of natural resources; managed production of resources; or the safety and general welfare of the community. Recreation land is categorized as land developed for the use and enjoyment of the community, either as active land or passive land. Conservation land is land for the conservation, enhancement, and utilization of natural resources including water and its hydraulic force; water quality; flood control; beach erosion; harbors; wildlife refuge; rivers; soils; forests; minerals; and other natural resources (City of Seal Beach 2003).

Seal Beach National Wildlife Refuge

The Seal Beach National Wildlife Refuge is approximately 920-acres of salt marsh and upland habitat located within the boundaries of the Naval Weapons Station Seal Beach. This wildlife refuge is one of the last remaining natural, undeveloped areas of coastal Southern California. In 1969, the wetlands were designated by the Navy Preserve and on August 30, 1972, President Richard Nixon signed Public Law 92-408, formally establishing the Seal Beach National Wildlife Refuge. This National Wildlife Refuge is managed by the Department of the Navy and the Fish and Wildlife Service.

Los Cerritos Wetland Authority

The Los Cerritos Wetlands complex is located within the City which includes approximately 503 acres of publicly and privately owned open space in the cities of Long Beach and Seal Beach that were historically part of a much larger tidal estuarine system at the mouth of the San Gabriel River. In its current state, the Los Cerritos Wetlands consists mostly of degraded tidal and non-tidal salt march habitats behind levees and weedy uplands where tidal marshes were filed over the last 100 plus years (LCWA 2021). The Los Cerritos Wetland Authority is a governmental entity developed in 2006 by a joint powers agreement of the State Coastal Conservancy, the Rivers and Mountains Conservancy, and the cities of Long Beach and Seal Beach. The Los Cerritos Wetland Authority was created for the purpose "to provide for a comprehensive program of acquisition, protection, conservation, restoration, maintenance and operation and environmental enhancement of the Los Cerritos Wetlands area consistent with the goals of flood protection, habitat protection and restoration, and improved water supply, water quality, groundwater recharge, and water conservation." The Los Cerritos Wetland Authority has the ability to acquire and own real property, but it does not have the power of eminent domain.

Orange County Transportation Authority Natural Community Conservation Plan/Habitat Conservation Plan

The OCTA along with the California Department of Transportation (Caltrans), CDFW, and USFWS worked together to create the Orange County Transportation Authority/California Department of Transportation NCCP/HCP in October 2009 with an amendment in 2016 (OCTA 2009). The planning area includes all of Orange County and this plan is meant to work with the existing Orange County planning efforts of the Central Coastal NCCP/HCP and the Southern Orange County HCP.

The plan goals include:

- Provide for the management and conservation of specific covered species within the planning area;
- Preserve, restore, and enhance natural communities and ecosystems that support the specific covered species within the planning area;
- Implement the covered activities in such a way that complies with state and federal fish and wildlife protection laws, including CESA and the FESA;
- Provide a basis for permits necessary to lawfully take specific covered species;
- Provide a way to coordinate and standardize mitigation and compensation requirements of FESA, NCCP, CEQA, and NEPA regarding the impacts of covered activities on the covered species within the planning area;
- Provide an accounting process that will document the net environmental benefits from the NCCP/HCP in exchange for streamlined and timely approval of permits for the Renewed Measure M freeway program;
- Provide a less costly, more efficient project review process that results in greater conservation values than project-by-project, species-by-species review; and
- Provide clear expectations and regulatory predictability for the entities carrying out covered activities within the planning area.

3.3.3 Environmental Impacts

This section analyzes the Project's potential to result in significant biological impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology

The analysis below examines the potential impacts to plant and wildlife resources that may occur as a result of implementation of the Project. For the purpose of this assessment, project-related impacts take two forms, direct and indirect. Direct impacts are those that involve the loss, modification or disturbance of natural habitats (i.e., vegetation or plant communities), which in turn, directly affect plant and wildlife

species dependent on that habitat. Direct impacts also include the destruction of individual plants or wildlife, which is typically the case in species of low mobility (i.e., plants, amphibians, reptiles, and small mammals). The collective loss of individuals in these manners may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and, hence, population stability.

Indirect impacts are those that involve the effects of increases in ambient levels of sensory stimuli (e.g., noise, light), unnatural predators (e.g., domestic cats and other non-native animals), and competitors (e.g., exotic plants, non-native animals). Indirect impacts may be associated with the construction and/or eventual habitation/operation of a project; therefore, these impacts may be both short-term and long-term in their duration. These impacts are commonly referred to as “edge effects” and may result in changes in the behavioral patterns of wildlife and reduced wildlife diversity and abundance in habitats adjacent to project sites.

The determination of impacts in this analysis is based on both the Project development and the biological values of the habitat and/or sensitivity of plant and wildlife species to be affected.

The biological values of resources within, adjacent to, and outside the area to be affected by the Project were determined by consideration of several factors, as applicable. These included the overall size of habitats to be affected, the previous land uses and disturbance history, the surrounding environment and regional context, the onsite biological diversity and abundance, the presence of special-status plant and wildlife species, the importance to regional populations of these species, and the degree to which onsite habitats are limited or restricted in distribution on a regional basis and, therefore, are considered sensitive in themselves. Therefore, the focus of this impact analysis is on sensitive plant communities/habitats, resources that play an important role in regional biological systems, and special-status species.

Thresholds of Significance

In accordance with the CEQA Guidelines’ Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project’s biological resources impacts are significant.

Would the Project:

- *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or USFWS.*
- *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or USFWS.*
- *Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

- *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.*

- *Conflict with any local polices or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Impact Analysis and Mitigation Measures

Candidate, Sensitive, or Special-Status Species

Impact BIO-1	**The Project could have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.**

Impact Analysis

Candidate, Sensitive, or Special-Status Plants

Based on a review of available database information, no state or federally listed and special-status plant species are known to occur within the Project impact areas. As identified in the Biological Resources Technical Report, Housing Opportunity Sites 1-7 and the Main Street Program area are entirely developed with urban uses and paved and therefore, does not provide suitable habitat for special-status plant species. However, Housing Opportunity Site 8 includes undeveloped areas and two special-status plants, known to occur in the region, were determined to have a low potential to occur on Housing Opportunity Site 8; Coulter's saltbush (Atriplex coulteri [CRPR 1B.2]) and southern tarplant (*Centromadia parryi ssp. Australis* [CRPR 1B.1 and OCTA NCCP/HCP Listed]).

Direct impacts to listed or special-status plants would include, for example, trampling or crushing from heavy equipment, vehicles, or foot traffic, alterations to the native seed bank due to soil compaction, and modifications to existing hydrological conditions. Potential indirect impacts could include the disruption of native seed banks through soil alterations, the accumulation of fugitive dust, increased erosion and sediment transport, and the colonization of non-native, invasive plant species.

If present during construction, impacts to candidate, sensitive, or special-status plant species would be considered significant and require mitigation.

Implementation of Mitigation Measures BIO-1, and BIO-2 would minimize impacts to special-status plant species. Implementation of Mitigation Measures BIO-1 and BIO-2 would protect special-status species and ensure that project design or avoidance mitigation would reduce impacts to a less than significant level. Implementation of these mitigation measures would reduce impacts to listed or special-status plants to a less than significant level.

Candidate, Sensitive, or Special-Status Wildlife

Project related impacts to state or federally listed and special-status wildlife species would be as follows:

Special-Status Invertebrates and Reptiles

The only Housing Opportunity Site identified to provide suitable habitat for special-status invertebrates and reptiles is Housing Opportunity Site 8. Due to the entirely developed nature of Housing Opportunity Sites 1-7 and the Main Street Program area, these sites were determined to not provide suitable habitat.

Within Housing Opportunity Site 8, one special-status reptile, southern California legless lizard (*Anniella stebbinsi* [CDFW Species of Special Concern]) and one special-status invertebrate, Crotch bumble bee (*Bombus crotchii* [State Candidate for Listing]) were determined to have a high potential to occur. Additionally, Monarch butterfly (*Danaus plexippus plexippus* pop. 1 [Federal Candidate and CDFW Special Animal]) was determined to have a moderate potential of occurrence for adults (overwintering) and a low potential for larvae depending on the presence of host plant (milkweed). Construction activities associated with future development projects facilitated by the Project could result in the direct loss of sensitive invertebrates and reptiles. Given the ecology of these species and cryptic nature, it is likely that some or all of the species may occur in or near the Housing Opportunity Sites and Main Street Program area. Direct impacts could result from potential mechanical crushing during construction, fugitive dust, and general disturbance due to increased human activity. Project implementation may also result in permanent loss of habitat. Therefore, to mitigate potential impacts from future development projects facilitated by the Project, Mitigation Measures BIO-1 and BIO-2 would be required. Mitigation Measure BIO-1 requires preparation of documentation of the status of special-status wildlife and plant species on the proposed development site and Mitigation Measure BIO-2 requires preparation of a Mitigation Plan if special-status wildlife and plant species are determined to occur onsite.

Special-Status Birds

Based on database reviews and knowledge of the area, both Ferruginous hawk (*Buteo regalis* [CDFW Watch List Species]) and Swainson's hawk (*Buteo swaisoni* [State listed as Threatened]) were determined to have a moderate potential to occur within Housing Opportunity Site 8. Beldin's savannah sparrow (*Passerculus sandwichensis beldingi* [State listed as Endangered]) was determined to have a high potential for occurrence within Housing Opportunity Site 8. Additionally, potential presence for bird species protected under the MBTA was identified for all Housing Opportunity Sites and the Main Street Program area due to the potential for birds to nest in the trees that are dispersed throughout each site.

Future development project activities facilitated by the Project have the potential to impact nesting birds. During the breeding season, construction activities could result in the displacement of breeding birds and

the abandonment of active nests. Potential indirect impacts could include the deterioration or removal of habitat, increased noise levels and human presence.

If future development projects facilitated by the Project involve construction that were to occur during the avian nesting season (generally considered to be between February 15th through September 15th; although some raptors species may nest as early as January) indirect impacts to nesting birds could occur; the MBTA of 1918 (16 USC 703-711) does not allow for take of migratory birds.

The MBTA makes it unlawful to possess, buy, sell, purchase, barter or "take" any migratory bird listed in Title 50 of the CFR Part 10. "Take" is defined as possession or destruction of migratory birds, their nests or eggs. Disturbances that cause nest abandonment and/or loss of reproductive effort or the loss of habitats upon which these birds depend may be a violation of the MBTA. The MBTA prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary. This act encompasses whole birds, parts of birds, and bird nests and eggs.

Future development project activities facilitated by the Project that result in the degradation to habitat for or the loss of endangered, threatened, or other special-status species would be considered a significant adverse impact requiring mitigation. Therefore, Mitigation Measure BIO-3 has been identified to reduce potential impacts to nesting birds. Mitigation Measure BIO-3 requires preparation of applicable preconstruction surveys for construction activities that would occur during the nesting season and requires appropriate minimization measures be implemented if active nests are found within the project site. Implementation of Mitigation Measure BIO-3 would reduce potential impacts to less than significant.

Specia- Status Mammals

Based on a review of available database information, no special-status mammal species have been documented within Project impact areas nor were any determined to have the potential to occur within the Housing Opportunity Sites or within the Main Street Program area. As no special-status mammals were determined to occur within the Housing Opportunity Sites or within the Main Street Program area, future development projects facilitated by the Project is not anticipated to result in impacts to special-status mammals.

As identified above, to reduce impacts to special-status wildlife and plant species, the City would be required to implement Mitigation Measures BIO-1, BIO-2, and BIO-3. Implementation of Mitigation Measures BIO-1 and BIO-2 would protect special-status species and ensure that project design or avoidance mitigation would reduce impacts to a less than significant level. Mitigation Measure BIO-3 would require preconstruction surveys to evaluate potential nesting bird habitat onsite for future development projects, which would protect protected birds and reduce impacts to less than significant. Implementation of these mitigation measures would reduce impacts to special-status species to a less than significant level.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The Biological Resources Assessment prepared for the Project included a 10 mile search radius of the City which includes the ORCC Specific Plan Project site.

Freshwater ponds are identified to be located within the ORCC Specific Plan Project site due to its existing uses as a golf course. Plant species documented or determined to have the potential to occur within the ORCC Specific Plan Project site include Horn's milk vetch. Wildlife specifies documented or determined to have the potential to occur within the ORCC Specific Plan Project site include the American bumble bee, ferruginous hawk, and western tidal-flat tiger beetle. Additionally, as the area is developed with existing golf course uses, the trees located within the ORCC Specific Plan Project site could provide suitable habitat for bird species. As the search radius for the Biological Resources Assessment included a 10 mile radius of the City, the ORCC Specific Plan Project site was included within the search radius for special-status plant and wildlife species. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM BIO-1: **Documentation of Plant and Wildlife Species.** Prior to the issuance of a building permit, all projects must provide documentation that the site does not include special-status or protected plant and wildlife species. If the species are found on the site, focused surveys shall be conducted prior to any ground disturbance activities. The documentation shall ensure that botanical surveys are conducted during the appropriate blooming period and any nesting bird surveys are conducted during the appropriate avian nesting season. If no special-status species are found on the project site, no additional action is necessary and the project can continue. If special-status species are found, no ground disturbance can occur and the project must either avoid the special-status species, or develop a mitigation plan approved by the City in consultation with the California Department of Fish and Wildlife. If offsite replacement is the only mitigation option available, the performance criteria shall be at a ratio specified by the resource agency such as the Army Corps of Engineers or the California Department of Fish and Wildlife.

MM BIO-2: **Mitigation Plan.** Prior to the issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City, the USFWS, and CDFW which shall include: (1) the responsibilities and qualifications of personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.

MM BIO-3: **Preconstruction Surveys.** Prior to the issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit) for future development projects facilitated by the Project, project applicants shall complete a preconstruction survey (or possibly multiple surveys) by a qualified biologist prior to construction activities to identify any active nesting locations within the project site. If the biologist does not find any active nests within the project site, the construction work shall be allowed to proceed. If the

biologist finds an active nest within the project site and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest, and the size of the buffer zone shall depend on the affected species and the type of construction activity. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a biological monitor shall take place within the buffer zone until the nest is vacated. The biologist shall serve as a construction monitor when construction activities take place near active areas to ensure no inadvertent impacts on these nests occur. Results of the preconstruction survey and any subsequent monitoring shall be provided to the California Department of Fish and Wildlife and the City.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Riparian Habitat or Natural Communities

Impact BIO-2	**The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.**

Impact Analysis

Sensitive natural communities are defined by CDFW (2018) as, "...communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects." All vegetation is ranked with an "S" state rarity rank; however, only those that are of special concern (S1-S3 rank) are evaluated under CEQA. Based on database and aerial photography review the Project area does not contain any sensitive natural communities.

The CNDDB records search indicated that there are four sensitive vegetation communities within a 10-mile radius of the Project area: Southern Coastal Salt Marsh, Southern Dune Scrub, Southern Foredunes, and Southern Cottonwood Willow Riparian Forest. The Southern Dune Scrub has a state rank of S1/Critically imperiled, at very high risk of extirpation in the jurisdiction due to very restricted range, very few populations or occurrences, very steep declines, severe threats, or other factors. The Southern Coastal Salt Marsh and Southern Foredunes has a state rank of S2/Imperiled, at high risk of extirpation in the jurisdiction due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors. The Southern Cottonwood Riparian Forest has a state rank of S3/Vulnerable, at moderate risk of extirpation in the jurisdiction due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.

As identified in Figures 4-1 and 4-2 of the Biological Resources Technical Report, though sensitive communities are identified within a 10-mile radius of the Project area, there are no sensitive natural communities located within any of the Housing Opportunity Sites or within the Main Street Program area. Additionally, as identified in the Biological Resources Technical Report, the entirety of Housing Opportunity Sites 1-7 and the Main Street Program area are developed. Housing Opportunity Site 8 is the only identified site that has undeveloped areas and the primary land cover at the Housing Opportunity

Site 8 is ruderal herbaceous with interspersed trees and disturbed/developed including a paved parking area and handball court. Though Housing Opportunity Site 8 provides some undeveloped areas, the site does not include any sensitive natural communities. Additionally, though all Housing Opportunity Sites and the Main Street Program area contain trees that could be used as potential nesting habitat by bird species protected under the MBTA, the potential nesting habitat for birds do not constitute a sensitive natural community. Therefore, future development projects located within the any Housing Opportunity Sites or within the Main Street Program area are not anticipated to result in impacts to riparian habitat or other sensitive natural communities. Therefore, there would be no impact.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project is located on an existing golf course site and therefore, though it could be considered as undeveloped, the site includes freshwater ponds and landscaping regularly managed in accordance with the golf course use. Due to the existing uses and landscaping onsite, the ORCC Specific Plan Project site may or may not include riparian habitat or other sensitive natural communities. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures

No mitigation would be required.

Level of Significance After Mitigation
No Impact.

Protected Wetlands

Impact BIO-3	**The Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.**

Impact Analysis

A formal delineation of jurisdictional wetlands, other "waters of the U.S.," Waters of the State, and CDFW jurisdictional waters was not conducted. However, the NWI has mapped a variety of wetland and water resources within and adjacent to the Project area (refer to the BRTR in Appendix C for a map of these resources). These features include Estuarine and Marine Deepwater, Estuarine and Marine Wetland, Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland, Freshwater Pond, and Riverine (USFWS 2024b).

The San Gabriel River flows west of the Project area and the Pacific Ocean is south of the Project area. The Los Alamitos Channel, a concrete lined riverine feature, flows directly to the west of Housing

Opportunity Site 2 - Leisure World. The remaining wetlands and waters features are more than 100 feet from each Housing Opportunity Sites and Main Street Program area. The Los Alamitos Channel is a known WOTUS because it is a tributary to the San Gabriel River. The San Gabriel River is also a known WOTUS. Additionally, these areas would qualify as Waters of the State and CDFW jurisdictional waters.

As the Los Alamitos Channel is located offsite of Housing Opportunity Site 2 and is separated from the site by a paved EVA access lane, future development of Housing Opportunity Site 2 is not anticipated to result in impacts to the Los Alamitos Channel. Additionally, the propensity of the Los Alamitos Channel to support special-status species and include wildlife habitat is limited as the Los Alamitos Channel is a concrete lined channel. As identified in the Biological Resources Technical Report, none of the Housing Opportunity Sites or the Main Street Program area contain any wetlands. Therefore, future development projects located within the Housing Opportunity Sites or the Main Street Program area would not result in adverse effects to protected wetlands and impacts would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project is located on an existing golf course site and the only aquatic features identified to occur within the ORCC Specific Plan Project site are freshwater ponds located throughout the golf course. The National Wetlands Inventory does not identify any wetlands to occur on the ORCC Specific Plan Project site. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures

No mitigation would be required.

Level of Significance After Mitigation
No Impact.

Migratory Wildlife Corridors

Impact BIO-4	**The Project would not 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.**

Impact Analysis

Wildlife Movement and Migratory Corridors

Studies suggest that habitat fragmentation and isolation of natural areas ultimately results in the loss of native species within those communities (Soulé et al., 1988). The ability for wildlife to move freely among populations is important to long-term genetic variation and demography. Fragmentation and isolation of natural habitat may cause loss of native species diversity in fragmented habitats. In the short term, wildlife

movement may also be important to an animal's ability to occupy home ranges, if a species range extends across a potential movement barrier. These considerations are especially important for rare, threatened, or endangered species, and wide-ranging species such as large mammals, which exist in low population densities.

As identified in the Biological Resources Technical Report, the Project area includes disturbed/developed and ruderal herbaceous landcover types. These are comprised of shopping centers and paved parking lots, fenced parks, and disturbed open space. The surrounding area is characterized by development, roadways, undeveloped/disturbed open space, agriculture, and the Seal Beach National Wildlife Refuge to the southeast of the Project area. Most of the landcover types pose significant barriers to terrestrial wildlife movement including buildings, fences, and multi-lane roadways. Within the Project area, the level of urban development and the presence of physical barriers surrounding the Project area would significantly constrain the passage of most large terrestrial wildlife known to occur in the region. Based on the location of the sites, the sites do not function as a wildlife movement corridor. Therefore, the Housing Opportunity Sites and the Main Street Program area do not occur within any known wildlife movement corridor or habitat linkage.

There are no known bird or bat migratory corridors that would be directly impeded by the Project. Large concentrations of migrants are not known to utilize any specific portion of the proposed Housing Opportunity Sites and Main Street Program area and Project activities are not expected to preclude use of the area. Migrating birds would have access to native habitat communities within adjacent areas. Therefore, the Project is not anticipated to interfere with the movement of wildlife species or with a migratory wildlife corridor and would not impede the use of native wildlife nursery sites and there would be no impact.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project is located on an existing golf course site which is surrounded by existing urban development. The operation of the golf course and its location within the City would be anticipated to preclude use of the area as a wildlife corridor or wildlife nursery site; however, as the site could provide some suitable habitat for wildlife onsite, it cannot be ruled out. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation would be required.

Level of Significance After Mitigation
No Impact.

Habitat Conservation Plan

Impact BIO-5	**The Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.**

Impact Analysis

The Orange County General Plan, City of Seal Beach General Plan, and OCTA/California Department of Transportation NCCP/HCP were all reviewed and the Project would not conflict with any of these plans or other City of Seal Beach ordinances, therefore there would be no impact.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The development of the residential component of the ORCC Specific Plan Project would not be anticipated to result in conflict with adopted conservation plans as buildout of the ORCC Specific Plan Project would be required to comply with the provisions of applicable conservation plans. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

3.3.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative biological resources impacts includes the immediate project vicinity and the region. This geographic scope is appropriate for biological resources because it encompasses the mosaic of representative land cover and habitat types (and associated biological resources) affected by the Project.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.3-5 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to recreation and therefore were analyzed in this cumulative discussion.

Table 3.3-5: Cumulative Projects Related to Biological Resources

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units	Approved (By City of Long Beach)	600

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
			and 4,000 square-feet of ground-level restaurant space		
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46);	Candidate site identified in the County of Orange's Housing Element as a site for potential	Proposed in Housing Element Update (By Orange County)	619

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
		3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	future residential development		
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

Future developments facilitated by the Project in conjunction with cumulative development in the City and nearby areas, would increase development in ruderal and developed/disturbed areas and could result in impacts to biological resources. The Housing Opportunity Sites and the Main Street Program area provide limited value as wildlife corridors due to their proximity to previous developments; however, some sites are in close proximity to natural areas, which could function as a wildlife corridor and could be impacted by future development. Therefore, potential biological impacts would require evaluation on a case-by-case basis at the project level when future development is proposed. Though the City and majority of the surrounding areas are highly urbanized and disturbed, some cumulative developments identified in the table above may be located on sites that are less disturbed and could have the potential to provide habitat for wildlife. Unless exempt, each cumulative project would require separate discretionary permit approval and evaluation under CEQA, which would address potential biological resource impacts and identify necessary mitigation measures, where appropriate.

Consequently, the Project would not result in significant environmental impacts from the violation of biological resource requirements, the taking of special-status plants or wildlife, or degradation of wildlife corridors. Therefore, with the implementation of mitigation and compliance with regulatory requirements, the Project's contribution to cumulatively considerable impacts on biological resources would be less than significant.

3.3.5 References

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3.4 CULTURAL RESOURCES

This section describes impacts on cultural resources that would result from implementation of the Project. Included is a summary of applicable policies and regulations related to cultural resources and review of existing conditions. It also describes impacts on cultural resources that would result from implementation of the Project, based on the Cultural Resources Assessment prepared by Stantec Consulting Services in April 2025 (Appendix D).

SUMMARY OF IMPACTS

The Project could cause a substantial adverse change in the significance of a historic resource as identified in Section 15064.5; however, with implementation of Mitigation Measure CUL-1, impacts would be less than significant.

The Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; however, with implementation of Mitigation Measures CUL-2 and CUL-3, impacts would be less than significant.

The ORCC Specific Plan area is located directly north of the Naval Weapons Station across I-405 (a historic resource) and directly south of the Los Alamitos JFTB (a potential historic resource). The development of the residential component of the ORCC Specific Plan Project would change the visual character of the area adjacent to the Naval Weapons Station and Los Alamitos JFTB. Additionally, development of the residential component of the ORCC Specific Plan would require excavation and earthmoving activities during construction which could have the potential to unearth buried archaeological deposits during development. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.4.1 Environmental Setting

Precontact Archaeology

Researchers divided the regional precontact chronology into four-stages describing changing artifact assemblages and evolving ecological adaptations. The principal regional chronology divides the precontact era by major cultural changes within general time periods. Wallace defined four cultural horizons, or periods, for Southern California. These include the Early Period, the Millingstone Period, the Intermediate Period, and the Late Prehistoric Period (Stantec 2024). These periods are summarized below.

The Early Period covers the period between approximately 10,000 and approximately 5500 BC, although recent data from the Farpoint Site (CA-LAN-451) in Malibu indicates “Clovis Culture” occupation dating well before 10,000 years ago. Artifacts and cultural activities from Clovis and Early Period sites represent a predominantly hunting culture. Although Clovis and Early Period sites in Southern California are rare, several traits are characteristic of sites occupied during this period. This list includes locations on the

shorelines of ancient lakes and marshes. In coastal areas, such sites are located along stream channels or near estuaries. Although the bow and arrow do not exist, the atlatl and dart have been identified in assemblages from this period. An array of specialized cobble, core, flake, and blade implements are also known. In certain areas, the presence of extremely large, often fluted bifaces marks the Clovis and Early Period.

The Early Period is followed in time by the Millingstone Period. Sites from the Millingstone Period (post-5500 BC) typically contain ground stone artifacts such as manos, metates, and cogged stones, as well as soapstone objects. Wallace suggests that Millingstone Period cultures were generally hunter-gatherers who spent much time collecting and processing plants. When bifaces are found on Millingstone Period sites, they are commonly large and associated with the use of the atlatl.

Drover et al. (1983) suggest that early Millingstone Period sites represent refuse from mobile hunters and gatherers who used coastal resources during the winter and inland resources throughout the remainder of the year (Stantec 2024). Subsistence strategies included intensive hunting of small and large land mammals, sea mammals, and birds, as well as near-shore fishing and shellfish collecting. Elsewhere, small mammals were hunted and seeds were collected, as documented by the many millingstones found at Millingstone Period sites throughout the Southern California region.

By 3000 BC, coastal populations began greater reliance on marine resources. The remains of near-shore and deep-sea fish appear more often as refuse in middens. Much further inland, populations centered around pluvial lakes created by runoff from melting glaciers. In coastal areas, there was an increased use of the mortar and pestle, which marked a technological change in the manner seeds were processed. Instead of using just mano and metate, smaller seeds could be better contained in the basket-like mortar or hopper mortar (a basket affixed with asphaltum to a mortar base), and it is possible that the mortar and pestle indicate a diversification in seed collecting strategy. The use of the mortar and pestle marks Wallace's Intermediate Period. Additional artifacts found predominantly within the Intermediate Period include discoidals and crescentics (crescentically shaped flaked-stone artifacts).

The Late Prehistoric Period begins at approximately AD 500. During this period, artifact changes and new cultural practices occur. Smaller projectile points, representing bow-and-arrow hunting, appear on Late Period sites. This period is also marked by steatite effigies and by cremation as an interment practice. These artifacts and practices have been linked to a proposed Shoshonean (Takic) immigration from the Great Basin that ended at the coast, although there is a difference of opinion among experts regarding the timing of this proposed Takic migration. By AD 1000, smoking pipes and ceramic pottery occur, although ceramic smoking pipes may occur somewhat earlier, within the later portion of the Intermediate Period. Dating of sites to the Late Period also depends on the occurrence of other items such as Salton Sea (Obsidian Buttes) obsidian. Sites within the region occasionally contain the vitreous lithic (glassy stone) called Grimes Canyon fused shale, which originates from Ventura County (Stantec 2024).

History of Seal Beach

The coastal area that officially became Seal Beach in 1915 was known as Anaheim Landing during the mid- to late-nineteenth century. After the gold rush, the Anaheim Landing Company established Anaheim Landing in 1857 in a small bay at the mouth of Anaheim Creek. The landing served as a port for the

Santa Ana Valley. Anaheim Landing's decline began in 1875 when the railroad arrived in Anaheim and provided a more efficient means to ship goods from the coast to inland settlements. Around this time, the beaches around Anaheim Landing became a popular destination for tourists seeking respite from hot summer days in the valley, and tent city, with 25 square foot lots, grew near the former Anaheim Landing site. In 1904, J.C. Ord, a Civil War veteran, hired a 30–mule team to bring his small general store building from Los Alamitos to Bay City, where he set it down at the southwest corner of what is now known as Main Street and Electric Avenue.

In 1903, after successfully developing Huntington Beach, Phillip A. Stanton used his capital to form the Bayside Land Company, and with J.C. Ord and Isaac Lothian, developed Bay City just north of the former Anaheim Landing site. Stanton was the City's major champion and heavily promoted Bay City.

Bay City was officially incorporated on October 25, 1915, with the new name of Seal Beach. This name was derived from the many seals that lazed on the City's beach, and the name change was necessary as there was already an incorporated community named Bay City. J.C. Ord was one of five trustees voted into office in October 1915, the second Mayor, Postmaster, and the first Judge. His store on Main Street was the Post Office and Court House, and the Jail House when it was necessary. Seal Beach also became home to the Joy Zone at the base of the pier, with a dance hall, cafe, bath house, and large wooden roller coaster, attracting a large volume of tourists and becoming known for being a little on the wild side.

Seal Beach grew as a residential community during the 1920s. Between 1920 and 1930, the City's population swelled from 669 to 1,156, and by 1931, various businesses lined Main Street, and scattered dwellings dotted the remaining streets. Businesses on Main Street included restaurants, a billiard hall, beauty shops, a tailor, the City post office, grocers, drug stores, a hotel, and an automotive repair store.

During the 1930s, the development of Seal Beach stalled. The Great Depression and closure of the Joy Zone slowed all activity, and the 1933 Long Beach earthquake also impacted the community. The 6.4 magnitude quake, the largest known earthquake to occur in the Los Angeles region at that time, struck on the evening of March 10th and damaged or destroyed many of the buildings in Seal Beach. Collectively, the Depression, the 1933 earthquake, and the closure of offshore gambling establishments held the City's development at bay, though it retained its sin city characterization for a while longer.

World War II began a period of significant physical and social change in Seal Beach. In 1944, the Navy purchased most of the land around Anaheim Landing to construct the United States Navy's Naval Weapons Station Seal Beach for loading, unloading, and storing of ammunition for the Pacific Fleet. Today, Naval Weapons Station Seal Beach is the Navy's primary West Coast ordnance storage, loading, and maintenance installation. Located entirely within Naval Weapons Station Seal Beach is the Seal Beach National Wildlife Refuge, which was established in 1972 and protects habitat for threatened and endangered species.

The influx of new residents during the war, chiefly from the Naval Weapons Station Seal Beach workforce, and a series of residential and commercial developments in the post-World War II period, began the transformation of Seal Beach into a middle-class seaside community, with a 129 percent

increase in Seal Beach's population between 1940 and 1950. This growing population sought to dispel the City's long-held ill reputation and create a more family-oriented community.

A series of residential and commercial developments in the post-World War II period began the transformation of Seal Beach from a city known as "wild" to a middle-class seaside community. During the 1960s and 1970s, the City expanded from Old Town historic core to include Leisure World Seal Beach and the Marina Hill (also known as the Hill), College Park West, and College Park East subdivisions. Ross Cortese, a successful developer in Downey and Anaheim, established Leisure World Seal Beach, which would come to represent a third of Seal Beach's population. In 1962, the first residents of Leisure World Seal Beach moved in, and by 1964, all original 6,608 planned units had been purchased (Stantec 2024).

During the 1960s and 1970s, as the previously undeveloped portions of Seal Beach were platted and neighborhoods emerged, Old Town remained static in comparison. Storefronts were often boarded, and divey bars were still clustered near the pier. The western portion of Old Town, adjacent to the San Gabriel River, was mostly industrial in the 1960s and included a sewage disposal plant and oil separating facility. However, Old Town and its immediately adjacent neighborhood, the Hill, were not void of development. In 1966, the Seal Beach Shopping Center was constructed across the Pacific Coast Highway from Main Street in the Hill neighborhood.

As Seal Beach approached the twenty-first century, the City had become a densely developed suburban community, outside of Naval Weapons Station Seal Beach, which continued to occupy the majority of the City, and provided a natural isolation from neighboring Huntington Beach and Westminster. Main Street outlived its racy reputation, and came to represent itself as the charming hub of an historic beach community, still with a hardware store, nursery, and post office, along with local restaurants, service businesses, and shops, while major property owner, The Bixby Ranch Company, sold its large landholdings in the northern end of town for development.

3.4.2 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966, as amended, authorized the creation of the National Register of Historic Places (NRHP). The NRHP is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment (Title 36 CFR Part 60.2)." For a property to be considered eligible for the NRHP, it must typically be at least 50 years old and meet one or more of four criteria for evaluation set forth in 36 Code of Federal Regulations Part 60.4:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history (Title 36 CFR Part 60.4).

A property must also be significant within a historic context under one or more of the criteria listed above. "National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation" states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear (Title 36 CFR Part 60.4)." A historic property must therefore represent an important aspect of history or prehistory.

In addition to possessing significance, a property must possess integrity, defined by seven aspects:

Location: the place where the historic property was constructed or the place where the historic event took place.

Design: the composition of elements that constitute the form, plan, space, structure, and style of a property.

Setting: the physical environment of a historic property that illustrates the character of the place.

Materials: the physical elements combined in a particular pattern or configuration.

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period of history.

Feeling: the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time.

Association: the direct link between a property and the event or person for which the property is significant (Andrus and Shrimpton undated).

State

California Environmental Quality Act

The state CEQA Guidelines set the standard for determining whether a proposed project will result in a "substantial adverse change" in the significance of historical resources in Title 14 CCR Section 15064.5(b), which states:

> "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment (Title 14 CCR Section 15064.5[b])."

Title 14 CCR Section 15064.5(b)(1) further clarifies "substantial adverse change" as:

> "Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (Title 14 CCR Section 15064.5[b][1])."

Title 14 CCR Section 15064.5(b)(2) in turn explains that a historical resource is "materially impaired" when a project:

> "Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA (Title 14 CCR Section 15064.5[b][2])."

As a result, the test for determining if a proposed project will have a significant impact on an identified historical resource is whether the project will alter the physical integrity of the historical resource in an adverse manner such that it would no longer be eligible for the NRHP, the California Register of Historical Resources (CRHR), or other landmark programs.

If an impact on a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact (14 CCR Section 15126.4 (a)(1)). Mitigation of significant impacts must lessen or eliminate the physical impact that the project would have on the resource. CEQA requires that all feasible mitigation be undertaken even if it does not mitigate impacts to less-than-significant levels (14 CCR Section 15126.4(a)(1)).

California Register of Historical Resources

The CRHR was established in 1992 by Assembly Bill 2881. It is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts (Andrus and Shrimpton undated). The criteria for eligibility of listing in the CRHR are based upon the NRHP criteria, and are identified as 1–4 instead of A–D. To be eligible for the CRHR, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of these four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

2. It is associated with the lives of persons important to local, California, or national history; or

3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Like the NRHP, properties eligible for the CRHR may include buildings, sites, structures, objects, and districts. The enabling legislation for the CRHR is less rigorous than the NRHP with regard to the issue of integrity, yet the expectation is that eligible properties should retain enough of their historic-period character or appearance to be recognizable as historical resources and to convey the reasons for their significance (California OHP undated).

Evaluations for the CRHR are based upon the evaluation instructions and classification system prescribed by the California Office of Historic Preservation (OHP) in its "Instructions for Recording Historical Resources," which include Status Codes to classify potential historical resources. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports.

The CRHR may include properties identified during historic resource surveys. However, properties included must be based on surveys that meet these criteria:

1. The survey has been or will be included in the State Historic Resources Inventory;

2. The survey and the survey documentation were prepared in accordance with office (OHP) procedures and requirements;

3. The resource is evaluated and determined by the office (OHP) to have a significance rating of Category 1 to 5 on a DPR Form 523; and

4. If the survey is five or more years old at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource (PRC Section 5024.1).

California Health and Safety Code

Section 7050.5 of the California Health and Safety Code (HSC) states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification.

Section 5097.98 of the California Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to HSC Section 7050.5, shall immediately notify those persons (i.e., the Most Likely Descendent or "MLD") it believes to be descended from the

deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022 and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to cultural resources are presented below:

Cultural Resources Element

Goal 1: Preserve and protect historical, archaeological, and paleontological resources.

- **Policy 1:** Balance the benefits of development with the project's potential impacts to existing cultural resources.
- **Policy 2:** Identify, designate, and protect sites and buildings of historical importance.
- **Policy 5:** Assess development proposals for potential impacts to significant archaeological resources pursuant to Section 15064.5 of the California Environmental Quality Act (CEQA). Require a study conducted by a professional archaeologist for all development proposals located in areas known to be sensitive for cultural resources.

City of Seal Beach Municipal Code

The City's Residential Conservation Overlay District Ordinance (Ordinance No. 1598) defines locally significant historic structures as "those residential structures constructed prior to 1925" (Title 11 Part III Chapter 11.3.05.005). The Ordinance states:

> "These locally-significant historic structures represent the city's unique historical, social and cultural foundations and should be preserved as living parts of community life and development in order to build a greater understanding of the city's past and give future generations the opportunity to appreciate, understand and enjoy the city's remaining historic heritage (Title 11 Part III Chapter 11.3.05.005)."

Unlike the NRHP and CRHR, the City's Residential Conservation Overlay District Ordinance has no criteria for designating properties as locally-significant historic structures and makes no mention of concepts such as physical integrity or period of significance.

The Seal Beach Historic Resources Foundation currently acts as a hub and repository for historic photographs and stories to preserve and celebrate the history of Seal Beach.

3.4.3 Environmental Impacts

This section analyzes the Project's potential to result in significant cultural resources impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following impact analysis is based on the Cultural Resources Assessment prepared for the Project by Stantec in October 2024 (Appendix D). The Cultural Resources Assessment included a records search at the South Central Coastal Information Center (SCCIC), literature review, and review of California Building Environment Resource Directory (BERD). The records search was completed in accordance with the CEQA guidelines.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's cultural resources impacts are significant.

Would the Project:

- *Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*
- *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *Disturb any human remains, including those interred outside of formal cemeteries?*

Impact Analysis and Mitigation Measures

Historical Resources

Impact CUL-1	**The Project could cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5.**

Impact Analysis

The threshold for determining significant impacts to historical resources in the CEQA Guidelines is whether the Project would cause a substantial adverse change, which is defined as demolition, destruction, relocation, or alteration of the resource or its immediate vicinity such that the historical resource is materially impaired. A historical resource would be materially impaired if a Project alters in an adverse manner those physical characteristics that convey its significance and that justify its eligibility for inclusion in the NRHP, CRHR, and/or local register (14 CCR Section 15064.5[b][2]).

CEQA defines historical resources as (1) resources eligible for or listed in the CRHR and/or NRHP; (2) resources listed in a local register; or (3) resources identified as historically significant in a historic resources survey. Historical resources are also typically at least 50 years old because of NPS and OHP minimum-age requirements for NRHP and CRHR eligibility. Therefore, buildings, structures, sites, objects, and districts that meet this age threshold and have not been previously evaluated generally have the potential to be identified as historical resources unless a detailed evaluation is prepared demonstrating that it is not eligible for national, state, and/or local listing. For the purpose of evaluating a resource's eligibility as a historical resource, a minimum-age threshold of 45 years is commonly recommended to account for the delay between resource identification and a CEQA lead agency's approval of a project.

Stantec consulted the BERD to determine if the Housing Opportunity Sites and Main Street Program contains any resources listed in or determined eligible for the NRHP or CRHR, designated as California Registered Historical Landmarks or California Points of Historical Interest, or evaluated in historic resource surveys and other planning activities. One resource listed in the BERD is within the Housing Opportunity Sites and Main Street Program and two resources are immediately adjacent. Of the three resources previously recorded in BERD, the Naval Weapons Station was previously determined eligible for the NRHP and is a historical resource as defined by CEQA.

Table 3.4-1: Previously Recorded BERD Resources

Name	Address	OHP Status Code(s)	Within Housing Opportunity Site/Main Street Program?
Seal Beach Red Car	Electric Avenue	7P	No—adjacent
Naval Weapons Station	800 Seal Beach Blvd	2S2	No—adjacent
Seal Beach Plaza	13962 Seal Beach Blvd	6Y	Yes

Notes:

2S2 – Individually determined eligible for the NRHP by consensus throughout Section 106 process. Listed in the CRHR.

5S1 – Individually listed or designated locally.

6Y – Determined ineligible for the NRHP by consensus through Section 106 process – Not evaluated for CRHR or local listing. Appears individually eligible for the NRHP through survey evaluation.

7P – State Point of Historical Interest that does not meet the CRHR criteria.

The City does not have an identified Historic District or an inventory of historical resources or landmarks located within the City. However, the City has identified a few resources within the City that are considered by the City to be locally historic resources or community landmarks. Stantec consulted with the City of Seal Beach to determine if the Housing Opportunity Sites and Main Street Program contain any locally designated resources. One resource within the Main Street Program is designated as a City historic resource, the Bay Theater, under Resolution No. 6685. The Bay Theater is a historical resource as defined by CEQA and has an OHP status code of 5S1 which is defined above in Table 3.4-1. This is a City identified landmark that has not met the qualifications for listing in federal, state, or local historic resources inventories. One historical resource listed in the CRHR, the Naval Weapons Station, is located adjacent to Housing Opportunity Sites 1, 3, and 6. In addition, previously unidentified resources 45 years old or older have the potential to be historical resources as defined by CEQA due to their age. Sixteen structures are potentially 45 years old or older on Housing Opportunity Sites 1–2, 4, and 6–8. An unknown number of structures within the Main Street Program area are 45 years old or older. Additionally, though not listed in or eligible to be listed in any historical resources inventory, Los Alamitos JFTB is an area that provides historical significance to the City and may be determined to be a historical resource or landmark of importance by the City. Housing Opportunity Sites 4 and 5 are located within close proximity to Los Alamitos JFTB.

The Project would have no direct impact on historical resources. The Project involves the establishment of a new zoning designation and rezoning of sites within the eight Housing Opportunity Sites and Main Street Program area to plan for potential future housing developments within the City. The Project's actions would not directly cause a substantial adverse change to historical resources due to demolition, destruction, relocation, or alteration resulting in a loss of integrity.

The Project would potentially have indirect impacts on historical resources as it may facilitate future development activities that would directly or indirectly cause a substantial adverse change to historical resources. Two identified historical resources are within or adjacent to the Project area, as well as an unknown number of previously unevaluated resources 45 years old or older that have the potential to be historical resources. It is possible that future development activities may demolish or significantly alter

these known and unknown historical resources or introduce a new visual element that alters a resource's setting. As such, indirect impacts to historical resources would be potentially significant.

The implementation of Mitigation Measure CUL-1 discussed below would reduce impacts to historical resources. This would be accomplished by requiring a process for the identification of historical resources and the analysis of potential impacts on historical resources resulting from future development activities. Therefore, with the incorporation of the mitigation measure, the Project impacts would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The ORCC Specific Plan Project area is located directly south of the Los Alamitos JFTB and directly north of the Naval Weapons Station across I-405. The Naval Weapons Station is a historical resource as defined by CEQA; however, the Los Alamitos JFTB is not listed in or eligible to be listed in any historical resources inventory. As Los Alamitos JFTB is an area that provides historical significance to the City, it may be determined to be a historical resource or landmark of importance by the City. The development of the residential component of the ORCC Specific Plan Project would change the visual character of the area adjacent to the Naval Weapons Station and Los Alamitos JFTB. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM CUL-1: **Development Review Process for Historical Resources.** Prior to approval of discretionary projects at any of the eight Housing Opportunity Sites or within the Main Street Program area, City staff shall determine whether the project applicant should conduct further study to assess the project's potential impacts on historical resources. Further study is required if the project is located on the same parcel or within 100 feet of a known historical resource. Further study is also required if the project is located on the same parcel as a building, structure, or object 45 years old or older from the date the discretionary permit application was filed. If further study is necessary, the City shall require the project applicant to retain a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards in architectural history. The qualified consultant shall prepare a Historical Resource Evaluation Report (HRER). The HRER should involve a California Historic Resources Information System (CHRIS) and California Built Environment Resource Directory (BERD) records search and preparation of a historic context. If a building, structure, or object on the parcel is 45 years old or older and has not been previously identified as a historical resource, the consultant should prepare an evaluation for NRHP, CRHR, and local landmark eligibility per NPS, OHP, and City guidelines. All evaluated resources should be documented on Department of Parks and Recreation Series 523 Forms. The qualified consultant should

analyze potential project impacts and provide recommendations for avoiding or otherwise mitigating potentially significant impacts to historical resources, which shall be enforced as conditions of approval for the project.

Level of Significance After Mitigation
Less than Significant Impact with Mitigation.

Archaeological Resources

Impact CUL-2	**The Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.**

Impact Analysis

CEQA requires a lead agency to determine if an archaeological cultural resource meets the definition of a historical resource, a unique archaeological resource, or neither (CEQA Guidelines Section 15064.5(c)). Prior to considering potential impacts, the lead agency must determine whether an archaeological cultural resource meets the definition of a historical resource in CEQA Guidelines Section 15064.5(c)(1). If the archaeological cultural resource meets the definition of a historical resource, then it is treated like any other type of historical resource in accordance with CEQA Guidelines Section 15126.4. If the archaeological cultural resource does not meet the definition of a historical resource, then the lead agency determines if it meets the definition of a unique archaeological resource as defined at CEQA Section 21083.2(g). In practice, however, most archaeological sites that meet the definition of a unique archaeological resource will also meet the definition of a historical resource. Should the archaeological cultural resource meet the definition of a unique archaeological resource, then it must be treated in accordance with CEQA Section 21083.2. If the archaeological cultural resource does not meet the definition of a historical resource or an archaeological resource, then effects to the resource are not considered significant effects on the environment (CEQA Guidelines Section 15064.5(c)(4)).

As identified in the Cultural Resources Assessment prepared for the Project, three archaeological cultural resources have been identified at, or in the vicinity of, one of the Housing Opportunity Sites: P-30-000143, P-30-000264, and P-30-001546. The status of these three archaeological cultural resources is unknown at this time, including their integrity (i.e., whether these sites contain intact subsurface archaeological deposits) and their eligibility for listing in either the CRHR or NRHP. At least two of these sites have reported Native American human remains, and regardless of these sites' status as historical resources or archaeological resources under CEQA, the presence of such remains triggers protections under sections of the California PRC and HSC, as described in Cultural Resources Assessment prepared for the Project. Additionally, other precontact and historic-period archaeological cultural resources have been identified in Seal Beach, and the potential to unearth buried archaeological deposits during development cannot be ruled out and should be assessed on a project and site-specific basis.

The Project, therefore, may have direct impacts on known archaeological cultural resources (including those that qualify as "historical resources" and "archaeological resources" under CEQA) as well as previously unrecorded cultural resources that could be unearthed during ground disturbance. Future developments facilitated by the Project could cause a substantial adverse change to archaeological

cultural resources due to their demolition, destruction, relocation, or alteration resulting in a loss of integrity. As such, impacts to archaeological cultural resources would be potentially significant.

To mitigate significant impacts to archaeological cultural resources, Mitigation Measures CUL-2 and CUL-3 would be required. Mitigation Measure CUL-2 outlines the required development review process for archaeological resources for future development projects and Mitigation Measure CUL-2 outlines requirements to be followed if human remains are found during construction activities. With implementation of Mitigation Measures CUL-2 and CUL-3, potential impacts related to archaeological resources would be reduced and the Project would result in a less than significant impact with mitigation incorporated.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. Development of the residential component of the ORCC Specific Plan Project would require excavation and earthmoving activities during construction. As precontact and historic-period archaeological cultural resources have been identified in the City, the potential to unearth buried archaeological deposits during development cannot be ruled out. The ORCC Specific Plan Project site is located in an area of high sensitivity for precontact Native American resources. Additional study of this future development is recommended to fully assess future project impacts on historical resources, archaeological resources, and tribal cultural resources. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM CUL-2: **Development Review Process for Archaeological Resources.** Prior to approval of discretionary projects that include ground-disturbing activities, City staff shall conduct a records search at the South Central Coastal Information Center to review the current data on file for the project location. If it is determined that known archaeological cultural resources are within a 0.25-mile of the project site, the City shall require the project applicant to retain a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in archaeology to assess the project's potential impacts to archaeological cultural resources. Further study may include a survey of the project location; controlled excavation to determine the presence of subsurface archaeological deposits; a review of relevant literature, including historical maps and published archaeological and ethnographic sources; and consultation with local Native American tribes. The qualified archaeologist shall provide recommendations for avoiding or otherwise mitigating potentially significant impacts to archaeological cultural resources and human remains, which shall be enforced as conditions of approval for the project.

MM CUL-3: **Human Remains.** The City shall use the development review process to identify human remains, including those interred outside of formal cemeteries, and follow the appropriate

procedures outlined under Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98. Should human remains be found on a project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall be disturbed until the Orange County Coroner is contacted and determines that no investigation of the cause of death is required. If an investigation is required, and the coroner determines the remains to be Native American then: (1) the coroner would contact the Native American Heritage Commission (NAHC) within 24 hours; (2) the NAHC would identify the person or persons it believes to be the most likely descended from the deceased native American; (3) the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

3.4.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)).

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. As identified in Table 3.0-2 in Section 3.0, Environmental Analysis, the geographic scope of impacts for cultural resources is limited to the specific project site. The potential for impacts to occur to known and unknown cultural resources is site-specific and cannot combine with cumulative projects to produce a larger impact and therefore, cultural resources does not contribute to cumulative impacts. As such, a table of related projects that contribute to cumulative tribal cultural resources impacts is not included within this section.

However, indirect cumulative impacts could occur if the Project and related projects cumulatively effect historical resources. Because the specific direct and indirect impacts of the Project and future cumulative projects are unknown, it is possible that the incremental effects on historical resources could be cumulatively considerable. Potential cumulative impacts include contributing to impacts to historical resources in the immediate vicinity; contribute to changes to the same historical resource; or involve resources that are examples of the same property type as those within the Project area. The Project, in conjunction with other cumulative development identified in Table 3.0-3 has the potential to cumulatively impact historical resources. However, as identified above, proposed mitigation measures would reduce potential impacts to a less than significant level related to historical resources. Unless exempt, each cumulative project would require separate discretionary approval and evaluation under CEQA, which would address potential historical and archaeological impacts and identify necessary mitigation

measures, where appropriate. Each cumulative project would be anticipated to require implementation of similar mitigation measures as those identified for the Project to reduce potential project specific impacts to cultural resources. Therefore, with implementation of mitigation measures and compliance with regulatory requirements, the Project would not result in a cumulatively considerable impact related to historical or archaeological cultural resources.

3.4.5 References

Stantec. 2025. Cultural Resources Assessment Report, April 2025. PDF.

3.5 ENERGY

This section describes the environmental and regulatory setting energy resources. It also describes existing conditions and potential impacts relative to energy resources that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the impact is less than significant.

The Project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and the impact is less than significant.

The residential component of the ORCC Specific Plan Project were considered within the energy demand calculations and consistency analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.5.1 Environmental Setting

Within Orange County, energy is provided in the form of petroleum fuel (gasoline and diesel), electricity, and natural gas. In 2022, approximately 13.6 billion gallons of gasoline and approximately 3.1 billion gallons of diesel fuel for motor vehicles were purchased within California (CDTFA 2024).

Southern California Edison (SCE) is the utility company that provides electricity to the City of Seal Beach. In 2022, for their standard power mix, approximately 33.2 percent of SCE’s electricity came from renewable resources including solar, wind, geothermal, biomass and small hydroelectric sources. Additionally, approximately 45 percent of SCE's total electric power mix is from GHG-free sources, which includes nuclear and large hydroelectric sources of energy (SCE 2024). In 2022, Orange County consumed approximately 20,244 gigawatt hours (GWh) of electricity, 39 percent of which is attributed to residential land uses (CEC 2016a).

Natural gas is used for cooking, space heating, generating electricity, and as an alternative transportation fuel. Natural gas service is provided to the City by the Southern California Gas Company (SoCalGas). In 2022, Orange County consumed approximately 572 million therms of natural gas, 61 percent of which is attributed to residential land uses (CEC 2016b).

3.5.2 Regulatory Setting

The following includes the key federal, state, and local regulations related to energy resources that are applicable to the Project.

Federal

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission is an independent agency that regulates the interstate transmission of electricity, natural gas, and oil. The Federal Energy Regulatory Commission also reviews proposals to build liquefied natural gas terminals and interstate natural gas pipelines as well as licensing hydropower projects. Licensing of hydroelectric facilities under the authority of the Federal Energy Regulatory Commission includes input from state and federal energy and power generation, environmental protection, fish and wildlife, and water quality agencies.

National Energy Conservation Policy Act

The National Energy Conservation Policy Act (42 U.S. Code [USC] Section 8201 et seq.) serves as the underlying authority for federal energy management goals and requirements and is the foundation of most federal energy requirements. The National Energy Conservation Policy Act also established fuel economy standards for on-road motor vehicles in the United States. The National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. NHTSA and USEPA are taking coordinated steps to enable the production of clean energy vehicles with improved fuel efficiency. NHTSA sets the Corporate Average Fuel Economy (CAFE) levels, which are rapidly increasing over the next several years to improve energy security and reduce fuel consumption. In March 2022, the NHTSA finalized CAFE standards for model years 2024 to 2026. The standards require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks by model year 2026. The NHTSA projects that the foregoing standards will avoid consumption of approximately 234 billion gallons of gasoline between model years 2030 to 2050 (NHTSA 2022).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA) aimed to increase U.S. energy security, increased CAFE standards for motor vehicles, and included provisions related to energy efficiency, such as renewable fuel standards (RFS), appliance and lighting efficiency standards; and building energy efficiency standards. The EISA required increasing levels of renewable fuels to replace petroleum. The USEPA is responsible for developing and implementing regulations to ensure transportation fuel sold into the U.S. contains a minimum volume of renewable fuel.

The RFS programs regulations were developed in collaboration with refiners, renewable fuel products, and other stakeholders and were created under the Energy Policy Act of 2005. The RFS program established the first renewable fuel volume mandate in the U.S. As required under the EISA, the original RFS program required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. The RFS program was expanded in several ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation’s renewable fuels sector. The updated program is referred to as RFS2, and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required by USEPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternate energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

Federal Vehicle Standards

The Energy Policy and Conservation Act of 1975 (EPCA) mandated that the NHTSA establish and implement a regulatory program for motor vehicle fuel economy, known as the CAFE program, to reduce national energy consumption. As codified in Chapter 329 of Title 49 of the USC, as amended by the EISA, EPCA sets forth specific requirements concerning the establishment of average fuel economy standards for passenger cars and light trucks. The EISA, discussed above, amended the EPCA CAFE program requirements by providing the Department of Transportation additional rulemaking authority and responsibilities.

Consistent with its statutory authority in rulemaking to establish CAFE standards for model year 2017 and beyond, NHTSA developed two phases of standards. The first phase included final standards for model years 2017–2021. The second phase, covering model years 2022–2025, included standards that were not final, due to the statutory requirement that NHTSA set average fuel economy standards not more than five model years at a time. Rather, NHTSA wrote that those standards were augural, meaning that they represented its best estimate, based on the information available at that time, of what levels of stringency might be maximum feasible in those model years. In 2012, the agencies jointly adopted more stringent Phase 2 standards for light duty cars and trucks, which would cover model years 2017 through 2025. In August of 2016, the agencies adopted more stringent Phase 2 standards for medium- and heavy-duty vehicles, which would cover model years 2018 through 2027 for certain trailers and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks.

On March 31, 2020, NHTSA and the USEPA released a new rule, the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, setting CAFE and carbon dioxide emissions standards for model years 2021 through 2026 passenger cars and light trucks. The rule rolls back the 2012 standards for model years 2021 through 2026 for passenger cars and light trucks, which had required an average fleetwide fuel economy equivalent of 54.5 miles per gallon in model year 2025 with a 5 percent annual increase to an average fuel economy of about 40 miles per gallon in model year 2025 with annual increases of 1.5 percent starting in 2021. As a part of issuing the new SAFE rule, NHTSA issued a Final Environmental Impact Statement which found that the relaxed standards would result in increased petroleum

consumption which in turn would result in increases to GHG and criteria pollutant emissions known to contribute to adverse health impacts (NHTSA 2020). The estimated increases from the roll back of the 2012 standards are expected to result in more than a billion metric tons additional climate pollution through 2040 as determined by calculating the difference from the reduction of 2 billion metric tons the 2012 rule was expected to accomplish compared to the standards of the 2020 rule (NHTSA 2020). On January 20, 2021, an EO was issued on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which includes review of the Part One Rule by April 2021 and review of the Part Two Rule by July 2021. In response to the Part One Rule, in December 2021, the Department of Transportation withdrew its portions of the SAFE rule. As a result, states are now allowed to issue their own GHG emissions standards and zero-emissions vehicle mandates. In addition, the Part Two Rule was adopted to revise the existing national GHG emission standards for passenger cars and light trucks through model year 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and will result in avoiding more than three billion tons of GHG emissions through 2050.

Inflation Reduction Act of 2022

The Inflation Reduction Act (IRA) of 2022 is considered the most ambitious climate law in U.S. history, and is intended to reduce GHG emissions, help build a clean economy, reduce energy costs for Americans, and advance environmental justice. With funding from the IRA, the USEPA has launched a network of clean energy financing and provided grant funding for climate pollution reduction programs (USEPA 2024).

State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is a state agency created by a constitutional amendment to regulate privately-owned utilities providing telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation services and in-state moving companies. The CPUC is responsible for ensuring that California utility customers have safe, reliable utility services at reasonable rates, while protecting utility customers from fraud. The CPUC regulates the planning and approval for the physical construction of electric generation, transmission, or distribution facilities, and local distribution pipelines of natural gas.

California Energy Code

Compliance with the California Energy Code (CCR Title 24, Part 6, California's Energy Efficiency Standards) and Title 20, Public Utilities and Energy, standards must occur for all new buildings constructed in California. These efficiency standards apply to new construction of both residential and nonresidential (i.e., maintenance buildings and pump station buildings associated with the Program) buildings, and they regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit processes, and local government agencies may adopt and enforce energy standards for new buildings provided that these standards meet or exceed those provided in the Title 24 guidelines.

Warren-Alquist Energy Resources Conservation and Development Act

Initially passed in 1974 and amended since, the Warren-Alquist Energy Resources Conservation and Development Act (Warren-Alquist Act) created the California Energy Commission (CEC), California's primary energy and planning agency. The seven responsibilities of the CEC are forecasting future energy needs, promoting energy efficiency and conservation through setting standards, supporting energy-related research, developing renewable energy resources, advancing alternative and renewable transportation fuels and technologies, certifying thermal power plants 50 megawatts or larger, and planning for and directing state response to energy emergencies. The CEC regulates energy resources by encouraging and coordinating research into energy supply and demand problems to reduce the rate of growth of energy consumption. Additionally, the Warren-Alquist Act acknowledges the need for renewable energy resources and encourages the CEC to explore renewable energy options that would be in line with environmental and public safety goals (Warren-Alquist Act PRC section 25000 et seq.)

California Integrated Energy Policy

SB 1389 requires the CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety." (PRC Section 25301(a)). The CEC adopts an Integrated Energy Policy Report every two years and an update every other year. The most recent version is the 2022 Integrated Energy Policy Report Update (CEC 2022).

California Renewables Portfolio Standard

California's RPS was initially established in 2002 by SB 1078, with the initial requirement that 20 percent of electricity retail sales be served by renewable resources by 2017. The program was accelerated in 2006 under SB 107, which required that the 20 percent mandate be met by 2010. In April 2011, SB 2 was signed into law, requiring electricity retailers in the state to procure 33 percent of their energy sources from renewable energy sources by the end of 2020 (CPUC 2021). In addition, SB 350, passed in 2015, directs California utilities to further increase the amount of renewable energy delivered to customers to 50 percent by 2030.

CPUC implements and administers RPS compliance rules for California's retail sellers of electricity, which include large and small investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators. The CEC is responsible for the certification of electrical generation facilities as eligible renewable energy resources and adopting regulations for the enforcement of RPS procurement requirements of public owned utilities.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach (City of Seal Beach 2003). The General Plan contains the current Housing Element

Update, which was adopted in 2022 and revised in 2024. The City's Housing Element Update includes the following goal and policies to promote energy efficiency:

Housing Element Update

Goal 6: Encourage more efficient energy use in residential developments.

- **Policy 6a:** Promote energy conservation through "green building" techniques that reduce water consumption, improve energy efficiency and lessen a building's overall environmental impact.
- **Policy 6b:** Promote "smart growth" principles by encouraging compact development in locations that provide opportunities for reduced vehicle trips.

City of Seal Municipal Code

The City's Municipal Code includes various regulations related to energy. Municipal Code Section 10.15.015, Energy Conservation, requires for future passive or natural heating or cooling opportunities to the extent feasible. Municipal Code Section 11.4.10.045, Solar Energy Systems, outlines installation standards for solar energy systems.

3.5.3 Environmental Impacts

This section analyzes the Project's potential to result in significant energy impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

Project energy demand during construction and operations was determined based on the modeling that was conducted for the Project using CalEEMod and using vehicle and equipment emission factors from the CARB's EMFAC2021 (v1.0.2) and EMFAC OFFROAD2021 (v1.0.5).

Construction energy use was calculated for the most energy-intensive future development under the Project, which is expected to be buildout of Housing Opportunity Site 4 as this site could accommodate the most housing units. At maximum buildout, Housing Opportunity Site 4 can accommodate 552 high-density dwelling units at a density of 46 dwelling units per acre. For operation, energy-use was calculated for 1,773 dwelling units.

The energy calculations are included as Appendix B.

Thresholds of Significance

In accordance with the current CEQA Guidelines Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether energy impacts are significant.

Would the Project:

- *Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Impact Analysis and Mitigation Measures

Wasteful, Inefficient, or Unnecessary Use of Energy

Impact EN-1	**The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

Impact Analysis

The energy requirements for buildout of the up to 1,773 dwelling units as analyzed in this Draft EIR were determined using the construction and operational estimates generated from the calculation worksheets for energy consumption (Appendix B). This impact addresses the energy consumption from both construction of an individual project and operational activities from the Project and the residential component of the ORCC Specific Plan Project, discussed separately below.

Construction Energy Demand

During construction activities for development of future projects under the Project, energy resources would be consumed in the form of diesel and gasoline fuel from the use of off-road equipment (i.e., tractors, excavators, cranes) and on-road vehicles (i.e., construction employee commutes, haul trucks). Construction is not anticipated to require natural gas. Temporary electricity may be required to provide as-necessary lighting and electric equipment; such electricity demand would be met by portable generator sets and, possibly, local distribution. Fuel demand associated with portable generators is incorporated in the off-road equipment estimate provided below. The amount of electricity used during construction would be minimal.

Specific buildout details of each future development facilitated by the Project are not available at this time; accordingly, this analysis presents estimated construction energy demand associated with buildout of Housing Opportunity Site 4, which would accommodate up to 552 multi-family units. All other Housing Opportunity Sites, the Main Street Program, and the residential component of the ORCC Specific Plan Project are planned to involve development of fewer units and less ground disturbance and, thus, would likely result in less energy consumption during construction. Therefore, the development of Housing Opportunity Site 4 is anticipated to be the most energy-intensive future development due to the size of the site.

Off-Road Equipment

Construction activities associated with buildout of Housing Opportunity Site 4, including site preparation, grading, paving, building construction, and architectural coating, were estimated to consume 46,170

gallons of diesel fuel from the use of off-road equipment. For comparison, in 2022, approximately 3.1 billion gallons of diesel fuel was purchased within California (CDTFA 2024). Thus, the diesel fuel required to power the off-road equipment during construction of Housing Opportunity Site 4 would represent approximately 0.002 percent of the state's annual diesel demand.

If the construction fuel demand for off-road equipment is scaled up to 1,773 units, then cumulative buildout of all developments facilitated by the Project would utilize approximately 0.005 percent of the state's annual diesel demand.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 3.51 provides an estimate of the total on-road vehicle fuel usage during construction of Housing Opportunity Site 4.

Table 3.5-1: Construction of Housing Opportunity Site 4 – On-Road Vehicle Fuel Consumption

Project Component	VMT	Gasoline Consumptions (gallons)	Diesel Consumption (gallons)	Electricity Consumption (kWh)
Worker Trips	1,885,331	65,515	258	34,352
Vendor Trips	150,472	4,436	7,819	977
Haul Trips	7,000	1	1,146	82
Totals	*2,042,804*	*69,952*	*9,224*	*35,411*

Notes:
Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding.
VMT = vehicle miles traveled
Source: Appendix B.

As shown above, construction of Housing Opportunity Site 4 was estimated to consume 69,952 gallons of gasoline, 9,224 gallons of diesel, and 35,411 kWh of electricity associated with the use of on-road vehicles. For comparison, in 2022, approximately 13.6 billion gallons of gasoline and approximately 3.1 billion gallons of diesel fuel for motor vehicles was purchased within California (CDTFA 2024). Thus, the fuel required to power the on-road motor vehicles during construction of Housing Opportunity Site 4 would represent approximately 0.0005 percent and 0.0003 percent of the state's annual gasoline and diesel demand, respectively.

If the construction fuel demand for on-road vehicles is scaled up to 1,773 units, then cumulative buildout of all developments facilitated by the Project would utilize approximately 0.0016 percent and 0.001 percent of the state's annual gasoline and diesel demand, respectively.

Construction Conclusion

Overall, construction activities associated with each Housing Opportunity Site and within the Main Street Program area facilitated by the Project would result in the consumption of petroleum-based fuels and

electricity from electric vehicles. However, there are no unusual Project characteristics that would necessitate the use of construction equipment or vehicles that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with each future development facilitated by the Project and the Project as a whole would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operational Energy Demand

Implementation of the Project as analyzed in this Draft EIR would result in future development of up to 1,773 new dwelling units. During operations of the Project, energy would be required to power the residential buildings and to fuel the vehicles travelling to and from the sites.

Building Energy

The 1,733 new dwelling units would require energy for normal operations, such as lighting and temperature controls. Building energy usage was estimated for cumulative Project buildout. Over the course of a year, operational building energy consumption for all dwelling units accommodated by the Project would total approximately 6,642,169 kWh of electricity and 24,075,048 kBTU of natural gas.[1] It is noted that all future buildings would be constructed in compliance with the energy efficiency standards set forth in the California Building Standards Code that is applicable at the time of construction. As the California Building Standards Code will likely require more efficient design measures in the future, this represents a conservative estimate of the total electricity and natural gas Project buildout may require. Therefore, the Project's total energy consumption would not result in the inefficient, wasteful, or unnecessary use of energy.

Transportation Energy

Future users of the 1,773 new dwelling units would travel to and from their residences during normal operations. Transportation energy usage was estimated for cumulative Project buildout and consistent with the VMT assessment prepared for the Project. These estimates were derived using the same assumptions used in the operational air quality and GHG analysis for the Project. Table 3.5-2 provides an estimate of the annual fuel consumed by vehicles traveling to and from the Project sites. As shown in the table, annual vehicular fuel consumption is estimated to be 1,137,357 gallons of gasoline, 133,422 gallons of diesel, and 895,624 kWh of electricity. In 2022, approximately 13.6 billion gallons of gasoline and approximately 3.1 billion gallons of diesel fuel for motor vehicles were purchased within California (CDTFA 2024). Therefore, full buildout of the Project would result in transportation fuel consumption that represents approximately 0.008 percent and 0.004 percent of the state's annual demand for gasoline and diesel, respectively. The Project would not result in vehicle use that is any more inefficient, wasteful, or unnecessary than other vehicle uses in the region.

[1] These estimates do not account for the implementation of any mitigation.

Table 3.5-2: Project Operations – On-Road Vehicle Fuel Consumption

Vehicle Type	Proportion of Fleet	Gasoline Consumptions (gallons/yr)	Diesel Consumption (gallons/yr)	Electricity Consumption (kWh/yr)
Passenger Cars (LDA, LDT1, LDT2, MDV)	0.9236	1,069,206	3,881	786,447
Trucks (HHDT, MHDT, LHDT1, LHDT2)	0.0701	61,979	125,861	106,883
Motorcycles, Motor Homes, and Buses (MCY, MH, OBUS, SBUS, UBUS)	0.0063	6,171	3,679	2,294
Totals	*1.00*	*1,137,357*	*133,422*	*895,624*

Notes:
Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding.
VMT = vehicle miles traveled
Source: Appendix B.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The impacts from construction and operation from the total 1,773 units were evaluated in the analysis above. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

Based on the analysis above, both construction and operations of future developments facilitated by the Project and the Project as a whole would not result in a potential significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources; therefore, the impact would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Conflict with Renewable Energy/Energy Efficiency Plan

Impact EN-2	**The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

Impact Analysis

All developments facilitated by the Project would comply with federal, state, and local regulations aimed at reducing energy consumption. Local regulations have been developed in accordance with federal and state energy regulations, such as the California Building Energy Efficiency Standards (CCR Title 24, Part 6), the California Green Building Standards Code (CALGreen) (CCR Title 24, Part 11), and SB 743, which are also aimed at reducing energy consumption.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project would be required to comply with all federal, state, and local regulations aimed at reducing energy consumption. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, the impact would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.5.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065[a][3]). The geographic scope for cumulative energy impacts is regional.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.5-3

identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to energy and therefore were analyzed in this cumulative discussion.

Table 3.5-3: Cumulative Projects Related to Energy

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

Development under the Project in combination with cumulative development identified in Table 3.5-3 could increase regional energy demands.

Implementation of the Project, in conjunction with cumulative development in the City, would result in increased energy consumption within the City. Potential impacts related to energy resources from future developments that is facilitated by the Project would be site-specific and would require applications for development permits that would be evaluated on a case-by-case basis. Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate. Additionally, any future developments facilitated by the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency, including the California Energy Code Building Energy Efficiency Standards (CCR Title 24, Part 6), the CALGreen Code (CCR Title 24, Part 11), and SB 743. Consequently, any future developments facilitated by the Project would not result in significant environmental impacts from the wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation; and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the Project would not cause a cumulatively considerable impact related to energy resources and no mitigation is required.

3.5.5 References

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3.6 GEOLOGY AND SOILS

This section describes the environmental and regulatory setting for geology and soils. It also describes existing conditions and potential impacts related to geology and soils that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; however, with implementation of Mitigation Measure GEO-1, impacts would be less than significant.

Development of the residential component of the ORCC Specific Plan Project could result in discovery of undiscovered paleontological resources at depths greater than an estimated 5 feet due to the geologic units underlying the site. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.6.1 Environmental Setting

Paleontological Resources

Fossils are evidence of ancient life, defined by the Society of Vertebrate Paleontology (SVP) (2010) as being over 5,000 years in age, or middle Holocene. While CEQA does not define a significance threshold for paleontological resources, the standards of the SVP (2010) are often used in the absence of a legal definition. The SVP defines scientifically important fossils as:

> identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years). [SVP 2010: 11].

Using this definition, the concept of scientific importance is included in the definition of paleontological resources; thus, not all fossils are considered to be paleontological resources. The threshold for scientific importance varies with factors such as geologic unit, geographic area, the current state of scientific research, and may also vary between different agencies (Murphey et al. 2019). Paleontological studies have developed criteria for the assessment of scientific importance of fossil discoveries (e.g., Murphey et al. 2019, Scott and Springer 2003). In general, these studies assess fossils as scientifically important if one or more of the following criteria apply:

- The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct.

- The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events, through biochronology or biostratigraphy and the correlation with isotopic dating.
- The fossils provide ecological data, such as the development of biological communities, the interaction between paleobotanical and paleozoological biotas, or the biogeography of lineages.
- The fossils demonstrate unusual or spectacular circumstances in the history of life.
- The fossils provide information on the preservational pathways of paleontological resources, including taphonomy, diagenesis, or preservational biases in the fossil record.
- The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.
- The fossils inform our understanding of anthropogenic affects to global environments or climate.

A review of geologic mapping, the scientific literature, online collections data from the University of California Museum of Paleontology, and a records search from the Natural History Museum of Los Angeles County was conducted to identify the geologic units likely present at the surface or in the subsurface of the Project site and assess their potential for preserving paleontological resources (Appendix E).

This study indicates four geologic units are mapped at the surface of the Project site: beach and paralic estuarine deposits, which are assessed as having low paleontological potential; unit 2 of young alluvium which is assessed as having low-to-high paleontological potential, increasing with depth, and old shallow marine deposits on a wave-cut surface, which are assessed as having high paleontological potential. Additionally, older Pleistocene-aged marine formations with high paleontological potential such as the San Pedro Formation, Palos Verdes Sand, the Lomita Marl, and the Timms Point Silt may be present in the subsurface, underlying the other units.

3.6.2 Regulatory Setting

Federal

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 limits the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers who have obtained a permit from the appropriate state or federal agency. Additionally, it specifies these researchers must agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers. This Act incorporates key findings of a report, Fossils on Federal Land and Indian Lands, issued by the Secretary of Interior in 2000, which establishes that most vertebrate fossils and some invertebrate and plant fossils are considered rare resources (DOI 2000).

State

California Environmental Quality Act

CEQA (PRC Sections 21000 et seq) requires that before approving most discretionary projects, the Lead Agency must identify and examine any significant adverse environmental effects that may result from activities associated with such projects. As updated in 2016, CEQA separates the consideration of paleontological resources from cultural resources (PRC Section 21083.09). The Appendix G checklist (Title 14, Division 6, Chapter 3, California Code of Regulations 15000 et seq.) requires an answer to the question, "Will the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?" Under these requirements, Stantec has conducted a paleontological resources assessment to determine impacts of the proposed project on paleontological resources within the Project area.

California Public Resources Code Section 5097

PRC Section 5097.5 prohibits the destruction or removal of any paleontological site or feature from public lands without the permission of the jurisdictional agency.

California Penal Code Section 622.5

The California Penal Code (PC) Section 622.5 details the penalties for damage or removal of paleontological resources, whether from private or public lands.

California Coastal Act

The California Coastal Act (PRC Division 20) requires reasonable mitigation measures where development would adversely impact archaeological or paleontological resources that have been designated by the State Historic Preservation Officer (Section 30244).

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach (City of Seal Beach 2003). The General Plan contains the current Housing Element Update, which was adopted in 2022. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to paleontological resources are presented below:

Cultural Resources Element

The City's Cultural Resources Element contains the following goals and policies related to cultural resources, specifically paleontological resources, that apply to the Project:

Goal 1: Preserve and protect historical, archaeological, and paleontological resources.

Protect Significant Paleontological Resources

Assess development proposals for potential impacts to significant paleontological resources pursuant to Section 15064.5 of the California Environmental Quality Act. If the project involves earthwork, require a study conducted by a professional paleontologist to determine if palaeontologic assets are present and if the project will significantly impact the resources. If significant impacts are identified, either require the project to be modified to avoid impacting the palaeontologic materials or require measures to mitigate the impacts.

Development Services is the primary City department responsible for ongoing implementation, and funding is anticipated to be provided by development fees.

3.6.3 Environmental Impacts

This section analyzes the Project's potential to result in significant geology and soils impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following analysis is based on a review of documents pertaining to the Project site, including the General Plan and the Paleontological Resources Technical Report prepared by Stantec Consulting Services for the Project (Appendix E). The following impact discussions consider the effects of the Project related to geology and soils, specifically paleontological resources, in the City.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's geology and soils impacts are significant.

Would the Project:

- *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *Directly or indirectly cause 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?*

- *Strong seismic ground shaking?*
- *Seismic-related ground failure, including liquefaction?*
- *Landslides?*
- *Result in substantial soil erosion or the loss of topsoil?*

- *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?*
- *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*
- *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 waste water?*

Impact Analysis and Mitigation Measures

Paleontological Resource or Geologic Feature

Impact GEO-1	**The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.**

Impact Analysis

As the Project does not include proposal of any specific developments or ground disturbing activities at this time, there are no direct adverse impacts to paleontological resources. However, future developments conducted as a result of the Project can be reasonably expected to include ground disturbance activities. New ground disturbance that occurs in geologic units with high paleontological potential may encounter paleontological resources. Should discovery of undiscovered paleontological resources occur during one of the resulting future development projects resulting from the Project, the damage or destruction of the resources would constitute an indirect adverse impact of this Project. Within the Project area, this could occur at any depth in the Housing Opportunity Sites 1, 3, 7, or Main Street Program area, and at depths greater than an estimated 5 feet at the Housing Opportunity Sites 2, 4, 5, 6, and 8. The differences in depths that discovery of undiscovered paleontological resources could occur at is based on the geologic units underlying the sites. Young alluvium is mapped throughout the northeastern portion of the Project area where Housing Opportunity Sites 2, 4, 5, 6, and 8 are located. Younger surficial sediments (alluvium, lacustrine, eolian, etc.) have low potential to preserve paleontological resources due to their age; yet sediments increase in age with depth and so these surficial deposits often overlay older units that have high paleontological potential. Therefore, the potential for undiscovered paleontological resources to occur within the geologic unit underlying Housing Opportunity Sites 2, 4, 5, 6, and 8 increases with depth.

Potential future developments would be required to comply with the federal Paleontological Resources Preservation Act that limits the collection of vertebrate fossils and other rare and scientifically significant

fossils to qualified researchers who have obtained a permit from the appropriate state or federal agency and PRC Section 5097 that prohibits the removal of any paleontological site or feature from public lands without the permission of the jurisdictional agency. Ground-disturbing construction activities (e.g., grading and excavation) associated with potential future developments in the Project area could uncover fossilized remains of organisms from prehistoric environments that have not been recorded. Implementation of Mitigation Measure GEO-1 which requires preparation of a paleontological monitoring program for each future development would ensure that potential impacts to undiscovered paleontological resources are reduced. As such, compliance with federal, state, and local regulations pertaining to paleontological resources, in addition to Mitigation Measure GEO-1, would ensure that potential future developments that results from implementation of the Project would not directly or indirectly cause substantial adverse effects to paleontological resources and impacts would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project is located adjacent to Housing Opportunity Sites 4 and 5. As identified above, undiscovered paleontological resources could be discovered at depths greater than an estimated 5 feet at Housing Opportunity Sites 4 and 5. As the geologic units underlying the residential component of the ORCC Specific Plan Project is also identified as young alluvium similar to Housing Opportunity Sites 4 and 5, it is anticipated that undiscovered paleontological resources could be discovered at depths greater than an estimated 5 feet for the ORCC Specific Plan Project site. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM GEO-1: **Paleontological Monitoring Program.** Prior to the issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a paleontologist meeting professional standards as defined by Murphey et al. (2019) as a Principal Investigator shall be retained as the designated Project Paleontologist for each development, to review project-specific construction plans and develop a project-specific paleontological mitigation program. The mitigation program should be outlined in a Paleontological Monitoring and Mitigation Plan tailored to specific construction plans and geotechnical studies, should these be available, that identifies when or under what conditions paleontological monitoring should be implemented. The plan should include:

- A Worker's Environmental Awareness Program training developed by the Project Paleontologist that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction to be delivered by the paleontologist or their designated representative to the construction crew prior to the onset of ground disturbance.

- Fulltime paleontological monitoring when work occurs in the geologic units assessed as having high paleontological potential, which is expected to occur when work exceeds 5 foot in depth in unit 2 of the young alluvium, or when work occurs at any depth in old shallow marine deposits on a wave-cut surface, the San Pedro Formation, the Paleo Verdes Sand, the Lomita Marl, and the Timms Point Silt. Work into previously disturbed sediments, beach deposits, paralic estuarine deposits, or the upper 5 feet of unit 2 of the young alluvium does not require monitoring. After the initiation of the monitoring work, the Project Paleontologist may reduce the frequency or depths of monitoring should low paleontological potential sediments be identified in the monitoring area.

- Procedures to follow in the event that paleontological resources are encountered during construction activities, including work stoppage in a safe radius of the finds, usually 50 feet, assessment by the Project Paleontologist, and, should the fossils be of scientific importance, collection and curation in an accredited repository along with associated data such as photographs, GPS coordinates, lithological descriptions, and depth data, as well as curation fees.

- A Paleontological Monitoring Report documenting the results of the mitigation program.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

3.6.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)).

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. As identified in Table 3.0-2 in Section 3.0, Environmental Impact Analysis, cumulative context for geology and soils impacts is the immediate project vicinity. However, the cumulative context for paleontological resources analyzed in this section is limited to the specific project site. The potential for impacts to occur to known and unknown paleontological resources is site-specific and cannot combine with cumulative projects to produce a larger impact and therefore, impacts related to paleontological resources does not contribute to cumulative impacts.

Potential impacts would be site-specific and would require evaluation on a case-by-case basis at the project level when future development is proposed. Unless exempt, each cumulative project would require separate discretionary approval and evaluation under CEQA, which would address potential

impacts concerning geology, soils, and paleontological resources and identify necessary mitigation measures, where appropriate.

As identified above, the Project would not result in significant impacts to paleontological resources with the incorporation of the identified mitigation measure. Any future developments facilitated by the Project would be required to comply with this mitigation measure and cumulative developments would be anticipated to require implementation of similar mitigation measures to reduce potential impacts. Therefore, the Project's contribution to potentially cumulatively considerable impacts would be less than significant with the implementation of mitigation measures identified in this section and compliance with applicable federal, state, and local regulations.

3.6.5 References

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3.7 GREENHOUSE GAS EMISSIONS

This section describes the impacts related to greenhouse gas (GHG) emissions that would result from implementation of the Project. Included is a review of existing conditions, a summary of applicable policies and regulations related to GHG emissions, and analysis of environmental impacts of the Project. Where applicable, mitigation measures are included for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would exceed SCAQMD's draft interim thresholds and, therefore, the Project would generate GHG emissions that may have a significant impact on the environment. Even with implementation of Mitigation Measures GHG-1, the Project would be considered significant and unavoidable.

The Project could conflict with applicable plans, policies, or regulations adopted for reducing GHG emissions. However, with implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and GHG-1, the impacts would be reduced to less than significant with mitigation.

The residential component of the ORCC Specific Plan Project were considered within the emissions calculations and consistency analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.7.1 Environmental Setting

To fully understand global climate change, it is important to recognize the naturally occurring "greenhouse effect" and to define the GHGs that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Greenhouse Gases

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and sulfur hexafluoride (SF_6). Primary GHGs attributed to global climate change are discussed in the following subsections.

Carbon Dioxide. CO_2 is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number

of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere (USEPA 2023a).

Methane. CH_4 is a colorless, odorless gas, and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. CH_4 is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about 12 years (USEPA 2023a).

Nitrous Oxide. N_2O is a clear, colorless gas with a slightly sweet odor. N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years (USEPA 2023a).

Hydrofluorocarbons. HFCs are man-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HCFC-22 (or Freon 22, used in air conditioning applications). The atmospheric lifetime for HFCs varies from just over a year for HFC-152a to 260 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes of less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years) (USEPA 2023a).

Perfluorocarbons. PFCs are colorless, highly dense, chemically inert, and nontoxic. There are seven PFC gases: perfluoromethane (CF_4), perfluoroethane (C_2F_6), perfluoropropane (C_3F_8), perfluorobutane (C_4F_{10}), perfluorocyclobutane (C_4F_8), perfluoropentane (C_5F_{12}), and perfluorohexane (C_6F_{14}). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF_4 and C_2F_6 as byproducts. The estimated atmospheric lifetimes for CF_4 and C_2F_6 are 50,000 and 10,000 years, respectively (USEPA 2023a).

Nitrogen Trifluoride. NF_3 is an inorganic, colorless, odorless, toxic, nonflammable gas used as an etchant in microelectronics. NF_3 is predominantly employed in the cleaning of the plasma-enhanced chemical vapor deposition chambers in the production of liquid crystal displays and silicon-based thin film solar cells. In 2009, NF_3 was listed by California as a potential GHG to be listed and regulated under AB 32 (Section 38505 HSC).

Sulfur Hexafluoride. SF_6 is an inorganic compound that is colorless, odorless, nontoxic, and generally nonflammable. SF_6 is primarily used as an electrical insulator in high voltage equipment. The electric

power industry uses roughly 80percent of all SF_6 produced worldwide. Leaks of SF_6 occur from aging equipment and during equipment maintenance and servicing. SF_6 has an atmospheric life of 3,200 years (USEPA 2023b).

Black Carbon. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels such as coal, diesel, and biomass. Black carbon contributes to climate change both directly by absorbing sunlight and indirectly by depositing on snow and by interacting with clouds and affecting cloud formation. Black carbon is considered a short-lived species, which can vary spatially and, consequently, it is very difficult to quantify associated global-warming potentials. The main sources of black carbon in California are wildfires, off-road vehicles (locomotives, marine vessels, tractors, excavators, dozers, etc.), on-road vehicles (cars, trucks, and buses), fireplaces, agricultural waste burning, and prescribed burning (planned burns of forest or wildlands). California has been an international leader in reducing emissions of black carbon, including programs that target reducing PM from diesel engines and burning activities (CARB 2013).

Global Warming Potential

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential (GWP).

Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. Based on a 100-year time horizon, Methane traps over 25 times more heat per molecule than CO_2, and N_2O absorbs roughly 298 times more heat per molecule than CO_2. Additional GHGs with high GWP include NF_3, SF_6, PFCs, and black carbon.

Sources of Greenhouse Gas Emissions

On a global scale, GHG emissions are predominantly associated with activities related to energy production; changes in land use, such as deforestation and land clearing; industrial sources; agricultural activities; transportation; waste and wastewater generation; and commercial and residential land uses. World-wide, energy production including the burning of coal, natural gas, and oil for electricity and heat is the largest single source of global GHG emissions.

United States of America

In 2022, net GHG emissions in the United States totaled 5,489 $MMTCO_2e$, an increase of one percent when compared to 2021 emissions. Within the United States, the largest contributor to GHG emissions is the transportation sector (28 percent). The next largest contributors are from electricity production (25 percent) and industry (23 percent), followed by the commercial and residential sector (13 percent) and the agricultural sector (10 percent). Transportation emissions primarily come from burning fossil fuels for cars, trucks, ships, trains, and planes. Over 90 percent of the fuel used for transportation is petroleum-based, which includes primarily gasoline and diesel. The bulk of emissions generated from energy production come from burning fossil fuels, mostly coal and natural gas. Industry emissions are also primarily

generated from fossil fuels burned for heat, the use of certain products that contain GHGs, and the handling of waste. Similar to industry sector emissions, commercial and residential uses arise primarily from fossil fuels for heat, the use of certain products that contain GHGs, and the handling of waste. Agricultural emissions come from livestock such as cows, agricultural soil, and rice production. The land use and forestry sector within the U.S. serves as a carbon sink. Carbon sinks absorb CO_2 from the atmosphere. Land areas across the U.S. absorbed approximately 12 percent of the 2021 GHG emissions (USEPA 2024).

California

In 2022, GHG emissions within California totaled 371.1 $MMTCO_2e$. Similar to national emissions, in California, the transportation sector is the largest contributor. Transportation emissions account for approximately 39 percent of the total statewide GHG emissions. The majority of transportation emissions are derived from passenger vehicles and heavy-duty trucks. Emissions associated with industrial uses are the second largest contributor, totaling roughly 23 percent. Industrial emissions are driven by fuel combustion from sources that include refineries, oil and gas extraction, cement plants, and the portion of cogeneration emissions attribution to thermal energy output. Electricity generation (in-state and imports) totaled roughly 16 percent. Other GHG sources include agriculture (8 percent), residential (8 percent), and commercial (6 percent) (CARB 2024c).

Effects of Global Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snowpack is a principal supply of water for the state, providing roughly 50 percent of state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. An earlier snowmelt would also impact the state's energy resources. An early exhaustion of the Sierra snowpack may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, resultant changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

3.7.2 Regulatory Setting

There are considerable regulatory actions regarding GHGs and climate change at the state and local level. The following includes the key state and regional regulations applicable to the Project.

State

Assembly Bill 32 and Senate Bill 32

AB 32 (2006) requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. Since AB 32 was enacted, a seventh chemical, NF_3, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. AB 32 states the following:

> *Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.*

CARB approved the 1990 GHG emissions level of 427 $MMTCO_2e$ on December 6, 2007. Therefore, to meet the state's target, emissions generated in California in 2020 are required to be equal to or less than 427 $MMTCO_2e$. In order to set a framework for the state to meet this target, CARB was tasked with creating a Scoping Plan (as described below). California announced in July 2018 that the state emitted 427 $MMTCO_2e$ in 2016 and achieved AB 32 goals (CARB 2018).

SB 32 was signed into law on September 8, 2016. SB 32 states that "In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions authorized by this division, the state [air resources] board shall ensure that statewide GHG emissions are reduced to at least 40 percent below the statewide GHG emissions limit no later than December 31, 2030."

Assembly Bill 1279: The California Climate Crisis

AB 1279 was signed into law in 2022 and establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and maintain net negative GHG emissions thereafter. AB 1279 would also ensure that by 2045 the statewide anthropogenic GHG emissions are reduced by at least 85 percent below 1990 levels. The bill requires CARB to ensure that an updated Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable carbon dioxide removal and carbon capture, utilization, and storage technologies to complement AB 1279's emissions reduction requirements.

2022 Climate Change Scoping Plan

The 2022 Scoping Plan was approved in December 2022 and assesses progress toward achieving the SB 32 2030 target and laying out a path to achieve carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities (CARB 2022).

Cap-and-Trade Program

CARB administers the state's cap-and-trade program, which covers GHG sources that emit more than 25,000 metric tons of carbon dioxide equivalent per year ($MTCO_2e$/year), such as refineries, power plants, and industrial facilities. This market-based approach to reducing GHG emissions provides economic incentives for achieving GHG emission reductions.

Senate Bill 375: The Sustainable Communities and Climate Protection Act of 2008

SB 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits more than 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

CARB has prepared a Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets in 2018 which set updated GHG reduction targets for metropolitan planning organizations for 2020 and 2035. Pursuant to SB 375, the SCAG reduction targets for per capita vehicular emissions were 8 percent by 2020 and are 13 to 19 percent by 2035 (CARB 2024a).

Assembly Bill 1493: Pavley Regulations and Fuel Efficiency Standards

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations and fuel efficiency standards that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by USEPA's denial of an implementation waiver. USEPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011.

The standards were phased in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards resulted in an approximately 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards resulted in about a 30 percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation, rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for

engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for AB 1493 was incorporated into Amendments to the Low-Emission Vehicle Program, referred to as LEV III or the Advanced Clean Cars program. The Advanced Clean Cars program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation would reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The rules would reduce pollutants from gasoline and diesel-powered cars and would deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles, and hydrogen fuel cell cars. The regulations would also provide adequate fueling infrastructure for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

Senate Bill 1368: Emission Performance Standards

Enacted in 2006, SB 1368 directs the CPUC to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant.

Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the state. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds of CO_2 per megawatt-hour.

Senate Bill 1078: Renewable Electricity Standards

SB 1078 (September 12, 2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, the governor signed Executive Order (EO) S-14-08, which established the Renewable Portfolio Standard (RPS) target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. EO S-21-09 directed CARB to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. In 2011, the state legislature adopted this higher standard in SB X1-2. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

SB 350 (October 7, 2015) reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency

requirements for buildings, initial strategies toward a regional electricity grid, and improved infrastructure for electric vehicle charging stations.

Senate Bill 100: California Renewables Portfolio Standard Program

SB 100 (September 10, 2018) revised the RPS goals to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The bill requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order S-01-07: Low Carbon Fuel Standard

EO S-01-07 was signed on January 18, 2007. The EO mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the EO established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in an implementation plan for the State Alternative Fuels Plan adopted by California Energy Commission on December 24, 2007, and was submitted to CARB for consideration as an "early action" item under AB 32. CARB adopted the LCFS on April 23, 2009.

The LCFS was subject to legal challenge in 2011. Ultimately, CARB was required to bring a new LCFS regulation for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS and new provisions designed to foster investments in the production of the low-carbon fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. The Office of Administrative Law approved the regulation on November 16, 2015. The regulation was last amended in 2019, and approved on May 27, 2020 and became effective on July 1, 2020. The 2019 amendments provide clarification related to the Clean Fuel Reward program costs, credit transactions, fuels transactions and compliance reporting. Additional amendments have been proposed and are going to approval hearings in March 2024 (CARB 2024b).

Executive Order S-13-08: Climate Adaptation Strategy

EO S-13-08, which was signed by Governor Schwarzenegger in November 2008, states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in this EO,

the 2009 California Climate Adaptation Strategy was adopted, which is the "… first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, Governor Brown signed EO B-48-18 requiring all state entities to work with the private sector to have at least 5 million zero emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This order also requires all state entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All state entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all state entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the LCFS Program and recommend how to ensure affordability and accessibility for all drivers.

Executive Order N-79-20

In September 2020, Governor Newsom signed EO N-79-20, which sets the following goals for the state: 100 percent of in-state sales of new passenger cars and trucks shall be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the state shall be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and 100 percent of off-road vehicles and equipment in the state shall be zero-emission by 2035, where feasible.

Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The SCAG is the designated Metropolitan Planning Organization for the following six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The SCAG develops long-range regional transportation plans, including sustainable communities strategies pursuant to SB 375, growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the SCAQMD air quality plans (SCAG 2023).

In April 2024, the SCAG Regional Council approved the 2024-2050 RTP/SCS, which is entitled Connect SoCal 2024. Connect SoCal 2024 is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern (SCAG 2024). The 2024 RTP/SCS supersedes the previous RTP/SCS that was adopted in 2020.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach (City of Seal Beach 2003). The General Plan contains the current Housing Element Update, which was adopted in 2022 and revised in 2024. The City's Housing Element Update includes the following goal and policies to promote energy efficiency which would in turn reduce GHG emissions:

Housing Element Update

Goal 6: Encourage more efficient energy use in residential developments.

- **Policy 6a:** Promote energy conservation through "green building" techniques that reduce water consumption, improve energy efficiency and lessen a building's overall environmental impact.
- **Policy 6b:** Promote "smart growth" principles by encouraging compact development in locations that provide opportunities for reduced vehicle trips.

3.7.3 Environmental Impacts

This section discusses how GHG thresholds were determined and the thresholds of significance that were used for this analysis. Additionally, this section analyzes the Project's potential to result in significant GHG impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The CalEEMod Version 2022.1.1.28 was used to estimate construction and operational GHG emissions from the Project. Construction emissions were estimated for the most emissions-intensive future development project under the Project, which is expected to be buildout of Housing Opportunity Site 4 as this site could accommodate the most dwelling units. Operational modeling assumed full Project buildout. Detailed model assumptions and inputs for all emissions calculations can be found in Appendix B.

Thresholds of Significance

After the adoption of AB 32, the SCAQMD established a GHG working group to develop thresholds of significance for the analysis of GHG emissions. In December 2008, the SCAQMD Board adopted the Interim CEQA Greenhouse Gas Significance Threshold, which established a screening threshold of 10,000 $MTCO_2e$/year for industrial projects and 3,000 $MTCO_2e$/year for residential and commercial projects (SCAQMD 2008). Additionally, the SCAQMD working group recommended that instead of an individual construction GHG threshold, construction emissions should be amortized over the life of the project (30 years) and evaluated with a project's annual, operational GHG emissions.

CEQA Guidelines

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether GHG emission impacts are significant.

Would the Project:

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

b) *Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emission of greenhouse gases?*

Impact Analysis and Mitigation Measures

Generation of Greenhouse Gases

Impact GHG-1	**The Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.**

Impact Analysis

The Project does not propose any individual development projects at this time but, rather, would facilitate future developments in the City. For the purposes of the analysis contained in this Draft EIR, implementation of the Project would result in future development of up to 1,733 new dwelling units as outlined in Section 2.0, Project Description, of this Draft EIR. Buildout of the future developments facilitated by the Project would generate GHG emissions during construction and operations, as discussed in further detail below.

Construction Emission Inventory

GHG emissions would be generated during construction from off-road equipment and on-road vehicle exhaust from worker vehicle trips and hauling truck trips. Table 3.7-1, below, presents a summary of the estimated GHG emissions that would result from construction of Housing Opportunity Site 4, which is expected to be the most emissions-intensive future development project under the Project. The table also includes an estimate of the total GHG emissions associated with cumulative buildout of the entire Project, assuming that construction of every Project unit released the same volume of GHG. To be consistent with SCAQMD's GHG emissions policy, the table also presents construction emissions amortized over a 30-year Project lifetime.

Table 3.7-1: Estimated Annual Construction GHG Emissions

Construction Year	Emissions ($MTCO_2e$ per year)
2025	863.92
2026	405.74
Total for Housing Opportunity Site 4	*1,269.70*
Total for Full Project Buildout[1]	4,078
Amortized Construction Emissions from Full Project Buildout	135.94

1 To estimate GHG emissions from Full Project Buildout, the emissions from construction of 552 units at Housing Opportunity Site 4 were scaled up on a unit-wise basis to 1,773 units for the purposes of the analysis contained in this Draft EIR.

Source: Appendix A.

The amortized construction emissions are added to the annual operational emissions and compared to the SCAQMD threshold of significance below.

Operational Emission Inventory

Operational, or long-term, emissions occur over the life of the Project. Operational activities of the future developments facilitated by the Project would generate GHG emissions primarily from mobile sources. Operational GHG emissions from cumulative Project buildout, as well as amortized construction emissions, are shown in Table 3.7-2.

Table 3.7-2: Project Operations – Greenhouse Gas Emissions (Unmitigated)

Source	Emissions ($MTCO_2e$ per year)
Mobile	11,722
Area	30.6
Energy	2,890
Water	583
Waste	309
Refrigerants	2.12
Operation Subtotal	*15,637*
Amortized Construction Emissions from Full Project Buildout	136
Project Total	**15,773**
SCAQMD Thresholds of Significance	**3,000**
Exceeds Threshold?	**Yes**

Source: Appendix A.

As shown in the table, full buildout of the dwelling units facilitated by the Project would result in GHG emissions that exceed the SCAQMD threshold of significance. Therefore, Mitigation Measure GHG-1, which provides a menu of GHG reduction measures, is required. Table 3.7-3 presents the Project's GHG emissions with application of the following GHG reduction measures:

- Provide electric vehicle charging infrastructure;
- Provide bicycle parking;
- Provide traffic-calming measures;
- Exceed Title 24 Building Energy Efficiency Standards by 10 percent;
- Require energy efficient appliances;
- Establish onsite solar energy systems sufficient to meet 50 percent of each structure's electricity demand;
- Install alternative water heater in place of gas storage tank water heater;
- Install electric space heater in place of natural gas heaters;
- Install electric ranges in place of gas ranges
- Require low-flow water fixtures;
- Replace gas-powered landscape equipment with zero-emission landscape equipment; and
- Prohibit the installation of fireplaces.

Table 3.7-3: Project Operations – Greenhouse Gas Emissions (Mitigated)

Source	Emissions ($MTCO_2e$ per year)
Mobile	11,722
Area	-
Energy	1,922
Water	554
Waste	409
Refrigerants	2.12
Operation Subtotal	*14,609*
Amortized Construction Emissions from Full Project Buildout	136

Source	Emissions ($MTCO_2e$ per year)
Project Total	**14,745**
SCAQMD Thresholds of Significance	**3,000**
Exceeds Threshold?	**Yes**

Source: Appendix A.

As presented above, while implementation of Mitigation Measure GHG-1 would reduce GHG emissions, the level of emissions would not be reduced to below the 3,000 $MTCO_2e$ per year threshold.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The impacts from construction of a larger residential development were evaluated within Table 3.7-1. Additionally, operational impacts from the total 1,773 units were evaluated within Tables 3.7-2 and 3.7-3. Emissions were found to exceed GHG draft interim thresholds and therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

As demonstrated above, the Project could generate GHG emissions that may have a significant impact on the environment. While implementation of Mitigation Measure GHG-1 would reduce GHG impacts, the Project would still result in emissions that exceed the applicable threshold of significance. Future developments evaluated as part of the Project may be subject to discretionary permits and future CEQA review on a project-by-project basis. Regardless, the impact would be significant and unavoidable.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM GHG-1: **Implement GHG Reduction Measures.** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the California Environmental Quality Act (CEQA) Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas (GHG) emissions. Such measures may include the following or other comparable measures identified by the City:

a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:
   - Use energy efficient materials in building design, construction, rehabilitation, and retrofit.

- Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.
- Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.
- Incorporate passive environmental control systems that account for the characteristics of the natural environment.
- Use high-efficiency lighting and cooking devices.
- Incorporate passive solar design.
- Use high-reflectivity building materials and multiple glazing.
- Prohibit gas-powered landscape maintenance equipment.
- Install electric vehicle charging stations.
- Reduce wood burning stoves or fireplaces.
- Provide bike lanes accessibility and parking at residential developments.

b) Include offsite measures to mitigate a project's emissions.

c) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction, and operation of projects to minimize GHG emissions, including but not limited to:
   - Use energy and fuel-efficient vehicles and equipment;
   - Deployment of zero- and/or near zero emission technologies;
   - Use lighting systems that are energy efficient, such as LED technology;
   - Use the minimum feasible amount of GHG-emitting construction materials;
   - Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
   - Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
   - Incorporate design measures to reduce energy consumption and increase use of renewable energy;
   - Incorporate design measures to reduce water consumption;
   - Use lighter-colored pavement where feasible;
   - Recycle construction debris to maximum extent feasible;
   - Plant shade trees in or near construction projects where feasible; and
   - Solicit bids that include concepts listed above.

d) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:
   - Promote transit-active transportation coordinated strategies;
   - Increase bicycle carrying capacity on transit and rail vehicles;
   - Improve or increase access to transit;
   - Increase access to common goods and services, such as groceries, schools, and day care;
   - Incorporate the neighborhood electric vehicle network;
   - Orient the project toward transit, bicycle and pedestrian facilities;
   - Improve pedestrian or bicycle networks, or transit service;

- Provide traffic calming measures;
- Provide bicycle parking;
- Limit or eliminate park supply;
- Unbundle parking costs;
- Provide parking cash-out programs;
- Implement or provide access to commute reduction program;

d) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;
e) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and
f) Designate a percentage of parking spaces for ride-sharing vehicles or high occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
g) Land use siting and design measures that reduce GHG emissions, including:
   - Retaining onsite mature trees and vegetation, and planting new canopy trees;
   - Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
   - Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

Level of Significance After Mitigation
Significant and Unavoidable Impact.

Conflict with an Applicable Plan, Policy, or Regulation

Impact GHG-2	**The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

Impact Analysis

A project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) of the CEQA Guidelines. Pursuant to Appendix G of the CEQA Guidelines, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations. The Project would be subject to complying with SB 32 and AB 1279. For this analysis, the applicable plans adopted for the purpose of reducing GHG emissions are the CARB's 2022 Scoping Plan and the SCAG RTP/SCS. Project consistency with the foregoing plans is evaluated below.

Consistency with the CARB's 2022 Scoping Plan

The 2022 Scoping Plan, approved in December 2022, builds upon previous iterations of state scoping plans to achieve carbon neutrality and reduce anthropogenic GHG emissions below 85 percent below

1990 no later than 2045, as directed by AB 1279 (CARB 2022). Table 3.7-4 identifies the Scoping Plan policies that may be applicable to the developments facilitated by the Project.

Table 3.7-4: Project Consistency with 2022 Scoping Plan Greenhouse Gas Reduction Strategies

Measure	Consistency Determination
Deploy ZEVs and reduce driving demand	**Consistent.** While the Project would not deploy ZEVs, consistent with the 2022 California Building Standards Code, or applicable code at the time of construction, all residential buildings facilitated by the Project would include EV-capable infrastructure to accommodate future installation of a Level 2 EV charger.
Coordinate supply of liquid fossil fuels with declining CA fuel demand	**Not Applicable.** This measure is aimed at petroleum refineries and fossil fuel extraction operations. The Project would not interfere with this goal.
Generate clean electricity	**Consistent.** Development facilitated by the Project would comply with all relevant provisions included in the California Building Standards Code applicable at the time of construction. Pursuant to the 2022 California Building Standards Code, new residential structures shall include rooftop solar panels to generate clean electricity.
Decarbonize Buildings	**Consistent.** Development facilitated by the Project would comply with all applicable provisions included in the California Building Standards Code applicable at the time of construction, which would help reduce GHG emissions associated with building operations. Further, implementation of Mitigation Measure GHG-1 would ensure that each future development facilitated by the Project would reduce GHG emissions.
Decarbonize Industrial Energy Supply	**Not Applicable.** The Project would facilitate development of residential land uses and would not affect the industrial sector.
Reduce non-combustion emissions (Methane)	**Consistent.** The Project would facilitate development of residential land uses and would not include any land uses that generate significant levels of methane, such as landfills or dairy farms.
Reduce non-combustion emissions (Hydrofluorocarbons [HFCs])	**Consistent.** Development facilitated under the Project would comply with all state regulations governing SLCPs, including HFCs.
Compensate for remaining emissions	**Not Applicable.** This measure is aimed at the state government to reduce statewide emissions to meet AB 1279 goals.

Source: CARB 2022.

This analysis finds that, with implementation of Mitigation Measure GHG-1, the Project would be consistent with the applicable strategies recommended in the 2022 Scoping Plan.

Consistency with the SCAG's Connect SoCal 2024

In April 2024, the SCAG Regional Council approved the 2024-2050 Connect SoCal RTP/SCS. The primary goal of Connect SoCal 2024 is to achieve sustainable regional growth while reducing GHG emissions through transportation and land use planning. Project consistency with the specific goals of Connect SoCal 2024 which are applicable to the Project are evaluated in Table 3.7-5.

Table 3.7-5: Project Consistency with Connect SoCal 2024 Greenhouse Gas Reduction Strategies

Goal	Consistency Determination
Goal 36: Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities	**Consistent.** Implementation of the Project would inherently support this goal. For the purposes of the analysis contained in this Draft EIR, the Project would facilitate the development of up to 1,773 dwelling units throughout the City. The housing types consist of multi-family residences designated for varying income levels, including low-income and moderate-income units. Additionally, Orange County Transportation Authority and Long Beach Transit both provide public transit services throughout the City. Thus, future residents of future developments facilitated by the Project would have access to public transportation options.
Goal 37: Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.	**Consistent.** See discussion above. Additionally, by implementing the Housing Element Update and demonstrating the City's ability to achieve provide housing at varying income levels, the Project would help encourage a diverse housing stock and contribute to more equitable communities.
Goal 51: Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	**Consistent.** Implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and GHG-1 would ensure that the Project reduces air and GHG emissions.

Source: SCAG 2024a.

The RTP/SCS generally encourages residential growth within identified priority growth areas, transit priority areas, and high-quality transit areas in order to facilitate the use of public transit and reduce per capita VMT. The City of Seal Beach does not include any priority growth areas, transit priority areas, and high-quality transit areas. However, multi-family housing is known to have a lower trip generation rate as compared to single-family residential units (Institute of Transportation Engineers 2021). Furthermore, infill development and densification also support a reduced rate of single-passenger vehicle trips (Governor's Office of Land Use and Climate Innovation 2024).

Based on the above, with implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and GHG-1, the Project is considered consistent with the overarching goals of Connect SoCal 2024.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. Consistency with CARB's 2022 Scoping Plan and SCAQG's Connect SoCal 2024 were evaluated for the buildout of 1,773 dwelling units and therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone project-specific EIR.

Conclusion

The Project could conflict with an applicable plan adopted for the purpose of reducing GHG emissions; therefore, impacts could be considered significant. However, with the implementation of mitigation, the

Project would comply with all applicable measures in the 2022 Scoping Plan and the RTP/SCS, and the impact would be reduced to a less-than-significant level.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measures AQ-1, AQ-2, AQ-3, and GHG-1 are required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

3.7.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative GHG impacts is the state as California has GHG reduction rules that all projects and jurisdictions within the state would be subject to.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.7-6 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to GHG emissions and therefore were analyzed in this cumulative discussion.

Table 3.7-6: Cumulative Projects Related to Greenhouse Gas Emissions

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and	Preparation of EIR	167

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
			specialty restaurant		
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619
11	Westminster Housing Element Sites	13251 Springdale	Candidate site identified in the City of	Proposed in Housing Element Update	122

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
		Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Westminster's Housing Element as a site for potential future residential development	(By City of Westminster)	

Development under the Project in combination with cumulative development identified in Table 3.7-6 could increase GHG emissions.

Global GHG emissions are inherently a cumulative issue that is understood for CEQA purposes to be an existing significant and adverse condition. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from any project must be considered in the context of their contribution to cumulative global emissions, which is the basis for determining a significant cumulative impact. This is determined through the project's consistency with applicable GHG emission thresholds and applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. Although the geographic scope of cumulative impacts related to GHG emissions is global, this analysis focuses on the Project's direct and/or indirect generation of GHG emissions on the region and the state. As discussed in this analysis, implementation of the Project, would result in a significant impact related to GHG emissions. Therefore, the Project's incremental contribution to the existing significant impact is cumulatively considerable.

3.7.5 References

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3.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the environmental and regulatory setting for hazards and hazardous materials. It also describes existing conditions and potential impacts related to hazards and hazardous materials that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not result in a safety hazard for people residing or working in the Project area due to the proximity of the Los Alamitos JFTB and the impact would be less than significant.

The residential component of the ORCC Specific Plan Project is within the airport planning area for the Los Alamitos JFTB. The residential component of the ORCC Specific Plan Project would be subject to review by the ALUC for consistency with the Los Alamitos JFTB Airport Environs Land Use Plan (AELUP). The consistency review and ALUC determination is being evaluated separately in a standalone EIR.

3.8.1 Environmental Setting

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or implementing agency has a reasonable basis for believing would be injurious to public health and safety or harmful to the environment if released into the workplace or the environment. Hazardous materials are manufactured, transported, stored, used, and disposed of on a regular basis. Although hazardous materials incidents can happen anywhere, certain areas are at higher risk.

Within the state, the California Environmental Protection Agency (Cal EPA) regulates the use and handling of hazardous materials and hazardous wastes. The DTSC is a division of Cal EPA and works in conjunction with the USEPA to enforce and implement hazardous materials laws and regulations. The primary transportation routes of hazardous materials in Orange County near the City are the I-405 and I-605 freeways. Some transportation of hazardous materials occurs on Pacific Coast highway and Seal Beach Boulevard within the City (City of Seal Beach 2003). Additionally, there are several hazardous materials cleanup sites within the City that are listed on several databases, including the State Water Resources Control Board (SWRCB) Geotracker website (SWRCB 2024). Most of the sites considered for future development under the Project, as well as the ORCC Specific Plan Project site are not listed as active hazardous materials cleanup sites. However, Housing Opportunity Site 7 is identified as having an active cleanup program by SWRCB due to a former dry-cleaning facility that was located within the Seal Beach Shopping Center. As identified in the SWRCB's GeoTracker database, the site is currently being remediated and has an open remediation status as of 2017.

Additionally, two active leaking underground storage tank (LUST) cleanup sites are located within the Main Street Program area. These two active LUST cleanup sites are former Chevron and Shell Oil gas station sites. The former Shell Oil site located at 347 Main Street has a status of open – remediation as of

2002 and the former Chevron site located at 350 Main Street has a status of open – remediation as of 2022. Both sites are listed due to gasoline contamination in the groundwater; however, the two sites have undergone remediation activities and are listed due to required groundwater monitoring requirements as part of the remediation process. The two former gas station uses have since been closed and the sites have been redeveloped with commercial uses. Individual development that occurs on the proposed Housing Opportunity Sites that may be located on or next to a hazardous materials site would be required to complete an environmental site assessment (ESA) by a qualified professional to ensure that the future development projects would not disturb hazardous materials sites and that any proposed development would not create a substantial hazard to the public or the environment.

Airport Hazards

The nearest airport is the Los Alamitos JFTB, which abuts the northernmost portion of Seal Beach. The Los Alamitos JFTB conducts military aviation operations. Most of Seal Beach is within the airport planning area for the Los Alamitos JFTB, except for the portion of the City located south of Electric Avenue.

The Los Alamitos JFTB is within the oversight of the Orange County Airport Land Use Commission (ALUC), which is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. The AELUP for the Los Alamitos JFTB was issued by the ALUC in 2002 and last amended in 2017. The Los Alamitos JFTB AELUP is a land-use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. The Los Alamitos JFTB AELUP identifies standards for development in the airport's planning area based on noise contours, accident-potential zones, and building heights.

The Los Alamitos JFTB AELUP divides the airport planning area into three specific zones: Noise Impact Zone 1 – High Impact Zone (65 decibel [dB] Community Noise Equivalent Level [CNEL] and above), Noise Impact Zone 2 – Moderate Noise Impact (60 dB CNEL or greater, less than 65 dB CNEL), and Clear Zone/Runway Protection Zone (Extreme Crash Hazard).

The Los Alamitos JFTB AELUP also defines building height restrictions within the airport planning area based on the Federal Aviation Administration's (FAA) Part 77 Federal Aviation Regulation (FAR). In accordance with FAR Part 77, any proposed structure that is more than 200 feet tall is required to notify FAA and is subject to review by the ALUC.

3.8.2 Regulatory Setting

Federal

United States Environmental Protection Agency

The USEPA was established in 1970 to consolidate in one agency a variety of federal research, monitoring, standard-setting, and enforcement activities to ensure environmental protection. The USEPA's mission is to protect human health and to safeguard the natural environment—air, water, and land—upon which life depends. The USEPA works to develop and enforce regulations and implement

environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for using permits and for monitoring and enforcing compliance. Where national standards are not met, the USEPA can issue sanctions and take other steps to assist the states and tribes to reach the desired levels of environmental quality. Laws and regulations established by the USEPA are enforced in Orange County by the Cal EPA.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) set up the federal regulatory program for hazardous substances and gives the USEPA the authority to regulate the generation, transport, treatment, and disposal of hazardous substances in a “cradle to grave” system. Under RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. This regulatory system includes tracking all generators of hazardous waste.

1984 Hazardous and Solid Waste Amendment Act

RCRA was amended by the 1984 Hazardous and Solid Waste Amendment Act, which prohibited the use of certain techniques for the disposal of certain hazardous wastes. The Emergency Planning and Community Right-to-Know Act of 1986 imposes safety requirements to protect local communities in the event of accidental release of hazardous substances. The requirements provide measures so that the risks from interaction with hazardous materials, such as handling, storage, and disposal, are mitigated or prevented. This law protects human health and the environment if the unintended release of hazardous materials was to occur. The USEPA has delegated fulfillment of many of RCRA’s requirements to DTSC.

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under CFR Title 49. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and Caltrans. These agencies also govern permitting for hazardous materials transportation.

Federal Aviation Regulations, Part 77

The FAA is charged with the review of construction activities that occur in the vicinity of airports. Their role in reviewing these activities is to ensure that new structures do not result in a hazard to navigation. The regulations contained in FAR Part 77 are designed to ensure that no hazards are allowed to exist that would endanger the public. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from obstructions to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. In addition, Part 77 establishes standards for determining whether objects constructed near airports would be considered obstructions in navigable airspace, sets forth notice requirements of certain types of proposed construction or alterations, and provides for aeronautical studies to determine the potential impacts of a structure on the flight of aircraft through navigable airspace.

State

Hazardous Waste Control Act

The Hazardous Waste Control Act created the state hazardous waste management program. It is similar to, but more stringent than, the federal RCRA program. The act is implemented by regulations contained in CCR Title 26, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling treatment, storage and disposal facilities; operation of facilities and staff training; and closure of facilities and liability requirements.

These regulations list more than 800 materials that may be hazardous, and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

California Environmental Protection Agency and Department of Toxic Substances Control

Cal EPA is responsible for creating and enforcing environmental regulations within California. Within Cal EPA is DTSC, which was formed under the Hazardous Waste Control Act. DTSC is responsible for regulating hazardous waste, remediating existing contamination, and identifying ways to reduce production of hazardous wastes. DTSC can delegate enforcement responsibilities to local jurisdictions.

Unified Program

The unified hazardous waste and hazardous materials management regulatory program (Unified Program) is a unified hazardous materials management program that was established by California's Secretary for Environmental Protection following Senate Bill 1082 (1993). The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following programs:

- Hazardous Materials Release Response Plans and Inventories
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Above Ground Petroleum Storage Act Program
- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

These six environmental programs are implemented at the local government level by Certified Unified Program Agencies (CUPAs). CUPAs provide a central permitting and regulatory agency for permits,

reporting, and compliance enforcement. PRC Section 21151.4 sets special requirements for EIRs and negative declarations for projects that involve the construction or alteration of a facility within 0.25 mile of a school that creates the following conditions:

- The project might reasonably be anticipated to emit hazardous air emissions;
- The project would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in Section 25532(j) of the HSC; or
- The project may pose a health or safety hazard to persons who would attend or would be employed at the school.

As part of the CEQA process, the lead agency preparing the EIR must consult with the appropriate school district regarding the potential impact of the project on the school, and the school district must be notified about the project in writing at least 30 days before the proposed certification of the EIR (PRC Section 21151.4; 14 CCR Section 15186[b]).

Cortese List Government Code Section 65962

Government Code Section 65962 was enacted in 1985 and was amended in 1992. It is used as a planning tool to comply with CEQA and requires information about locations of hazardous materials release sites. It states that through the combined efforts of DTSC, the Department of Health Services, the SWRCB, and local enforcement agencies, a list of potentially hazardous areas and sites will be compiled and remain up to date (at a minimum, updated annually). The list is consolidated by the Secretary for Environmental Protection and is distributed to each city and county in which sites on the list are located. The list can be found on DTSC's EnviroStor database, which includes information from SWRCB's GeoTracker database.

California Department of Transportation

Caltrans manages interregional transportation, including the management and construction of the California highway system. In addition, Caltrans is responsible for the permitting and regulation of state roadways and requires that permits be obtained for transportation of oversized loads and transportation of certain materials, such as hazardous materials, and for construction-related traffic disturbance.

California Public Resources Code

PRC Section 21151.4 is another key state law pertaining to hazardous materials, and is presented verbatim below:

a) An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involving the construction or alteration of a facility within one-fourth of a mile of a school that might reasonably be anticipated to emit hazardous air emissions, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code, that may pose a health or safety

hazard to persons who would attend or would be employed at the school, unless both of the following occur:

1) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the Project on the school.

2) The school district has been given written notification of the Project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.

b) As used in this section, the following definitions apply:

1) "Extremely hazardous substance" means an extremely hazardous substance as defined pursuant to paragraph (2) of subdivision (g) of Section 25532 of the Health and Safety Code.

2) "Hazardous air emissions" means emissions into the ambient air of air contaminants that have been identified as a toxic air contaminant by the State Air Resources Board or by the air pollution control officer for the jurisdiction in which the Project is located. As determined by the air pollution control officer, hazardous air emissions also mean emissions into the ambient air of a substance identified in subdivisions (a) to (f), inclusive, of Section 44321 of the Health and Safety Code. [Amended by Stats. 2008, Ch. 148, Sec. 1. Effective January 1, 2009]

Division of Occupational Safety and Health

The California Division of Occupational Safety and Health Administration (CalOSHA) is responsible for enforcing workplace safety regulations and requirements in California, including hazardous materials requirements recorded under CCR Title 8. These regulations include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about hazardous substance exposure (such as asbestos), and preparation of emergency action and fire prevention plans.

CalOSHA also enforces hazard-communication program regulations that contain training and information requirements. Such requirements include procedures for identifying and labeling hazardous substances, communicating information about hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous waste sites. Under the hazard-communication program, employers must make Safety Data Sheets available to employees and document employee information and training programs.

California Emergency Services Act

The California Emergency Services Act provides the basic authority for conducting emergency operations following a proclamation of emergency by the governor and/or appropriate local authorities. Local government and district emergency plans are considered to be extensions of the California Emergency Plan, established in accordance with the Emergency Services Act.

The California Emergency Management Agency (CAL EMA) is the state agency responsible for establishing emergency response and spill notification plans related to hazardous materials accidents. CAL EMA regulates businesses by requiring specific businesses to prepare an inventory of hazardous materials (CCR Title 19). CAL EMA is also the lead state agency for emergency management and is responsible for coordinating the state-level response to emergencies and disasters.

State Aeronautics Act (Public Utilities Code Section 21670, et seq.)

The Public Utilities Code establishes the requirement for the creation of ALUCs for every county in which there is an airport that is served by a scheduled airline. Additionally, these sections of the Public Utilities Code mandate the preparation of Comprehensive Land Use Plans to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of Comprehensive Land Use Plans includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022, and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to hazards and hazardous materials are presented below:

Safety Element

- **Policy 2A:** Coordinate with federal, state, and county hazardous waste management plans to protect the health and welfare of the public, the environment, and the economy of the City of Seal Beach through comprehensive programs that ensure safe and responsible management of hazardous waste and materials.
- **Policy 2B:** Implement the measures outline in the City's Household Hazardous Waste Plan, Orange County's Hazardous Waste Management Plan, and Hazardous Materials Area Plan, and the County's Operational Area Marine Oil Spill Contingency Plan to ensure the effective management, transportation, and disposal of hazardous waste on a City-wide level.
- **Policy 2C:** Support enforcement of state "right to know" laws, which outline the public's right to information about local toxic producers.
- **Policy 2F:** Facilitate coordinated effective response to hazardous materials emergencies in the City to minimize health and environmental risks.
- **Policy 2G:** Promote public awareness in hazardous materials emergency response preparedness by any effective informational media, such as Emergency Preparedness

Newsletter, neighborhood posters, and at least annual presentations at neighborhood association meetings.

- **Policy 2H:** Support the combination of the OCFA's hazardous materials disclosure program. Ensure annual inspections of businesses that generate or use hazardous materials, and identify and monitor any historical hazardous materials sites within the City for public health and safety issues.
- **Policy 2I:** Promote public participation and education in the implementation of the programs identified in the County's Hazardous Materials Management Program.
- **Policy 2J:** Encourage OCFA to monitor the flow of hazardous materials through the City to ensure public safety.
- **Policy 2K:** Encourage coordination between the OCFA and the Seal Beach Police Department in the designation of routes and enforcement of hazardous materials, routing ordinances, and laws with the I-405 freeway as the primary designated route.

City of Seal Beach Municipal Code

The Seal Beach Municipal Code refers to Section 11.4.60, Hazardous Waste Facilities, which is not applicable to the Project as it does not include hazardous materials related codes that would be applicable to the Project.

Los Alamitos Joint Forces Training Base Airport Environs Land Use Plan

The ALUC for Orange County is an agency, established in late 1969, authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. Land uses within the airport planning area boundaries are required to conform to safety, height, and noise restrictions established in the Los Alamitos JFTB AELUP. The AELUP for the Los Alamitos JFTB was most recently amended in 2017.

3.8.3 Environmental Impacts

This section analyzes the Project's potential to result in significant hazards and hazardous materials impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, Los Alamitos JFTB AELUP, and online regulatory compliance databases.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's hazards and hazardous materials impacts are significant.

Would the Project:

- *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 or excessive noise for people rising or working in the project area?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- *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?*
- *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*
- *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?*
- *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*
- *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Impact Analysis and Mitigation Measures

Nearby Airport Hazard

Impact HAZ-1	**The Project would not, 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, result in a safety hazard for people residing or working in the Project area.**

Impact Analysis

A portion of Seal Beach is within the airport planning area of the Los Alamitos JFTB. As such, land uses within the airport planning area boundaries are required to conform to the noise, safety, and height restrictions established in the AELUP for the JFTB. The City is required to have any proposed General Plan amendments, Specific Plans and Specific Plan amendments, and zoning code amendments submitted to the ALUC for a consistency determination. However, the ALUC's findings may be overruled by the City Council.

Based on a review of the Los Alamitos JFTB AELUP, most of the Project, except for Housing Opportunity Site 8 and the portion of the Main Street Specific Plan area located south of Electric Avenue, are located within the airport planning area for the Los Alamitos JFTB. Additionally, the residential component of the ORCC Specific Plan Project is within the airport planning area for the Los Alamitos JFTB.

While the Project does not propose any specific development at this time, ALUC review is required for adoptions of or amendments to a General Plan or Specific Plan; zoning ordinance; master plan for public use airports; and heliports within the airport influence area (Public Utilities Code Sections 21676(b), 21676(c), 21664.5, and 21661.5). The ALUC may find a General Plan, Specific Plan, or zoning code amendment to be inconsistent; however, the City has the authority to overrule that finding. The requirement for ALUC review of proposed development projects is contingent on the ALUC finding that the General Plan, Specific Plan, or zoning code amendment is not consistent, or a finding that the City has not taken necessary steps to make them consistent (Public Utilities Code Section 21676.5).

Future developments proposed under the Project that are located within the airport planning area for the Los Alamitos JFTB that require any amendment to a General Plan or Specific Plan and any proposed changes to a zoning ordinance or building regulation would be subject to review by the ALUC. Should a future development project require review by the ALUC, noise, safety, and height of the structures are expected to be the key issues the ALUC would consider. These topics are further discussed in the following subsections.

Aircraft Noise Hazards

None of the Housing Opportunity Sites, including the residential component of the ORCC Specific Plan Project, are within the 65 dB CNEL noise contour (Noise Impact Zone 1 – High Noise Impact) for the Los Alamitos JFTB. However, Housing Opportunity Site 5 and the residential component of the ORCC Specific Plan Project are located within the 60 to 65 dB CNEL noise contour (Noise Impact 2 – Moderate Noise Impact).

According to the Los Alamitos JFTB AELUP, residential uses are considered "conditionally consistent" within the 60 to 65 dB CNEL noise contour and it is recommended that residential units be limited or excluded from this area unless sufficiently sound attenuated (AEULP 2017). The Los Alamitos JFTB AELUP identifies that the residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB, which is consistent with the City's General Plan and the California Building Code requirements. As discussed in Section 3.11, Noise, future developments proposed under the Project that are exposed to existing or projected noise, including aircraft noise, that exceeds noise standards identified in Figure N-3 of the General Plan would be required to prepare a project-specific acoustical study and identify mitigation measures to ensure interior noise levels do not exceed 45 dBA. Following the noise level standards set in the City's Noise Element and preparing an acoustical study would minimize potential impacts and ensure that future developments within the 60 to 65 dB CNEL noise contour would be compatible with the AELUP noise policies.

Similar to the Project, the residential component of the ORCC Specific Plan Project would be subject to the noise level standards and actions in the City's Noise Element, which include the preparation of an acoustical study or implementation of project-specific mitigation measures to ensure interior noise levels would not exceed 45 dBA. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Aircraft Safety Hazards

The AELUP has established Clear Zones, also referred as Runway Protection Zones, located at each end of the runway that are designated as having the potential for extreme crash hazard. The severe potential for loss of life and property due to accidents prohibits most land uses in these areas. No buildings intended for human habitation are permitted in the Clear Zones/ Runway Protection Zones (AELUP 2017).

Based on a review of the AELUP, none of the Housing Opportunity Sites, including the residential component of the ORCC Specific Plan Project, are located within the Clear Zones/ Runway Protection Zones for the Los Alamitos JFTB. As such, the Project would not present a safety hazard for persons in relation to airport-related accidents.

Height Restrictions

Most of the Project, except for Housing Opportunity Site 8 and the portion of the Main Street Specific Plan area located south of Electric Avenue, are located within the notification area and height restriction zone for the Los Alamitos JFTB. Generally, projects within the notification area and height restriction zone for the Los Alamitos JFTB that include the construction or alteration of structures more than 200 feet above mean sea level require filing with the FAA and review by the ALUC.

Based on the proposed zoning districts for the Project (eight Housing Opportunity Sites and the Main Street Program), building heights are anticipated to range from two to five stories and therefore filing with the FAA regarding aircraft-related safety hazards is not anticipated.

For any construction or alteration of structures more than 200 feet above mean sea level, filing with the FAA and review by the ALUC, including filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) would be required. Any development project that would penetrate the FAR Part 77 Notification Surface for the JFTB (notification area) would also be required to file FAA Form 7460-1. Structures that are more than 200 feet tall would be reviewed by the ALUC on a case-by-case basis to ensure development does not result in a safety hazard.

The residential component of the ORCC Specific Plan Project is within the notification area and height restriction zone for the Los Alamitos JFTB. The residential component of the ORCC Specific Plan Project would be subject to the maximum height requirements established in the applicable zoning district. Any structures that are more than 200 feet tall or would penetrate the FAR Part 77 Notification Surface for the JFTB would be required to be reviewed by the ALUC. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

In conclusion, the Project and future developments under the Project would comply with the noise, safety, and height standards established in the AELUP for the Los Alamitos JFTB. The Project would not result in a safety hazard for people residing or working in the Project area and the impact would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.8.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)).

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. As identified in Table 3.0-2 in Section 3.0, Environmental Analysis, the geographic scope of impacts for hazards is limited to the specific project site. Hazards and hazardous materials impacts tend to be site specific and are assessed on a site-by-site basis and therefore, hazards do not contribute to cumulative impacts. There is

no specific cumulative development listed in Table 3.0-3 that are driving cumulative impacts related to hazards.

However, indirect cumulative impacts related to hazards and hazardous materials could occur where regional development patterns place structures and/or people in proximity to significant sources of safety hazards or hazardous materials emissions, or where regional patterns develop new cumulatively hazardous sources near sensitive receptors. As stated in Table 3.0-3 of Section 3.0, Environmental Impact Analysis, all cumulative developments identified and listed in Table 3.0-3 are residential projects and therefore, would not develop new hazardous sources near sensitive receptors. Hazardous materials utilized during operation of the cumulative developments would be anticipated to be limited to those typical to residential uses and would not be anticipated to require the use of large quantities of hazardous materials. Additionally, all cumulative developments are located within urbanized areas and would not be located on sites that are in proximity to significant sources of safety hazards or hazardous materials emissions.

Anticipated impacts concerning hazards and hazardous materials from future developments facilitated by the Project, in conjunction with cumulative development within and within proximity of the City, may include future development in areas that are at risk of hazards such as from the nearby airport. Similar to future developments under the Project, cumulative developments would be required to comply with the noise, safety, and height standards established in the AELUP for the Los Alamitos JFTB. Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential adverse site-specific impacts and require mitigation measures as necessary in compliance with federal, state, and local requirements. All potential impacts from future developments facilitated by the Project concerning hazards and hazardous materials would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards. As a result, cumulative impacts related to consistency with policies and regulations aimed at preventing and minimizing impacts from hazards and hazardous materials would be less than significant, as the Project would be consistent with applicable plans and policies. Therefore, with the implementation of applicable regulatory requirements and existing plans and policies, the Project's contribution to a cumulatively considerable impact related to hazards and hazardous materials would be less than significant.

3.8.5 References

City of Seal Beach. 2003. City of Seal Beach General Plan, December 2003. https://www.sealbeachca.gov/Departments/Community-Development/Planning-Development/General-Plan. Accessed September 2024.

Airport Environs Land Use Plan (AELUP). 2017. Orange County Airport Land Use Commission, Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, Amended August 17, 2017. https://files.ocair.com/media/2021-02/JFTB,LosAlamitos-AELUP2017.pdf. Accessed September 2024.

State Water Resources Control Board (SWRCB). 2024. GeoTracker database. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Search+GeoTracker. Accessed September 2024.

3.9 HYDROLOGY AND WATER QUALITY

This section describes the environmental and regulatory setting for hydrology and water quality. It also describes existing conditions and potential impacts related to hydrology and water quality that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The impacts are considered less than significant.

The Project could alter the existing drainage pattern of the sites by substantially increasing the rate or amount of runoff, create or contribute to runoff water, or impede or redirect flood flow. The Project would implement Mitigation Measure HYD-1 which includes site specific analysis and potential improvements which would reduce impacts to less than significant.

The Project would not result in the release of pollutants from a flood hazard, tsunami, or seiche zone. The impacts are considered less than significant.

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impacts are considered less than significant.

The residential component of the ORCC Specific Plan Project was considered within the review of potential groundwater, stormwater, and runoff impacts of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.9.1 Environmental Setting

Watershed and Regional Drainage

A watershed is the geographic area draining into a river system, ocean, or other body of water through a single outlet and includes the receiving waters. The City is located within the Santa Ana River Watershed, which is the most extensive watershed in Orange County, running through a three-county area from its headwaters in the San Bernadino Mountains to its outlet in the Pacific Ocean (Orange County 2015). The Santa Ana River Watershed encompasses approximately 2,700 square miles.

The City is located near multiple hydrologic features which include rivers, the Pacific Ocean, and wetlands, which are subject to various sources of pollution within the community. The mouth of the San Gabriel River lies within City limits and drains an area of approximately 700 square miles within Los Angeles and Orange Counties. The San Gabriel River is located along the western boundary of the City. The San Gabriel River originates in Los Angeles County but empties into the ocean at Seal Beach. Additionally, the river provides an outlet for flood control basins and channels within the City. The river is

a major source of ocean contamination after storm events due to the washing of upstream pollutants and trash into the ocean (City of Seal Beach 2003).

Groundwater

The City is located within the Orange County Groundwater Basin which is located within an area designated by the California Department of Water Resources (DWR) as Basin 8-1. The basin stores an estimated 66 million acre-feet of water, although only a fraction of this can be sustainably pumped without causing physical damage such as seawater intrusion or potential land subsidence.

The DWR has designated the Orange County Groundwater Basin as a medium-priority basin, primarily due to heavy reliance on the Basin's groundwater as a source of water supply. Sources of groundwater recharge for the Basin include Santa Ana River base flow, storm flow, imported water, recycled water, incidental recharge, and in-lieu programs (OCWD 2015).

Water Quality

The mouth of the San Gabriel River is located within the City limits, which drains an area of approximately 700 square miles within Los Angeles and Orange Counties, the Pacific oceanfront, and various wetlands areas that are subject to various sources of pollution within the community (City of Seal Beach 2003).

Within the City, the Bolsa Chica Channel also drains into Anaheim Bay, which is in the Seal Beach Naval Weapons Station between the Coastal District and Surfside Colony. It links the salt marshlands with the ocean and serves as a major drainage channel (City of Seal Beach 2003).

Pollutants could be present in stormwater runoff, including sediment, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogenic bacteria, and viruses. Stormwater runoff is the principal source of pollution entering surface and ground water in the region. Typical pollutants include oil, grease, or antifreeze releases from cars or trucks; paint or paint products; leaves or yard waste; pesticides, herbicides, or fertilizers from yards and gardens; solvents and household chemicals; animal wastes, litter, or sewer leakage; and construction debris such as fresh concrete, mortar, or cement.

Flooding

Seal Beach lies along the Pacific Ocean and can be subject to coastal flooding, which occurs when water levels rise high enough to inundate areas that are normally dry. This typically occurs during a storm or during high tides (City of Seal Beach 2018).

Flood hazard zones are identified on official Flood Insurance Rate Maps (FIRM) issued by the Federal Emergency Management Agency (FEMA). The City has designated various flood hazard zones ranging from areas of reduced flood risk due to levees to areas with high-risk flood hazards. Specifically, the City includes FEMA Zone VE, Zone AE, Zone D, and Zone X (FEMA 2019). Zones VE and AE are special flood hazard areas that are high risks with a 25 percent chance of flooding during a 30-year period. Zone

D are areas where flooding is possible, but the flood hazard is either undetermined or unstudied. Zone X are areas with moderate to low risks of floods (FEMA 2023).

The areas most vulnerable to 100-year floods are located adjacent to the San Gabriel River and the flood control channels, the main beach, the southeastern end of Electric Avenue, and parts of the Old Ranch Golf Course. The College Park East neighborhood is also susceptible to flooding during winter storms. The College Park East neighborhood drains to the Old Ranch Country Club Golf Course. The Seal Beach 2018 Evacuation Plan identified the following areas in the City as potential flooding areas (City of Seal Beach 2018):

- Parts of downtown/Old Town Seal Beach, including the Pacific Coast Highway near Seal Beach Blvd, the Pacific Coast Highway near 5th Street, 1st Street, Ocean Avenue, Seal Way, Main Street, and Marina Drive;
- The area around Leisure World, including Westminster Avenue and Seal Beach Blvd;
- The Pacific Coast Highway near the San Gabriel River;
- The College Park East neighborhood in northern Seal Beach, adjacent to the Joint Forces Training Base in Los Alamitos, and including I-405 and the northern parts of Seal Beach Blvd;
- The College Park West neighborhood near the San Gabriel River and I-405; and
- The Bridgeport area.

While not identified in the Seal Beach 2018 Evacuation Plan as a potential flooding area, the Surfside Neighborhood has experienced flooding in recent years during high tide and strong ocean swells. Surfside is located along the Pacific Ocean and Pacific Coast Highway, immediately south of Anaheim Bay.

Seiches and Tsunamis

Tsunamis are seismic sea waves generated by large submarine earthquakes, volcanic eruptions, or large submarine landslides. Seiches are stationary oscillations of enclosed or partly enclosed bodies of water caused by landslides, sudden changes in atmospheric and wind pressure or earthquakes. According to the City's General Plan, seismically induced seiches are not considered a potential hazard. The tsunami hazard is considered to be low for the elevations above the principal sea bluff in the City. Areas on the beach or below the sea bluff are considered to have moderate tsunami hazard, depending on tidal conditions and their elevation with respect to sea level (City of Seal Beach 2003).

The Army Corps of Engineers has estimated a seven-to-eight-foot potential run-up for the coastal area. Assuming a coincidental highest tide, areas below the 16-to-17-foot contour level could be inundated by a tsunami. The chance of this occurring appears to be low based on existing data; but if an earthquake happened along the Newport-Inglewood fault, a tsunami of a much higher inundation level could be expected (City of Seal Beach 2003).

Sea Level Rise

The City is located along the shoreline and is susceptible to the effects of sea level rise (SLR). The coastal reach between the San Gabriel River and Anaheim Bay jetties encompasses West Beach, the Seal Beach Municipal Pier and East Beach. This is the center of beach-related activity in Seal Beach due to the accessibility and proximity to Main Street, residential development and visitor serving amenities. According to the Sea Level Rise Vulnerability Assessment prepared by the City, this area is currently exposed to coastal erosion, wave run-up and flooding during extreme events. SLR has the potential to increase these hazards impacting the recreational beach areas, amenities and residential development. The Surfside Community, south of Anaheim Bay, is also exposed to the open coast and associated process of coastal erosion, wave run-up and flooding during extreme events. Located downcoast of a complete littoral barrier formed by the Anaheim Bay jetties, this segment of shoreline is particularly vulnerable to erosion and dependent on regular nourishment from the USACE to maintain a sandy beach in front of residential development. Inland low-lying areas of Seal Beach are also susceptible to potential flooding from SLR in combination with high tides and fluvial events from sources such as the San Gabriel River, Los Cerritos Wetlands and Anaheim Bay (City of Seal Beach 2019).

According to the Sea Level Rise Vulnerability Assessment, for the 2050 time horizon the “likely range” of SLR is between 0.5 to 1.0 feet with an estimated 66 percent probability that SLR will fall within this “likely range”. The likely range of SLR at the 2100 time horizon is 1.3 to 3.2 feet for a high emissions scenario (City of Seal Beach 2019).

3.9.2 Regulatory Setting

Federal

Federal Clean Water Act

The federal CWA (33 USC Section 1251 et seq.), formerly the Federal Water Pollution Control Act of 1972, was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). Section 401 of the CWA regulates surface water quality, and a Water Quality Certification is required for federal actions (including construction activities) that may result in impacts to surface water. In California, NPDES permitting authority is delegated to, and administered by, the nine RWQCBs. The Project is located within Region 8, regulated by the Santa Ana RWQCB.

National Pollutant Discharge Elimination System

The NPDES permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and non-point source stormwater runoff. NPDES

permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions of discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger including industrial pretreatment, pollution prevention, self-monitoring and other activities.

Developers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres are required to file a notice on intent to obtain coverage under the NPDES Construction General Permit. The Construction General Permit requires the preparation and implementation of a stormwater pollution prevention plan (SWPPP) which must be completed before construction begins. The SWPPP should contain a site map that shows the construction site perimeter; existing and proposed buildings, lots, roadways, and stormwater collection and discharge points; general topography both before and after construction; and drainage patterns across the project site. The SWPPP must list best management practices the discharger will use to manage stormwater runoff and the placement of those BMPs.

State

California Coastal Act

The State of California passed the California Coastal Act in 1976 which created protections over the State's coastal zones to promote the public safety, health, and welfare, and to protect public and private property, wildlife, marine fisheries, ocean resources, and the natural environment from deterioration and destruction from existing and future development.

Porter Cologne Water Quality Control Act

The State of California established the SWRCB, which oversees the nine RWQCBs, through the Porter-Cologne Water Quality Control Act (Porter-Cologne). Through the enforcement of Porter-Cologne, the SWRCB determines the beneficial uses of the waters (surface and groundwater) of the State, establishes narrative and/or numerical water quality standards, and initiates policies relating to water quality. The SWRCB and, more specifically, the RWQCB, are authorized to prescribe Waste Discharge Requirements for the discharge of waste, which may impact waters of the State. Furthermore, the development of water quality control plans, or Basin Plans, is required by Porter-Cologne to protect water quality. The SWRCB issues both General Construction Permits and Individual Permits under the auspices of the federal NPDES program.

State Water Resources Control Board and Regional Water Quality Control Boards

In California, the SWRCB has broad authority over water quality control issues for the state. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the state by the federal government under the CWA.

Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The regional boards are required to formulate and adopt water quality control plans for all areas in the region and establish water quality objectives in the plans. The City of Seal Beach is within the jurisdiction of the Santa Ana RWQCB (Region 8). The Santa Ana RWQCB adopted a Water Quality Control Plan for the

Santa Ana River Basin (Basin Plan) which includes the water quality standards (water quality objectives, beneficial uses, and anti-degradation policy) for the Region, regionally important water quality management and improvement initiatives, policies and practices for implementing water quality standards, and implementation plans.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) is a three-bill package that passed the California state legislature and was signed into California state law by Governor Jerry Brown in September 2014. SGMA establishes a framework for long-term sustainable groundwater management across California and requires local agencies to bring over drafted basins into balanced levels of pumping and recharge The DWR uses the California Statewide Groundwater Elevation Model Priority List to rank groundwater basins across the state according to priority levels of high, medium, low, or very low, and SGMA specifies deadlines for completion of Groundwater Sustainability Plans (GSPs) in order of basin priority. Under SGMA, high- and medium-priority basins, as designated by DWR, must establish GSPs in order of basin priority. Under SGMA, high- and medium-priority basins, as designated by DWR, must establish Groundwater Sustainability Agencies (GSAs) that oversee the preparation and implementation of a local GSP.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022 and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to hydrology and water quality are presented below:

Safety Element

- **Policy 2N:** Facilitate the proper separation of sewer and storm drain systems through construction upgrades and operation and maintenance of sewer and storm drain infrastructure to eliminate the flow of sewage into the City storm drains.
- **Policy 2O:** Facilitate coordination and participation by all of the jurisdictions that make up the Los Angeles and Santa Ana RWQCBs to improve water quality. Encourage the elimination of sewer discharges and non-point source pollution into the San Gabriel River.
- **Policy 2S:** Minimize changes in hydrology and pollutant loading, require incorporation of control, including structural and non-structural BMPs to mitigate the projected increase in pollutant loads and flows, ensure that post-development runoff rates and velocities from a site have no significant adverse impact on downstream erosion and stream habitat, minimize the quantity of storm water directed to impermeable surfaces and the MS4s, and maximize the percentage of permeable surfaces to allows more percolation of storm water into the ground.

- **Policy 2U:** Encourage the use of water quality wetlands, biofiltration swales, watershed-scale retrofits, etc. where such measures are likely to be effective and technically and economically feasible.

- **Policy 2V:** Provide for appropriate permanent measures to reduce storm water pollutant loads in storm water from the development site.

- **Policy 2W:** Establish development guidelines for areas particularly susceptible to erosion and sediment loss.

City of Seal Beach Municipal Code

The City's Municipal Code includes Chapter 9.45, Floodplain Management. The chapter's purpose is to promote public health, safety, and general welfare, and to minimize public and private losses due to flood conditions by legally enforceable regulations applied uniformly throughout the community to all publicly and privately-owned land within flood prone, mudslide, or flood related erosion areas. The chapter includes provisions of methods of reducing flood losses and specific standards related to construction and development within areas of the City

3.9.3 Environmental Impacts

This section analyzes the Project's potential to result in significant hydrology and water quality impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The evaluation of potential hydrologic and water quality impacts was based on a review of City documents, including the General Plan. Mapping tools provided by FEMA were also reviewed. The information obtained from these sources is summarized to establish existing conditions and to identify potential environmental effects. In determining the level of significance, the analysis assumes that the Project would comply with relevant federal, state, and local ordinances and regulations.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's impacts to hydrology and water quality are significant.

Would the Project:

- *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

- *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
    - *Substantially increase the rate or amount of surface runoff in a manner which would result in flood on or offsite;*
    - *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff; or*
    - *Impede or redirect flood flows?*
- *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*
- *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*
- *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or offsite?*

Impact Analysis and Mitigation Measures

Groundwater

Impact HYD-1	**The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.**

Impact Analysis

A significant impact would occur if future developments under the Project resulted in a net reduction in the groundwater supply or lower the groundwater table. As noted in Section 3.9.1, Environmental Setting, the City is located within the Orange County Groundwater Basin which is located within an area designated by the DWR as Basin 8-1. The DWR has designated the Orange County Groundwater Basin as a medium-priority basin, primarily due to heavy reliance on the Basin's groundwater as a source of water supply. Sources of groundwater recharge for the Basin include Santa Ana River base flow, storm flow, imported water, recycled water, incidental recharge, and in-lieu programs (OCWD 2015). Future

development facilitated by the Project would likely be located within developed areas of the City and would not be anticipated to substantially interfere with groundwater recharge. The majority of the Housing Opportunity Sites and the entirety of the Main Street Program area are located on sites that are developed with existing uses or have been developed with impervious surfaces and therefore, the sites for potential future development would not be identified as an area with high groundwater recharge potential. However, Housing Opportunity Site 8 – 99 Marina Drive and the residential component of the ORCC Specific Plan Project are undeveloped and contain pervious surfaces. Therefore, there is some potential for the site to provide opportunities for groundwater recharge. However, as identified in OCWD's Groundwater Management Plan, the Santa Ana River base flow and recycled water are the largest sources of groundwater recharge for the basin (OCWD 2015). This site is an extremely small site area compared to the OC Basin and not within the basin recharge areas, therefore this Housing Opportunity Site would not result in a significant decrease in groundwater recharge potential.

A Water Supply Assessment (WSA) was prepared for the Project by Stantec Consulting Services in April 2025 (Appendix G). As identified in the WSA, the eight Housing Opportunity Sites and the Main Street Program area have existing structures that have existing water uses. These existing water demands were part of the City's and Golden State Water Company's (GSWC) demand analysis in their respective 2020 Urban Water Management Plan (UWMP). Therefore, the WSA calculated the additional demand that would result at these sites from buildout of the Project. It should be noted that Housing Opportunity Site 4 – The Shops at Rossmoor is anticipated to be served by GSWC West Orange Service Area. The remaining seven Housing Opportunity Sites and the Main Street Program would be served by the City of Seal Beach. The Housing Element Update plans for up to 1,339 new dwelling units in the City by 2029 to accommodate its RHNA allocation of 1,243 units. However, the assumed residential development potential of the Housing Element Update is developed using conservative assumptions that would develop the Housing Opportunity Sites below the maximum allowable density. For the purposes of analysis contained in this EIR, a more intense level of development (maximum buildout) was analyzed so that potential impacts resulting from projects that might propose maximum developable densities are considered as part of this EIR. Therefore, the analysis contained herein as well as the analysis contained in the WSA assumed maximum buildout under the Project.

The WSA compared the percentage increase in water demand over a 25-year period due to the Project for a normal year and the highest demand from the five-year period of multiple dry years as a worst-case scenario for portions of the Project served by the City of Seal Beach and GSWC. As shown in Section 3.17, Utilities and Service Systems, the maximum buildout scenario of the eight Housing Opportunity Sites and the Main Street Program would result in a total additional water demand of 405-acre feet per year (AFY). This includes 139 AFY for Housing Opportunity Site 4 – the Shops at Rossmoor served by GSWC and 266 AFY for the remaining seven Housing Opportunities Sites and the Main Street Program served by the City of Seal Beach. This equates to 139 AFY above the projected demands for a normal water year in 2030 established in the GSWC West Orange Service Area 2020 UWMP. Regarding the City's portion of the Project, for the remaining 7 Housing Opportunities Sites and the Main Street Program, an additional supply of 266 AFY is required above the projected demands for a normal water year in 2030 established in the City's 2020 UWMP. For multiple dry-years, the total additional water demand of 435 AFY, which equates to 282 AFY above the City's 3,570 AFY projected for the fifth dry year in 2030 and 153 AFY above GSWC's 16,330 AFY projected for the fifth dry year in 2030. Based on

the estimated additional water required for the Project, an approximate 8 percent and 1 percent increase in supply for the City and GSWC, respectively, is needed to meet these demands.

As identified in the WSA, both the City's 2020 UWMP and GSWC's 2020 UWMP project that after 2025, the Basin Production Percentage (BPP) will be set at 85 percent. This means that the water portfolio for each retail water supplier will be composed of 85 percent groundwater and 15 percent imported water. As part of the OCWD's Groundwater Reliability Plan, the groundwater levels are managed within a safe operating range to mitigate land subsidence, provide sustainability to the basin, and reduce the risk of overdraft. OCWD assesses the basin annually and sets a BPP uniformly for all producers, which is defined as the percentage of the City's total water demand that comes from groundwater.

Per OCWD Groundwater Management Plan and Basin 8-1 Alternative, the BPP is based on estimated demands from all groundwater producers, the amount of imported water available from the Metropolitan Water District of Southern California (MET), the estimated basin operating range, basin storage conditions, the amount of recharge water available to OCWD, and other factors (OCWD 2017). Groundwater producers meet bi-annually with OCWD to establish a Replenishment Assessment (RA) based on demands estimated from the previous year and the amount of groundwater that has been pump during the year. While there is no legal limit as to how much a groundwater producer pumps from this basin, agencies that pump above the established BPP are charged a RA fee plus a Basin Equity Assessment (BEA) fee. OCWD forecasts that the basin would be able to sustain a BPP of 85 percent beyond 2025 to meet demands from groundwater producers (City of Seal Beach 2021). Since the BPP is established annually by OCWD's assessment of the OC Basin, the BPP is subject to change. For this analysis, the BPP is assumed to be held at 85 percent through 2045.

The City's projected water supplies along with GSWC West Orange Service Area's projected water supplies, identified in the respective 2020 UWMPs, would not be adequate to serve the additional demand that would result from maximum buildout of the Project. However, the City and GSWC would be able to meet the projected and additional demand associated with the Project through 2045 with a combination of groundwater production and imported water purchased. Moreover, since imported MET water purchases through Municipal Water District of Orange County (MWDOC) and the BPP within the OC Basin are established annually via agency coordination, the future developments constructed as a result of the Project would start being incorporated into this agency coordination as the future developments under this Project came online. Therefore, the estimated Project demands would start being incorporated as the eight Housing Opportunity Sites and Main Street Program were built out.

Based on MET's reliability and sustainable management of the OC Basin by OCWD, the WSA concluded that the additional demand from the Project along with the projected demands from the UWMP can be met as these additional demands would be accounted for during coordination and BPP establishment for both the City and GSWC the following year that future developments under the Project is developed. With the assumption that BPP is set at 85 percent, an 8 percent increase in demands for the City, or 282 AF during dry years, would require ground water pumping of 240 AF and purchasing of 42 AF from imported sources by the City. With an additional 1 percent increase in demand for GSWC, or 153 AFY during dry years, 130 AFY of groundwater and 23 AFY of imported water would be required by GSWC to meet these demands. This is a total increase in demand of 435 AFY during dry year, which represents approximately

a 0.1 percent increase in total groundwater production over the estimated average within the OC Basin and a 0.05 percent increase over the total estimated average water purchased from MWDOC for retail sales. For any demands beyond the annual estimates within the City's and GSWC West Orange's service area, the City would have to increase groundwater production beyond the BPP established by OCWD, which may result in costs incurred associated with RA and BEA. The other option would be to purchase more imported water from MWDOC to provide adequate supplies to meet the increased demand.

It should be noted that Housing Opportunity Site 4 - The Shops at Rossmoor, would receive water distribution service from GSWC. This has been accounted for in the additional demand from the Project shown in the supply and demand analysis described in the WSA, which concluded that there would be adequate water supplies available to the City of Seal Beach and GSWC serve the Project during normal, dry, and multiple dry years.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The WSA determined that the maximum buildout scenario of the seven Housing Opportunity Sites and the Main Street Program served by the City would result in an additional water demand of 266 AFY (1,054 dwelling units) for a normal water year. Scaling to the residential component of the ORCC Specific Plan Project, the additional 167 units would result in an additional water demand of 42 AFY for a total of 308 AFY above the projected demands established in the City's 2020 UWMP. With the additional demands associated with the Project, the City would require additional water supplies to be able to meet the City's projected overall demand. As identified in the WSA, based on the estimated additional water required for the Project and the residential component of the ORCC, an approximate 9.3 percent increase in supply is required to meet these demands. Based on MET's reliability and sustainable management of the OC Basin by OCWD, the WSA concluded that the additional demand from the Project along with the projected demands from the UWMP can be met as these additional demands would be accounted for during coordination and BPP establishment for the following year. With the BPP set at 85 percent, additional demands of 308 AF would require ground water pumping of 262 AF and purchasing of 46 AF from imported sources for the City. This represents approximately a 0.12 percent increase in groundwater production over the estimated annual average within the OC Basin and a 0.05 percent increase over the estimated annual average MET water purchased for retail sales. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

For any demands beyond the annual estimates, the City and/or GSWC may have to increase groundwater production beyond the BPP established by OCWD, which may result in costs incurred associated with RA and BEA. The other option would be to purchase more imported water from MWDOC to provide adequate supplies to meet the increased demand.

Though the Project itself does not propose any specific developments at this time and approval of this Project would not result in the construction of new development, the Project would facilitate the ability for new developments to be proposed and constructed within the City. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project

may impede sustainable groundwater management of the basin and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Drainage Pattern

Impact HYD-2	**The Project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:** **i) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;** **ii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or** **iii) Impede or redirect flood flows.**

Impact Analysis

Site-specific drainage reports to evaluate hydrological impacts would be prepared as individual developments are proposed on individual Housing Opportunity Sites. However, the development of some of the Housing Opportunity Sites may result in the alteration of existing drainage patterns of the site or area and have potential adverse effects on existing surface drainage patterns caused by the creation of new impervious surfaces. These would be minimized through the required construction and post-construction stormwater controls and measures for minimizing erosion and stormwater runoff.

Full buildout of future developments resulting from Project implementation could potentially increase the rate and amount of surface runoff and could create flood hazards. As identified in Section 2.0, Project Description, the eight Housing Opportunity Sites and the Main Street Program area are within areas already developed with existing uses; therefore, development of these sites and areas with uses would not result in a substantial increase in runoff and are required to be designed to not substantially alter the drainage pattern of the area. To prevent long-term impacts related to Project operation, new developments related to Project implementation would be required to comply with City's Municipal Code Chapter 9.20, Storm Water Management Program. Municipal Code Section 9.20.015, Controls for Water Quality Management, outlines water quality management requirements for all new development and significant redevelopment projects, including requiring compliance with the Orange County Drainage Area Management Plan (DAMP). Additionally, future development resulting from Project implementation would

be required to comply with development requirements and standards for storm drainage and stormwater runoff identified under City Municipal Code Section 11.4.10.020(H), Storm Drainage and Stormwater Runoff, including prevention of runoff, connection to the public drainage system, incorporation of design requirements and integration of BMPs, as required by the City's NPDES permit requirements. All future developments would also be required to comply with the applicable requirements of the NPDES Construction General Permit related to preparation and implementation of a SWPPP and associated BMPs during the construction period to ensure that polluted runoff does not leave the site and enter the storm drainage system.

However, there are existing storm drainage capacity issues within portions of the City. Therefore, Project implementation and development of some of the identified sites may result in flooding related impacts due to the existing drainage system in the City not providing adequate capacity. The majority of the Housing Opportunity Sites as well as the Main Street Program area are located within areas identified by FEMA as Zone X with reduced flood risk due to levees and therefore, is not anticipated to result in impeding or redirecting flood flows. However, a small portion of Housing Opportunity Site 5 – Old Ranch Town Center is located within an area identified by FEMA as Zone AE (EL 14), or a special flood hazard area with a flood elevation of 14 feet. Therefore, the development of Housing Opportunity Site 5 – Old Ranch Town Center could result in the new development impeding or redirecting flood flows and result in an impact. Housing Opportunity Site 5 – Old Ranch Town Center would be required to be designed per the FEMA flood zone requirements. The residential component of the ORCC Specific Plan Project would also be located within FEMA Zone AE, see below.

General Plan Policy 5G states the City will review and update the Master Plan of Drainage to integrate the drainage systems of the entire City into one plan and include an implementation schedule and priorities for improvements. The City's Master Plan of Drainage was last updated in 2008, and the plan identifies areas of the City's storm drainage system which require improvements ranking them from high priority projects to low priority projects. Long-range improvement needs as documented in the City's Master Plan of Drainage are prioritized and budgeted into the City's Capital Improvement Program (CIP). The City's CIP would be used as a management tool to facilitate the planning and construction of specific projects such as storm drainage improvement projects.

As outlined in Mitigation Measure HYD-1, future development projects facilitated by the Project shall be required to prepare a site-specific evaluation to determine the potential impact the proposed development project could have on the existing deficiencies to the City's storm drainage system and provide onsite mitigation measures to resolve impacts to the City's storm drain infrastructure. If it is found that using onsite mitigation measures does not resolve all impacts consistent with federal, state, and local requirements, then it shall be required to fund improvements to the storm drainage system as a condition of approval for the proposed development. As potential Housing Opportunity Sites are proposed in all areas of the City, each proposed project would have varying drainage patterns. Future development projects would be required to design and construct storm drainage systems in accordance with City standards and requirements. For potential development within identified flood zones, the development structures and associated storm drainage system would be required to be designed and constructed to meet FEMA flood zone requirements.

As the City already has existing storm drainage capacity issues within portions of the City, future development projects facilitated by the Project could contribute to the existing issues and could result in increased impacts. Therefore, the Project identified Mitigation Measure HYD-1 to reduce potential impacts. Implementation of Mitigation Measure HYD-1 would ensure that potential impacts to storm drainage systems from future development projects facilitated by the Project are analyzed and mitigated. Therefore, the Project would have less than significant impacts.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan is located within FEMA Flood Zone AE and has a moderate risk of flooding that would be evaluated within its own standalone EIR. Additionally, the residential component of the ORCC Specific Plan Project would be required to comply with City Municipal Code Section 11.4.10.020(H) and requirements for preparation and implementation of a SWPPP and associated BMPs. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM HYD-1: **Stormwater Drainage Infrastructure.** Future development projects facilitated by the Housing Element and Zoning Code Update shall be required to prepare a site-specific evaluation to determine the potential impacts the proposed development project could have on the existing deficiencies to the City's storm drainage system and provide onsite mitigation measures to resolve impacts to the City's storm drain infrastructure. If it is found that using onsite mitigation measures do not resolve all impacts consistent with federal, state, and local requirements, then it shall be required to fund improvements to the storm drainage system as a condition of approval for the proposed development. The requirement for contribution to funding improvements and the anticipated cost shall be analyzed at the time of project-specific environmental analysis.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Project Inundation

Impact HYD-3 The Project would not, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

Impact Analysis

The majority of the Housing Opportunity Sites as well as the Main Street Program area are located within areas identified as Zone X with reduced flood risk due to levees. Therefore, these sites would not be located in a flood hazard zone and would not risk the release of pollutants due to project inundation. However, a small portion of Housing Opportunity Site 5 is located within areas identified by FEMA as Zone AE (EL 14), or a special flood hazard area with a flood elevation of 14 feet. Additionally, due to the City's proximity to the Pacific Ocean, the City is at risk of tsunamis. The City's General Plan Safety Element identified that the risk of inundation by a tsunami appears to be low; however, if an earthquake occurred along the Newport-Inglewood fault, a tsunami of high inundation level could be expected (City of Seal Beach 2003).

The City's Municipal Code includes Chapter 9.45, Floodplain Management, includes provisions of methods of reducing flood losses and specific standards related to construction and development within areas of the City. Sites in identified flood areas are required to adhere to the development specifications in City's Municipal Code Section 9.45.08, Provisions for Flood Hazard Reduction. This Municipal Code section provides standards of construction in areas of special flood hazards, standards for utilities, and standards for different proposed developments and floodways.

Compliance with the City's Municipal Code requirements would reduce impacts of flooding on future development projects facilitated by the Project to less than significant. Future development of identified Housing Opportunity Sites as well as new developments within the Main Street Program area facilitated by the Project may be subject to subsequent individual environmental review to analyze its potential impacts related to flood risk. As all future development projects would be required to be designed and constructed in accordance with City requirements and standards, the future developments would be anticipated to be constructed to withstand any potential flooding impacts and would not risk the release of pollutants due to project inundation. Future developments located in flood risk or tsunami risk areas would be anticipated to be constructed to be located above the anticipated flood elevation.

Seiches are stationary oscillations of enclosed or partly enclosed bodies of water caused by landslides, sudden changes in atmospheric and wind pressure or earthquakes. As identified in the City's General Plan Safety Element, seismically induced seiches are not considered a potential hazard for the City. With minimal potential for inundation by flood, low likelihood of inundation by tsunamis, and no potential for inundation by a seiche, there would be little potential for future development sites to release pollutants into water resulting from inundation. Additionally, future development projects located within flood zones would be required to be designed and constructed in accordance with the City's flood hazard reduction standards and requirements which would reduce potential impacts. Therefore, the Project would have a less than significant impact related to releasing pollutants during inundation of future project sites.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site

inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan is located within FEMA Flood Zone AE and has a moderate risk of flooding that would be evaluated within its own EIR. The residential component of the ORCC Specific Plan Project would be required to be designed and constructed in accordance with City requirements and standards. The future developments would be anticipated to be constructed to withstand any potential flooding impacts and would not risk the release of pollutants due to project inundation. Future developments located in flood risk or tsunami risk areas would be anticipated to be constructed to be located above the anticipated flood elevation. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Water Quality Control Plan or Sustainable Groundwater Management Plan

Impact HYD-4	**The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.**

Impact Analysis

Water Quality Control Plan

The City's water quality control plan is the Basin Plan prepared by the Santa Ana RWQCB. Future residential developments facilitated by the Project would be required to implement and comply with the Basin Plan to ensure that new development minimizes potential water quality impacts. Additionally, the City has adopted regulations and requirements related to protection of water quality. Construction activities related to future development projects facilitated by the Project would be required to comply with Chapter 9.30, Storm Water Management Program, of the City's Municipal Code which includes requirements for stormwater drainage systems, polluted runoff, construction of water quality management, and enforcement and permit requirements. Any projects that include one acre or greater of soil disturbance would be required to comply with the Construction General Permit and associated NPDES regulations. Additionally, future development associated with Project implementation would be required to comply with all relevant NPDES requirements and would be required to prepare a SWPPP. The SWPPP would be required to include construction BMPs that address pollutant source reduction and provide measures of control necessary to mitigate potential pollutant sources.

To prevent long-term impacts related to operation, new developments resulting from the Project would be required to comply with City's Municipal Code Chapter 9.20, Storm Water Management Program. Municipal Code Section 9.20.015, Controls for Water Quality Management, outlines water quality

management requirements for all new development and significant redevelopment projects, including requiring compliance with the Orange County DAMP. Additionally, future developments resulting from Project implementation would be required to comply with development requirements and standards for storm drainage and stormwater runoff identified under City Municipal Code Section 11.4.10.020(H), Storm Drainage and Stormwater Runoff, including prevention of runoff, connection to the public drainage system, incorporation of design requirements and integration of BMPs, as required by the City's NPDES permit requirements. Future developments facilitated by the Project would be required to incorporate General Plan policies which ensure that new development does not impact water quality. Implementation of City standards and requirements would ensure that future developments comply with the Basin Plan. With adherence to federal, state, and local regulations and requirements, runoff associated with both construction and regular operation of future developments facilitated by the Project would not violate any water quality control standards or any water quality control plan, and impacts would be less than significant.

Sustainable Groundwater Management Plan

The City is located within the Orange County Groundwater Basin which is located within an area designated by the DWR as Basin 8-1. The DWR has designated the Orange County Groundwater Basin as a medium-priority basin, primarily due to heavy reliance on the Basin's groundwater as a source of water supply. In 2014, the State of California adopted the SGMA to support and manage its groundwater sustainably and mitigate significant low groundwater levels, land subsidence, and water quality issues. SGMA requires all high- and medium-priority basins, as designated by DWR, be sustainably managed. To comply with the SGMA, the agencies within Basin 8-1, led by OCWD submitted an Alternative to a Groundwater Sustainability Plan in 2017, titled the "Basin 8-1 Alternative".

As identified in the OCWD's Groundwater Management Plan, sources of groundwater recharge for the Basin include Santa Ana River base flow, storm flow, imported water, recycled water, incidental recharge, and in-lieu programs (OCWD 2015). As the majority of the Housing Opportunity Site and the Main Street Program area are developed with existing uses including existing impervious surfaces, future development projects facilitated by the Project on these sites are not anticipated to interfere with groundwater recharge and would not conflict with the OCWD's Groundwater Management Plan. However, the City relies on groundwater and imported water for sources of potable water. The Project would increase the City's water demands and therefore would require more pumping of the groundwater basin.

OCWD collects samples and analyzes water elevation and water quality data to ensure a safe and sustainable level of groundwater production is established (OCWD 2015). The OCWD monitors the groundwater supply and operates the basin in accordance with an identified safe operating range which ensures that the basin is not over pumped leading to potential impacts such as seawater intrusion and land subsidence. As identified above under Impact HYD-1, future development projects facilitated by the Project could result in increased groundwater pumping, but not above the safe operating range for the basin and therefore would not conflict with sustainable management of the basin. Any future development projects facilitated by the Project would be required to comply with the goals and objectives of the Sustainable Groundwater Management Plan to ensure that construction and operation of the future

project would not result in groundwater impacts. As future developments would be anticipated to comply with the Sustainable Groundwater Management Plan, impacts would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan would be required to comply with federal, state, and local regulations and requirements as well as incorporate General Plan policies which ensure that new development minimize potential water quality impacts which would ensure that future developments follow the Basin Plan. Additionally, development within the City would be required to comply with the goals and objectives of the Sustainable Groundwater Management Plan. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.9.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative hydrology and water quality impacts is the extent of the watersheds located in Seal Beach, as described above under Section 3.9.1, Environmental Setting. This geographic scope is appropriate for hydrology and water quality because water quality impacts are localized in the watershed where the impact occurs.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.9-1 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to hydrology and water quality and therefore were analyzed in this cumulative discussion.

Table 3.9-1: Cumulative Projects Related to Hydrology and Water Quality

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46);	Candidate site identified in the County of Orange's Housing Element as a	Proposed in Housing Element Update (By Orange County)	619

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
		3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	site for potential future residential development		
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

Development under the Project in combination with cumulative development identified in Table 3.9-1 could increase stormwater runoff such that water quality impacts could occur. The cumulative projects listed within Table 3.9-1 are located within the Santa Ana watershed, the geographic scope of this analysis. Projects located in other watersheds would not impact the hydrology or water quality within the City and therefore were not evaluated below. For example, Long Beach lies within the San Gabriel watershed and, as a result, those projects would not contribute to cumulative hydrologic and water quality impacts in combination with the Project and were not included in this evaluation.

The Naval Weapons Station and Water Storage Site are in FEMA Zone D and are in areas that are known to flood according to the City of Seal Beach 2018 Evacuation Plan. The Lampson Project is also located within FEMA Zone D and would drain to the City. The Orange County and Westminster Housing Element Sites are in FEMA Zone X and, therefore, would have a low risk of flooding.

The ORCC Specific Plan Project is in FEMA Zone AE and includes the ORCC golf course that serves as a drainage basin for the City. Development of the ORCC Specific Plan Project would reconfigure the drainage basin. However, new development and redevelopment within the City would be subject to City, state, and federal policies and ordinances, design, guidelines, the Zoning Code, and other applicable regulatory requirements that reduce impacts related to water quality on a project-by-project basis. Overall, implementation of the Project and cumulative developments would not substantially increase the total area of impervious surface in the area; would not result in substantial groundwater use within the entire groundwater basin or affect groundwater recharge; and would not modify the course of an existing stream or river. Required conformance with state and local policies and regulations would reduce hydrology and

water quality impacts associated with future cumulative development. The anticipated Project related impacts from future housing development facilitated by the Project, in conjunction with cumulative development in the City, would include increased development in a previously developed area (changes in impermeable surfaces) and could result in impacts to water quality. Potential impacts concerning hydrology and water quality would be site-specific and would require evaluation on a case-by-case basis at the project level when future development is proposed including in accordance with the Housing Element Update. As required by Mitigation Measure HYD-1, each cumulative project may require separate discretionary permit approval and development subject to CEQA would address potential hydrology and water quality impacts and identify necessary mitigation measures, where appropriate. Consequently, future housing development facilitated by the Project and cumulative development would not result in significant cumulative impacts concerning violation of water quality standards or waste discharge requirements, decreased groundwater supplies or interference with groundwater recharge, alterations to existing drainage patterns, or conflicts with water quality or groundwater plans. Therefore, the Project would not cause a cumulatively considerable impact concerning hydrology and water resources.

3.9.5 References

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3.10 LAND USE AND PLANNING

This section describes the environmental and regulatory setting for land use and planning. It also describes existing conditions and potential impacts related to land use and planning that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not result in conflicts with existing City regulations, policies, and plans adopted for the purposes of avoiding or mitigating an environmental effect and impacts would be less than significant.

Development of the residential portion of the ORCC Specific Plan Project would require adoption of the ORCC Specific Plan and rezoning of the site from the existing Recreational Golf zoning designation to ORCC Specific Plan, neither of which entitlement is included as part of this Housing Element and Zone Code Updates Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.10.1 Environmental Setting

The City of Seal Beach consists of 11.51 square miles of land area and 1.72 square miles of water area for a total of 13.23 square miles.

Table 3.10-1 provides an overview of the land use categories within the City as they were inventoried at the time of the General Plan adoption in 2003. As noted, Table 3.10-1 provides an inventory of the land use categories within the City as of 2003 when the last General Plan was adopted. Additional development has occurred within the City since the inventory was taken and therefore, the table may not provide an exact representation of the current existing land use categories within the City. However, the table is provided to show an estimate of how land use categories within the City are distributed. The City has varied range of density with different zoning district. The Zoning Ordinance includes residential zoning districts, commercial districts, industrial district, public and semi-public facilities districts, and open space district. Table 3.10-2 lists the zone district and land uses allowed in each district.

Table 3.10-1: City of Seal Beach Land Use Type Acreage 2003

Land Use Type	Acres	Percent of Total Land Area
Residential		
Low	353.7	5.0
Medium	505.4	7.1
High	166.4	2.3
Commercial		
Professional Office	16.4	0.2
Service	49.3	0.7

Land Use Type	Acres	Percent of Total Land Area
General	93.4	1.3
Industrial		
Light	117.0	1.6
Oil Extraction	54.6	0.8
Open Space		
Open Space	42.7	0.6
Golf Course	156.8	2.2
Wetlands & Wildlife Refuge	1,020.0	14.3
Park	65.4	0.9
School	15.3	0.2
Community Facility	61.8	0.9
Military	4,336.0*	60.8
Beach	80.3	1.1
Total	7,134.5	100

* does not include Wildlife Refuge

Table 3.10-2: Summary of City of Seal Beach Zoning Code

Base District Designator	Base District Name	General Uses
RLD	Single-Unit Residential	Single-unit and small, zero-lot line neighborhoods at a base density of up to 15 dwelling units per net acre.
RMD	Medium-Density Residential	Duplexes, townhouse projects, apartments, and small-lot, single-unit residential uses, at a density of 15 to 18 dwelling units per net acre.
RHD	High-Density Residential	Multi-unit residential developments at a base density of 20 to 46 dwelling units per net acre.
LC-RMD	Limited Commercia/Residential Medium Density Zone	Limited commercial and office uses in conjunction with residential uses.
PO	Professional Office	Office, medical and related uses that may also serve as a buffer area between residential areas and more intensive commercial areas.
MSSP	Main Street Specific Plan	Visitor-serving and resident-serving office, retail, restaurant, and personal service uses with upper floors devoted to office uses along Main Street.

Base District Designator	Base District Name	General Uses
SC	Service Commercial	Neighborhood-serving commercial areas that provide retail, restaurant, and personal service uses.
GC	General Commercial	Sub-regional and regional centers of commercial activity and may include both pedestrian- and auto-oriented development. Other typical uses are auto service stations, auto repair, and sale.
LM	Light Manufacturing	Sites in a business park environment for moderate- to low-intensity commercial services and light manufacturing uses.
OE	Oil Extraction	Oil extraction and related production storage and processing, maintenance facilities, and related operational and maintenance facilities.
PC	Public and Semi-Public	Appropriate public uses, including private utilities (electrical, gas, water, and telecommunications), schools (both private and public), and other city, county, state, or federal facilities.
RG	Recreational Golf	Golf courses and associated club houses, maintenance facilities, accessory concession sales, and related plant nurseries.
OS-N	Open Space – Natural	To preserve publicly owned parklands, environmentally sensitive lands and habitats in their natural state. Uses permitted shall be limited to those that maintain the property in its natural state.
OS-PR	Open Space – Parks and Recreation	To provide appropriately located areas for recreation and recreational uses. Uses permitted shall be limited to those that are devoted to public recreation including parks, playgrounds, swimming centers, tennis and basketball courts, golf courses, community centers within the facilities, and accessory concession sales.

3.10.2 Regulatory Setting

State

General Plans

The land use planning and zoning authority of local jurisdictions in California is set forth in the state's planning laws. California Government Code (GC) Section 65300, et seq. obliges cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period. Although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow flexibility in the approach taken to achieve the plan's goals.

State Zoning Law

The State Zoning Law (California GC Section 65800, et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific district, are required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure the land uses designated in the general plan would also be allowable by the zoning ordinance (California GC Section 65860, sub.[c]).

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022, and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to land use are presented below:

Housing Element Update

The following Housing Element Update policies related to land use and planning apply to the Project:

Goal 1: Facilitate the development of a variety of housing types for all income levels to meet the existing and future needs of residents.

- **Policy 1a:** Provide adequate sites for a variety of housing types through the Land Use Element of the General Plan and the Zoning Ordinance, while ensuring that environmental and infrastructure constraints are addressed.
- **Policy 1b:** Where appropriate, encourage the redesignation of vacant and underutilized non-residential land to residential uses with appropriate densities to facilitate the development of a variety of housing types to address the housing needs of all economic segments of the population.
- **Policy 1c:** Encourage the infilling of vacant residential land.
- **Policy 1d:** Encourage the recycling of underutilized residential land, where such recycling is consistent with established land use plans.
- **Policy 1e:** Provide compatibility of residential uses with surrounding uses through the separation of incompatible uses, construction of adequate buffers, and other land use controls.
- **Policy 1f:** Improve all residential environments through the provision of adequate public facilities and services, including streets and parks, as well as water, sewer, and drainage systems.
- **Policy 1g:** Provide for adequate, freely accessible open space within reasonable distances of all community residents.

Goal 2: Assist in the development of adequate housing to meet the needs of low and moderate-income households.

- **Policy 2a:** Expand housing opportunities for households with special needs, including the elderly, persons with disabilities, including developmental disabilities, large households, female-headed households, and the homeless.
- **Policy 2b:** Provide incentives to encourage the development of new affordable housing for lower- and moderate-income households, including extremely-low-income persons.
- **Policy 2c:** Investigate and pursue programs and funding sources designed to expand housing opportunities for low- and moderate-income households, including persons with special needs.
- **Policy 2d:** Encourage construction of low- and moderate-income housing on sites that are:
    - located with convenient access to schools, parks, public transportation, shopping facilities, and employment opportunities;
    - adequately served by public utilities;
    - adequately served by police and fire protection;
    - minimally impacted by noise, flooding, or other environmental constraints; and
    - outside of areas of concentrated lower-income households.

Goal 3: Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

- **Policy 3a:** Assist City residents in securing decent safe and affordable housing.
- **Policy 3b:** Conserve the affordability of housing units assisted with public funds through affordability covenants or resale controls.
- **Policy 3c:** Investigate and pursue programs and funding sources designed to maintain and/or improve the affordability of existing housing units to low- and moderate-income households.

Goal 4: Maintain and enhance the quality of residential neighborhoods in Seal Beach.

- **Policy 4a:** Encourage the maintenance and rehabilitation of existing owner-occupied and rental housing where feasible.
- **Policy 4b:** Promote the replacement of any substandard units that cannot be rehabilitated.
- **Policy 4c:** Investigate and pursue programs and funding sources available to assist in the improvement of residential property.
- **Policy 4d:** Encourage the continued affordability of housing units rehabilitated with public funds.
- **Policy 4e:** Discourage the conversion of existing apartment units to condominiums where such conversion will diminish the supply of housing affordable to low- and moderate-income households.
- **Policy 4f:** Promote the conservation and rehabilitation of older neighborhoods, preventing the encroachment of incompatible commercial or industrial uses into established neighborhoods.
- **Policy 4g:** Assist residents, wherever possible, in securing decent safe and adequate housing.
- **Policy 4h:** Promote a safe, healthful, aesthetically pleasing environment that strengthens individual and family life.
- **Policy 4i:** Preserve and enhance viable residential neighborhoods and strengthen neighborhood identity.
- **Policy 4j:** Upgrade and improve community facilities and municipal services in keeping with community needs.
- **Policy 4k:** Encourage the use of innovative land use techniques and construction methods to minimize housing costs without compromising basic health, safety, and aesthetic conditions.
- **Policy 4l:** Periodically reexamine local building and zoning codes for possible amendments to reduce construction costs and processing times without sacrificing basic health and safety considerations.

Goal 5: Promote equal housing opportunities for all persons regardless of race, color, national origin, ancestry, religion, sex, marital status, or familial status.

- **Policy 5a:** Promote fair housing practices throughout the community.
- **Policy 5b:** Encourage the development of housing that meets the special needs of disabled and elderly households.
- **Policy 5c:** Promote the provision of housing to meet the needs of families and households of all sizes.

City of Seal Beach Municipal Code

The City's Municipal Code includes Title 11 Zoning which outlines the zoning designations and permitted uses for various sections of land located within the City. The Zoning Ordinance includes development standards and regulations for specific zoning designations in order to separate incompatible uses and to promote cohesive city planning.

3.10.3 Environmental Impacts

This section analyzes the Project's potential to result in significant land use and planning impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The analysis of potential land use impacts considers the Project's consistency with adopted plans and policies that regulate land use, and the Project's compatibility with surrounding land uses. The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions pertaining to the Project site. CEQA Guidelines section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. Evaluations are made to determine whether a project is consistent with such plans. Projects are considered consistent with regulatory plans if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The intent of the consistency evaluation is to determine if noncompliance with regulatory plans would result in a significant impact.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's impacts to land use and planning are significant.

Would the Project:

- *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant, and are not discussed further in this section.

Would the Project:

- *Physically divide an established community?*

Impact Analysis and Mitigation Measures

Conflict with Plans, Policies, or Regulations

Impact LU-1	**The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

Impact Analysis

The Housing Element Update addresses the state mandate to update the housing element of the local General Plan and accommodate the housing obligation designated by the RHNA. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The Housing Element Update and the RHNA identified the need for 1,243 additional homes in the City, including 459 new units for residents in the low- and very low-income categories. The Project, including establishment of the new zoning designation and rezoning of sites, would result in increased densification of residential uses. To meet the City's RHNA obligations, the Housing Element Update has identified eight Housing Opportunity Sites with a developable area of 35.05 acres and the ORCC Specific Plan pipeline project to meet the state's requirements for Seal Beach's portion of the regional housing need estimates.

According to the Housing Element Update, the eight Housing Opportunity Sites have an assumed residential development potential of 1,165 dwelling units. Additionally, because the RHNA projection period for 2021-2029 began on June 30, 2021, housing development that have already been proposed and are not expected to be issued a certificate of occupancy until July 1, 2021 or after, but are expected to be completed before the end of the planning period (October 15, 2029), can be credited toward the RHNA. The residential component of the ORCC Specific Plan Project that proposes development of 167 new dwelling units is a current pipeline project pending approval that would be credited toward the RHNA. An additional seven ADUs are projected to be constructed within the planning period and would be credited toward the RHNA. The combination of the projected ADUs, pipeline projects, and Housing Opportunity Sites would result in a total residential development potential of 1,339 dwelling units. With an RHNA allocation of 1,243, there would be a surplus of 96 dwelling units or an eight percent buffer over the RHNA. However, the Housing Element assumed a residential development potential of the Housing Opportunity Sites of 1,165 dwelling units using conservative assumptions that would develop the Housing

Opportunity Sites at below the maximum allowable density. If the eight Housing Opportunity Sites were all developed at 100 percent of the maximum developable density, the two underutilized sites would provide 182 dwelling units and six rezone sites would provide 1,309 dwelling units for a total of 1,491 dwelling units. In addition, the residential component of the ORCC Specific Plan Project would provide an additional 167 dwelling units and therefore, the eight Housing Opportunity Sites and the residential component of the ORCC Specific Plan Project could result in the potential for 1,658 dwelling units. The eight identified Housing Opportunity Sites as well as current pipeline projects pending approval within the City and anticipated ADUs projected to be constructed within the planning period would accommodate the RHNA allocation for the City. Therefore, implementation of the Housing Element Update would not conflict with the RHNA allocation for the City as the increase in dwelling units would be required in order to meet the state mandated allocation.

The Housing Element Update also includes Program 1R (Main Street Program) which commits to modifying the existing Main Street Specific Plan to allow housing above the ground floor of properties located within the Main Street Specific Plan area. Therefore, the Project would require an amendment to the Main Street Specific Plan. The Main Street Program's proposed amendments to the Main Street Specific Plan would allow for and permit the development of dwelling units above the ground floor of properties located within the Main Street Specific Plan area. Though development of housing within the Main Street Specific Plan is currently not allowed, with approval of the proposed amendment, the Main Street Specific Plan and the Housing Element's Main Street Program would be consistent with each other and the Project would not result in a conflict with the Main Street Specific Plan. Additionally, the City adopted Measure Z in 2008 that limited the maximum height of residences in the City's Old Town area to 25 feet. The Main Street Specific Plan is located within the area governed by Measure Z and therefore, future developments facilitated by the Project within this area would be required to comply with the provisions of Measure Z.

City of Seal Beach General Plan

As the Housing Element Update is a component of the larger City General Plan, the Housing Element Update has been developed to comply with the goals and policies of the General Plan. Therefore, the goals and policies included in the Housing Element Update are consistent with the goals and policies of the General Plan and further implement the General Plan. With approval and certification of the Housing Element Update, the proposed Housing Element would be consistent with the existing General Plan and the Project would not result in a conflict with the General Plan. As shown in Table 3.10-3 below, the Project would be consistent with the goals and policies of the City's General Plan. The goals and policies included in the table are only those that are applicable to the Project. Additionally, goals and policies included in the Housing Element Update are not included as the Project itself is the Housing Element Update and therefore, is inherently consistent with the Housing Element Update.

Table 3.10-3: City of Seal Beach General Plan Consistency Analysis

General Plan Policy	Consistency
Land Use Element	
Population: Despite the minor decrease in City population experienced in the 2000 U.S. Census, the City will continue to provide support for its residents, maintain its infrastructure and provide jobs and housing balance while still maintaining its small town atmosphere.	**Consistent.** The Project would provide new opportunities for housing within the City and would promote housing balance through planning for housing for different income levels and different densities.
Housing: It is to be a goal of the City to preserve its low- and medium-density residential character while still providing a wide choice of living accommodations and life styles for its residents.	**Consistent.** As stated above, the Project would provide new opportunities for housing within the City and plans for housing of different income levels and different densities.
Cultural Resources Element	
Policy 5: Assess development proposals for potential impacts to significant archaeological resources pursuant Section 15064.5 of the California Environmental Quality Act (CEQA). Require a study conducted by a professional archaeologist for all development proposals located in areas known to be sensitive for cultural resources.	**Consistent**. As outlined in Section 3.4, Cultural Resources, all future development proposals facilitated by the Project would be required to assess potential impacts to archaeological resources and would be required to prepare a study conducted by a professional archaeologist.
Safety Element	
Policy 1R: Ensure compliance with the City of Seal Beach with the Notice Requirements for Federal Aviation Regulations Part 77, "Objects Affecting Navigable Airspace," and with the referral requirements of Public Utilities Code, Chapter 4, Article 3.5, Section 21676.	**Consistent.** As outlined in Section 3.8, Hazards and Hazardous Materials, all future development projects would be required to comply with the Los Alamitos JFTB AELUP. Pursuant to state law, the zoning code update will be provided to the Orange County ALUC for review.
Policy 2S: Minimize changes in hydrology and pollutant loading, require incorporation of control, including structural and non-structural BMPs to mitigate the projected increases in pollutant loads and flows, ensure that post-development runoff rates and velocities from a site have no significant adverse impact on downstream erosion and stream habitat, minimize the quantity of storm water directed to impermeable surfaces and the MS4s, and maximum the percentage of permeable surfaces to allow more percolation of storm water into the ground.	**Consistent.** As outlined in Section 3.9, Hydrology and Water Quality, future development projects facilitated by the Project would be required to comply with all City regulations and requirements including with City's Municipal Code Chapter 9.20, Storm Water Management Program, Municipal Code Section 9.20.015, Controls for Water Quality Management, Municipal Code Section 11.4.10.020(H), Storm Drainage and Stormwater Runoff, to minimize hydrological impacts. Additionally, site-specific evaluation of hydrological impacts would be required to be prepared as individual residential developments are proposed per individual site.
Policy 3A: Require a soils and geology report to be prepared and filed for all development projects as specified in the City's Municipal Code.	**Consistent.** As outlined in the Project's Initial Study as well as Section 6.0, Effects Found Not to be Significant, of this Draft EIR, future developments resulting from Project implementation would require mandatory compliance with existing regulations, including the preparation and submission of soil engineering studies, geotechnical evaluations, and seismicity reports.
Circulation Element	
Policy: Assess all development projects in order to identify their traffic impacts and require that they pay	**Consistent.** As outlined in Section 3.15, Transportation, new development under the Project

their fair share of the system improvements necessary to accommodate traffic generated by the project.	would need to comply with Transportation Impact Fees which would be collected at the time of building permit. Additionally, individual development proposals under the Housing Element Update would be evaluated individually for consistency with Orange County and City of Seal Beach plans and would be required to undergo assessment to identify their potential traffic impacts.

Source: City of Seal Beach General Plan

SCAG's Connect SoCal 2024

SCAG is the transportation planning, coordinating, and financing agency for six counties in Southern California, including Orange County. Connect SoCal 2024 is Southern California's RTP/SCS. SCAG's Regional Council adopted Connect SoCal 2024 on April 4, 2024. Connect SoCal 2024 is a long-range blueprint to guide transportation investments and land-use decisions through 2050 while meeting the requirements of California's SB 375, which calls on each of the state's 18 metropolitan areas to develop a SCS to accommodate future population growth and reduce GHG emissions from cars and light trucks. As shown in Table 3.10-4, the Project would be consistent with the policies of Connect SoCal 2024. Therefore, the Project would not conflict with Connect SoCal 2024 and impacts would be less than significant.

Table 3.10-4: Connect SoCal Consistency Analysis

Connect SoCal Policy	Consistency
Mobility	
Policy 09: Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	**Consistent.** The Project would provide new opportunities for housing within areas that are highly urbanized and served by existing transit services.
Communities	
Policy 32: Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.	**Consistent.** The Project would promote future housing developments in areas with existing urban infrastructure, including transit and utilities services.
Policy 35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.	**Consistent.** The City is almost entirely built out and any future housing would be located within highly urbanized areas of the City, located in close proximity to important resources and amenities.
Policy 36: Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	**Consistent.** The City is almost entirely built out and therefore, the City is developed with existing transit and walkable communities. The Project's Housing Opportunity Sites and the Main Street Program area are located within highly urbanized areas and would encourage housing development in already developed areas that are serviced by existing transit and are walkable and connected to nearby commercial and retail areas.

Policy 37: Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.	**Consistent.** The eight Housing Opportunity Sites would provide for increased opportunities for new residential developments in the City, including construction of affordable housing at various income levels. Implementation of the Main Street Program would provide additional opportunities for the development of dwelling units. Therefore, implementation of the Project would allow the City to meet its RHNA requirements. Additionally, the residential component of the ORCC Specific Plan Project identified as a pipeline project would provide additional opportunities for housing within the City.
Environment	
Policy 48: Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**Consistent.** This Draft EIR analyzed the Project's potential impacts on City resources. As outlined throughout this Draft EIR, future developments facilitated by the Project would be required to be constructed and operated in accordance with City requirements including, but not limited to, the City's Water Efficient Landscape Ordinance and the CALGreen Code for indoor and outdoor water use.
Policy 51: Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	**Consistent.** As outlined in Section 3.2, Air Quality, and Section 3.7, Greenhouse Gas, of this Draft EIR, future developments facilitated by the Project would be required to comply with all applicable regulations and requirements related to hazardous air pollutants and greenhouse gas emissions. Mitigation measures have been identified to reduce potential impacts resulting from future development projects facilitated by the Project including Mitigation Measure GHG-1 which requires implementation of GHG reduction measures and Mitigation Measures AQ-1 through AQ-3 which include measures to reduce hazardous air emissions during construction and operation.

Source: Connect SoCal 2024

City of Seal Beach Local Coastal Program

Additionally, the City is currently preparing a LCP. LCPs are planning documents used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission for the purpose of upholding the California Coastal Act. LCPs contain rules and regulations for future development and protection of coastal resources, by specifying appropriate location, type, and scale of new or changed uses. LCPs conform with the broad requirements of the California Coastal Act and reflect the unique and specific community characteristics of the jurisdiction. Each LCP consists of a Land Use Plan and Local Implementation Plan. The Land Use Plan designates land use classifications, and goals/policies guiding development (similar in nature to a City's General Plan, but specifically for the coastal zone). The Local Implementation Plan includes measures to implement the Land Use Plan, typically through the zoning ordinance. As required by Policy 2.2.2-1 of the City's May 2023 Draft Land Use Plan, any future developments facilitated by the Project and located within the City's Coastal Zone

would require a Coastal Development Permit. As outlined by Policy 2.2.2-3 of the City's May 2023 Draft Land Use Plan, prior to approval of any Coastal Development Permit, the City shall make findings that the proposed development conforms to the policies and regulations contained in the certified Local Coastal Program, including the Coastal Land Use Plan and Implementation Plan (City of Seal Beach 2023). Housing Opportunity Sites 1, 3, 7, 8 and the Main Street Program area are located within the coastal zone identified in the Draft Land Use Plan (City of Seal Beach 2023). Should development at these sites be proposed prior to certification of an LCP, the Coastal Commission would review development applications to determine consistency with the California Coastal Act. Should the City achieve certification of an LCP, proposed development would need to comply with the regulations, standards, and requirements within the LCP.

The Project has been developed in accordance with existing City regulations, policies, and plans and implementation of the Project would not result in conflicts with existing City regulations, policies, and plans adopted for the purposes of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The ORCC Specific Plan Project area is presently identified by the City's General Plan land use designation as Open Space Golf and is zoned Recreational Golf. The existing zoning designation of the site allows residential development in conjunction with a golf course subject to approval of a Conditional Use Permit. Development of the residential portion of the ORCC Specific Plan Project would require adoption of the ORCC Specific Plan. Additionally, adoption of the ORCC Specific Plan Project would result in a change from the existing Recreational Golf zoning designation to ORCC Specific Plan. As this EIR is not rezoning or entitling the ORCC Specific Plan Project, specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.10.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative land use and planning impacts includes the geographic area of the City of Seal Beach. Development that is considered part of the cumulative analysis includes past, present, and probable

future projects located within the City that are identified in Table 3.0-2 of Section 3.0, Environmental Analysis.

Cumulative development can change the area's character and land use patterns. While land uses and development patterns are typically established in local land use planning documents specific to jurisdictions, it is important to consider land use changes and how it would influence development pattern in the area as a whole because land uses merge and flow together along jurisdictional boundaries.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.10-5 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to land use and planning and therefore were analyzed in this cumulative discussion.

Table 3.10-5: Cumulative Projects Related to Land Use and Planning

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
		community off Anchor Way			
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281

The cumulative developments identified in Table 3.0-3 of Section 3.0, Environmental Analysis, as sites within the Long Beach, Orange County, and Westminster Housing Element has not been included in the list of cumulative developments that are driving cumulative land use and planning impacts as there are no specific development proposals for those sites. The sites are opportunity sites that are being planned for

development of residential uses in the future and therefore, though those sites may include requiring amendments to the respective land use designations of the sites, project implementation of Long Beach, Orange County, and Westminster Housing Element sites would not result in impacts when considered with the Project as potential buildout would be speculative.

Cumulative developments identified in Table 3.10-5 as potentially driving cumulative impacts when considered with the Project include cumulative developments within the City as well as approved developments located directly adjacent to the City as cumulative developments in the immediate vicinity of the City could result in impacts to land use patterns within the City.

The Project's anticipated impacts from future developments facilitated by the Project, in conjunction with cumulative development in the City and directly adjacent to the City, would increase the allowance for additional housing stock in already developed areas. Potential land use impacts would be site-specific and would require evaluation on a case-by-case basis at the project level when future development is proposed in accordance with the Housing Element Update and General Plan. Unless exempt, each cumulative project would require separate discretionary approval and review under CEQA, which would address any potential land use impacts and identify necessary mitigation measures, where appropriate. Consequently, the Housing Element Update identifies future implementation actions to increase housing capacity to accommodate the City's assigned RHNA pursuant to state, regional, and local growth projections. Therefore, future developments that are facilitated by the Housing Element Update in conjunction with cumulative developments would not result in significant land use impacts.

Furthermore, unless exempt, future developments pursuant to the Housing Element Update and General Plan would be subject to discretionary permits and CEQA evaluation. Cumulative developments would be reviewed by the City under CEQA for consistency with the General Plan and zoning ordinance, as well as with a state or local plan, ordinance, or regulatory standards aimed at avoiding or minimizing an environmental impact. Any significant conflicts would be mitigated or resolved through the City discretional review and approval. Therefore, the Project in combination with cumulative developments would not cause a cumulatively considerable impact related to land use and planning.

3.10.5 References

City of Seal Beach. 2003. 2003. City of Seal Beach General Plan, December 2003. https://www.sealbeachca.gov/Departments/Community-Development/Planning-Development/General-Plan. Accessed September 2024.

_____. 2023. Draft City of Seal Beach Local Coastal Program Land Use Plan, May 2023. https://www.sealbeachca.gov/Portals/0/Documents/Seal%20Beach%20LUP_DRAFT%20compressed.pdf?ver=2023-05-09-154143-560. Accessed October 2023.

Southern California Association of Governments (SCAG). 2024. Connect SoCal. https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf. Accessed February 2025.

3.11 NOISE

This section describes the environmental and regulatory setting for noise and vibration. It also describes existing conditions and potential impacts related to noise that would result from the implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not result in a substantial temporary or permanent increase in ambient noise levels with implementation of Mitigation Measure NOI-1. The impact would be less than significant with mitigation incorporated.

The Project would not result in generation of excessive groundborne vibration or groundborne noise levels, and the Project impact would be less than significant.

The Project would not expose people residing or working in the Project area to excessive noise levels, and the Project impact would be less than significant.

The residential component of the ORCC Specific Plan Project was considered as part of the construction and operation noise and vibration analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.11.1 Environmental Setting

Noise Fundamentals and Terminology

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a Project.

Sound is mechanical energy transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level (SPL) is the most common descriptor used to characterize the loudness of an existing sound level.

Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dB(A) and referred to as A-weighted decibels. There is a strong correlation between A-weighted sound levels and community response to noise. For this reason, the A-weighted sound level has

become the standard tool of environmental noise assessment. Table 3.11-1 summarizes typical A-weighted sound levels for different common noise sources.

Table 3.11-1: Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dB(A))	Common Indoor Activities
	-110-	Rock band
Jet flyover at 1,000 Feet		
	-100-	
Gas lawnmower at 3 Feet		
	-90-	
Diesel truck at 50 Feet at 50 MPH		Food blender at 3 Feet
Noisy urban area, daytime	-80-	Garbage Disposal at 3 Feet
Gas lawnmower, 100 Feet		
Commercial area	-70-	Vacuum Cleaner at 10 Feet
Heavy traffic at 300 Feet		Normal Speech at 3 Feet
	-60-	
Quiet urban daytime		Large business office
	-50-	Dishwasher in next room
Quiet urban nighttime		
Quiet suburban nighttime	-40-	Theater, large conference room (Background)
Quiet rural nighttime	-30-	
		Library
	-20-	Bedroom at night, concert hall (Background)
	-10-	
		Broadcast/recording studio
	-0-	

Source: Caltrans 2013

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (Leq), the minimum and maximum sound levels (Lmin and Lmax), percentile-exceeded sound levels (such as L10, L20), the day-night sound level (Ldn), and the community noise equivalent level (CNEL). Ldn and CNEL values often differ by less than 1 dB. As a matter of practice, Ldn and CNEL values are considered to be equivalent and are treated as such in this assessment. Table 3.11-2 defines sound measurements and other terminology used in this report.

Table 3.11-2: Definition of Sound Measurements

Sound Measurements	Definition
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dB(A))	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Sound Measurements	Definition
Maximum Sound Level (Lmax)	The maximum sound level measured during the measurement period.
Minimum Sound Level (Lmin)	The minimum sound level measured during the measurement period.
Equivalent Sound Level (Leq)	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (Lxx)	The sound level exceeded xx % of a specific time period. L10 is the sound level exceeded 10% of the time. L90 is the sound level exceeded 90% of the time. L90 is often considered to be representative of the background noise level in a given area.
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 PM to 7:00 AM
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 PM to 7:00 AM.
Peak Particle Velocity (Peak Velocity or PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/second.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.

Source: FHWA 2006

With respect to how humans perceive and react to changes in noise levels, a 1 dB(A) increase is imperceptible, a 3 dB(A) increase is barely perceptible, a 5 dB(A) increase is clearly noticeable, and a 10 dB(A) increase is subjectively perceived as approximately twice as loud. These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dB(A), as this is the usual range of voice and interior noise levels. Numerous agencies and municipalities have developed or adopted noise level standards, consistent with these and other similar studies to help prevent annoyance and to protect against the degradation of the existing noise environment.

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at a rate of 6 dB per doubling of distance. For a line source such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance. Atmospheric conditions including wind, temperature gradients, and humidity can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface, such as grass, attenuates at a slightly greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1–2 dB per doubling of distance. Barriers, such as buildings and topography that block the line of sight between a source and receiver, also increase the attenuation of sound over distance.

Decibel Addition

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one source produces a sound pressure level of 70 dB(A), two identical sources would combine to produce 73 dB(A). The cumulative sound level of any number of sources can be determined using decibel addition.

Vibration Standards

Vibration is like noise such that it involves a source, a transmission path, and a receiver. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocity in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of in/sec PPV.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocity in inches per second (in/sec PPV). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of in/sec PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 3.11-3 notes the general threshold at which human annoyance could occur is 0.1 PPV for continuous/frequent sources. Table 3.11-4 indicates the threshold for damage to typical residential and commercial structures ranges from 0.3 to 0.5 PPV for continuous/frequent sources.

Table 3.11-3: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe	2.0	0.40

Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seal equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2020

Table 3.11-4: Guideline Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile[1] buildings	0.30	0.12
Historic and some old buildings	0.50	0.20
Older[2] residential structure	0.70	0.30
New residential structures	1.2	0.50
Modern industrial/commercial buildings	2.0	0.50

Notes:

Transient sources again create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seal equipment, vibratory pile drivers, and vibratory compaction equipment.

[1] A fragile building is considered one where the structural components are weakened due to age, poor construction materials, or significant deterioration, making it susceptible to damage from even minor stress.

[2] An older building refers to a structure that has been around for a considerable period of time, regardless of its current structural integrity, with factors like construction materials, maintenance history, and design playing a role in determining its overall condition.

Source: Caltrans 2020

The operation of heavy construction equipment, particularly pile driving, and other impact devices, such as pavement breakers, create seismic waves that radiate along the surface of the ground and downward into the earth. These surface waves can be felt as ground vibration. Vibration from the operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying

geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance. Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities.

Table 7-4, Vibration Source Levels for Construction Equipment, in the 2018 Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA 2018) lists vibration source levels for the construction equipment most likely to generate high levels of ground vibration. The equipment listed in the FTA table includes impact and sonic pile drivers, clam shovel drops, hydromills, vibratory rollers, hoe rams, large and small bulldozers, caisson drilling, loaded trucks, and jackhammers. Table 3.11-5 below summarizes typical reference vibration levels generated by select construction equipment.

Table 3.11-5: Vibration Source Levels for Construction Equipment

Equipment	PPVref at 25 Feet
Pile Driver (Impact)	1.518 – Upper Range 0.644 - Typical
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: FTA 2018

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. The following equation can be used to estimate the vibration level at a given distance for typical soil conditions (FTA 2018). “PPVref” is the reference PPV from Table 5 and “Distance” is the distance between the source and the receptor:

$$PPV = PPVref \times (25/Distance)^{1.5}$$

Existing Project Setting

Mobile Sources

The predominant noise source in the City of Seal Beach originates from the movement of motor vehicles on roadways. While some of the noise comes from the engine and exhaust, at higher speeds tires and wind noise predominate. Several major arterial roadways pass through the City, including the San Diego Freeway (I-405), the San Gabriel River Freeway (I-605), the Garden Grove Freeway (SR 22), Pacific Coast Highway (SR 1), and arterial roadways. These major roadways bisect residential, commercial, public, and industrial areas, therefore mobile sources along these routes means that noise levels from traffic are audible throughout areas of the City.

The City of Seal Beach also encompasses the Naval Weapons Station Seal Beach in the southeast half of the City. The base has “evolved into the Navy’s primary West Coast ordnance storage, loading and maintenance installation. Under the station's primary tenant, the Navy Munitions Command, cruisers, destroyers, frigates, and medium-sized amphibious assault ships are loaded with missiles, torpedoes, countermeasures devices and conventional ammunition at the facility’s 1,100 foot-long pier. Personnel also perform maintenance on some weapons systems. An average of 40 vessels are loaded or unloaded each year. The weapons station services a majority of the U.S. Pacific Fleet” (United States Navy 2024).

In addition, noise levels within the City are affected by overflights from military aircraft from the Los Alamitos JFTB and from civilian aircraft from the Long Beach Airport. The Los Alamitos JFTB aircraft flights occur over residential and other noise sensitive land uses within the City. The CNEL contours from the Air Installations Compatible Use Zone (AICUZ) study for the Los Alamitos JFTB are contained within the Noise Element of the City of Seal Beach General Plan. Some residential noise sensitive areas north of I-405 experience aircraft-generated noise levels greater than 65 CNEL.

Also as noted in the City of Seal Beach General Plan, the 65 CNEL noise contour for Long Beach Airport is located approximately three miles outside the City of Seal Beach boundary. Therefore, aircraft noise generated from the Long Beach Airport will not have a significant impact on residential and other noise sensitive land uses within the City.

Other mobile sources within Seal Beach include trucks, cars, motorcycles, buses, leaf blowers, lawn mowers, and other portable maintenance equipment. These are considered typical sounds of a city and are regulated by the City’s Municipal Code (Chapter 7.15) and the Noise Element in the City’s General Plan (City of Seal Beach 2003, 2024).

Fixed Noise Sources

Stationary sources of noises may occur from all types of land uses. Residential uses would generate noise from primarily air conditioning systems. Commercial and industrial uses would generate noise from heating, ventilation, air conditioning (HVAC) systems, loading docks and other sources. Stationary equipment often generates noise on a continual basis due to the functioning of the equipment. Other common noise sources from fixed locations includes nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks.

Existing Vibrations

Commercial and industrial operations can generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels.

3.11.2 Regulatory Setting

Federal, state, and local agencies regulate different aspects of environmental noise. Generally, the federal government sets standards for transportation-related noise sources closely linked to interstate commerce, including aircraft, locomotives, and trucks. The state government sets standards for transportation noise sources such as automobiles, light trucks, and motorcycles. Noise sources associated with industrial, commercial, and construction activities are generally subject to local control through noise ordinances and general plan policies. Local general plans identify general principles intended to guide and influence development plans.

Federal

Federal Highway Administration

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per 23 CFR Part 772, “Procedures for Abatement of Highway Traffic Noise and Construction Noise.” The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when “worst-hour” noise levels approach or exceed 67 dBA Leq (Caltrans 2020).

U.S. Environmental Protection Agency

In addition to FHWA standards, the EPA has identified the relationship between noise levels and human response. The EPA determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated. The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving a goal of 55 dBA Ldn, have settled on the 65 dBA Ldn level as their standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

U.S. Department of Housing and Urban Development

The U.S. Department of Housing and Urban Development (HUD) has set the goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding (this level is also generally accepted within the State of California). Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

State

California Building Code

Part 2, Title 24 of the CCR California Noise Insulation Standards establishes minimum noise insulation standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, and dwellings other than single-family residences. Under Section 1207.11, Exterior Sound Transmission Control, interior noise levels attributable to exterior noise sources cannot exceed 45 dB(A) Ldn in any habitable room. Where such residences are located in an environment where exterior noise is 60 dB(A) Ldn or greater, an acoustical analysis is required to ensure interior levels do not exceed the 45 dB(A) Ldn interior standard. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the building must also specify a ventilation or air conditioning system to provide a habitable interior environment.

California Green Building Standards

CalGreen establishes interior noise insulation standards for non-residential occupied buildings, such as office buildings. The CalGreen code also applies to occupied non-residential spaces within a multi-family residential building, such as community rooms, offices, etc. CalGreen Section 5.507, Environmental Comfort, states the following:

> *5.507.4.1 Exterior noise transmission. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite sound transmission class (STC) rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:*
>
> *Within the 65 CNEL noise contour of an airport*
>
> *Exceptions:*
>
> *Ldn or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.*
>
> *Ldn or CNEL for other airports and heliports for which a land use plan that has not been developed shall be determined by the local general plan noise element.*
>
> *Within the 65 CNEL or Ldn noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway notice source as determined by the Noise Element of the General Plan.*

5.507.4.1.1 Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 dB Leq-1-hr during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq -1Hr) of 50 dBA in occupied areas during any hours of operations

5.507.4.2.1 Site features. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition, or alteration project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40.

California Environmental Quality Act

CEQA Guidelines, Appendix G, indicates a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under Section 3.11.3, Environmental Impacts.

Local

City of Seal Beach General Plan

The Noise Element in the City of Seal Beach General Plan "quantifies the community noise environment in terms of noise exposure contours for near-term and long-term levels of growth and traffic activity. The Noise Element identifies noise sensitive land uses and noise sources and defines areas of noise impact for the purpose of developing programs to ensure that Seal Beach residents will be protected from excessing noise intrusion."

Figure N-3 "Noise/Land Use Compatibility Guidelines" in the City of Seal Beach General Plan (shown below) identifies land use compatibility noise standards for noise-sensitive land uses affected by transportation and non-transportation noise sources.

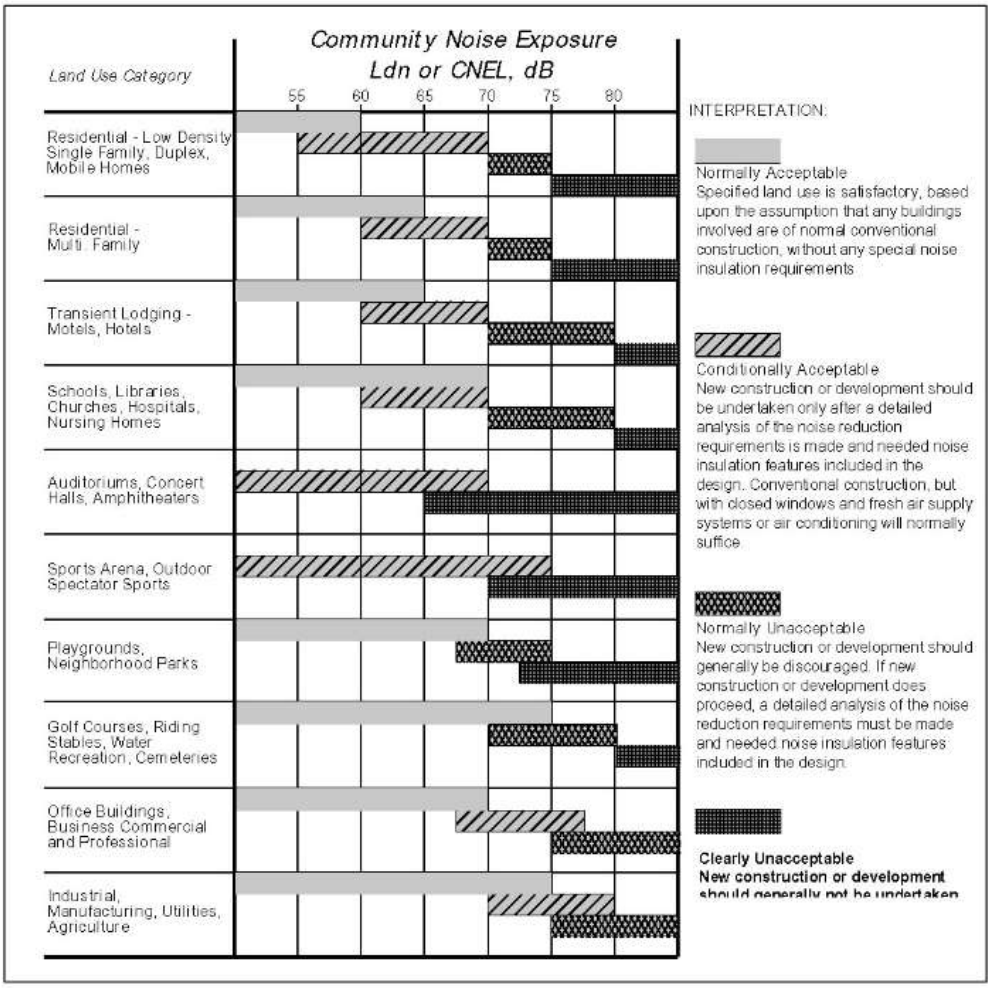

Figure N-3 – Noise/Land Use Compatibility Guidelines

The City of Seal Beach General Plan also lists the following goal, objectives, and actions relating to noise:

Goals: A beach town should be a quiet place where one can hear the surf and the wind. Reduce the level of noise, so that it causes less human stress or health damage, is not as likely to interfere with human activities such as sleep, work, play, or thought, and allow the peaceful existence of wildlife and pets.

- **Objectives:**

  The identification in quantitative, numerical terms of existing and projected noise levels, noise sources, and noise-sensitive land uses in the City of Seal Beach.

  Establishment of appropriate criteria and guidelines for desirable sound levels and the identification of means available to achieve those sound levels in the City of Seal Beach.

Direction for an implementation program that may be used to achieve and maintain a minimal noise environment.

Maintain the relatively quiet areas of Seal Beach by regulating existing and potential noise sources, especially in public open space and the designated Wildlife Refuge area.

Inform the citizenry of Seal Beach of real and potential noise hazards, both physical and psychological.

The City shall encourage a long-term development pattern that minimizes noise conflicts through planning and zoning.

The City shall require the construction of barriers to mitigate sound emissions where necessary and feasible to protect outdoor noise sensitive land uses.

The City shall require the inclusion of noise mitigation measures in the design of new roadway projects in Seal Beach.

The City shall minimize potential transportation noise through proper design of street circulation, coordination of routing, and other traffic control measures.

The City shall ensure the effective enforcement of city, state, and federal noise level standards by all appropriate city divisions. The city shall provide quick response to complaints and rapid abatement of noise nuisances within the scope of the city's police powers.

Actions:

Issue 1 – Transportation Noise Control.

The most efficient and effective means of controlling noise from transportation systems is reducing noise at the source. However, since the City has little direct control over source noise levels because of state and federal preemption (e.g., State Motor Vehicle Noise Standards), policies should be focused on reducing the impact of the noise on the community. Cooperative efforts with state and federal offices are essential.

Encourage the use of walls and berms in the design of residential or other noise sensitive land uses that are adjacent to major roads, commercial, or industrial areas.

Provide for continues evaluation of truck movements and routs in the City to provide effective separation from residential or other noise sensitive land uses.

Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Seal Beach Police Department.

Aircraft noise standards shall be enforced by the local Airport Environ Land Use Plan (AELUP), which is regulated by the local Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA).

Issue 2 – Noise and Land Use Planning Integration.

Community noise considerations are to be incorporated into land planning. These measures are intended to prevent future noise and land-use incompatibilities.

The criteria shown previously in Figure N-3 are used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for review of projects to ensure the compatibility between land-use and noise environment. These guidelines are the primary tool that will allow the City to ensure noise integrated planning for compatibility between land uses and outdoors.

Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones (areas exposed to noise levels greater than 60 CNEL) can be used to identify locations or potential conflict. New developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element or the ordinance are met.

Enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB[A] LDN/CNEL due to the combined effect of all noise sources. The state requires implementations of this standard when the outdoor noise levels exceed 60 dB[A] LDN/CNEL. The Noise Referral Zones (60 CNEL) can be used to determine when this standard needs to be addressed. The Uniform Building Code requires that “Interior community noise levels (CNEL/LDN) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB[A] in any habitable room.” The code requires that this standard be applied to all new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The City can and is encouraged to reduce the noise standard from 45 CNEL to 40 CNEL. Additionally, the standard should be applied to single-family homes.

Issue 3 – Community Noise Control for Non-Transportation Noise Sources.

The focus of noise from non-transportation sources is the Community Noise Ordinance. The ordinance can be used to protect people from noise generated on adjacent properties.

The purpose of the ordinance is to protect people from non-transportation-related noise sources such as music, machinery and pumps, air conditioners, landscaping and gardening activities, and truck traffic on private property. The Noise Ordinance does not apply to motor vehicle noise on public streets, but it does apply to motor vehicle noise on private property. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the ordinance are typical of quiet residential areas.

Continue to enforce the community Noise Ordinance. The most effective method to control community noise impacts from non-transportation noise sources is through application of the community noise ordinance.

All new residential projects to be constructed near existing non-transportation noise sources (including, but not limited to commercial facilities, public parks with sports activities) must demonstrate via an acoustical study conducted by a Registered Engineer that the indoor noise levels will be consistent with the limits contained in the noise ordinance.

Require construction activity to comply with the limits establishes in the City Noise Ordinance.

Designate one agency in the City to act as the noise control coordinator. This will ensure the continued operation of noise enforcement efforts in the city.

City of Seal Beach Municipal Code

Chapter 7.15 "NOISE" in the City's Municipal Code offers the following limits and requirements relating to noise in the City.

- **7.15.010 Designated Noise Zones**. The noise zones of the City are as follows:

  A. Noise Zone 1: Residential properties.

  B. Noise Zone 2: Commercial properties.

  C. Noise Zone 3: Industrial, manufacturing and oil properties.

- **7.15.015 Exterior Noise Standards**.

  A. Unless otherwise specifically indicated, the following exterior noise standards shall apply to all property within a designated noise zone:

Noise Standards:		
Noise Zone	**Noise Level**	**Time Period**
1	55 db(A)	7:00 a.m. - 10:00 p.m.
	50 db(A)	10:00 p.m. - 7:00 a.m.
2	65 db(A)	At any time
3	70 db(A)	At any time

  B. No person shall create any noise, or allow the creation of any noise, on property owned or occupied by such person when such noise causes the noise level to exceed the following when measured from a residential property:

     1. The exterior noise standard for a cumulative period of more than 30 minutes in any hour.

     2. The exterior noise standard plus 5 dB(A) for a cumulative period of more than 15 minutes in any hour.

3. The exterior noise standard plus 10 db(A) for a cumulative period of more than 5 minutes in any hour.

4. The exterior noise standard plus 15 db(A) for a cumulative period of more than one minute in any hour.

5. The exterior noise standard plus 20 db(A) for any period of time.

C. In the event the ambient noise level exceeds any of the first 4 noise limit categories in subsection B, the cumulative period applicable to such category shall be increased to reflect that ambient level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

- **7.15.020 Interior Noise Standards.**

A. Unless otherwise specifically indicated, the following interior noise standards shall apply to all residential property within a designated noise zone:

Noise Standards:		
Noise Zone	**Noise Level**	**Time Period**
1	55 db(A)	7:00 a.m. - 10:00 p.m.
	50 db(A)	10:00 p.m. - 7:00 a.m.

In the event the alleged offensive noise consists of impact noise, simple tone noise, speech, music or any combination thereof, each of the above noise levels shall be reduced by 5 dB(A).

B. No person shall create any noise, or allow the creation of any noise, on property owned or occupied by such person when such noise causes the noise level to exceed the following when measured from another dwelling unit on residential property:

1. The interior noise standard for a cumulative period of more than 5 minutes in any hour.

2. The interior noise standard plus 5 db(A) for a cumulative period of more than one minute in any hour.

3. The interior noise standard plus 10 db(A) for any period of time.

C. In the event the ambient noise level exceeds either of the first 2 noise limit categories in subsection B, the cumulative period applicable to such category shall be increased to reflect that ambient level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

- **7.15.025 Exemptions**. The following activities are exempt from the provisions of this chapter:

  A. Activities conducted on the grounds of a nursery, elementary, intermediate or secondary school or college.

  B. Activities conducted pursuant to a special event permit issued by the city.

  C. Activities conducted at a publicly owned park or playground.

  D. Any mechanical device, apparatus or equipment used in connection with emergency machinery, vehicle or work.

  E. Noise associated with construction, repair, remodeling or grading of real property performed in the following periods: between 7:00 a.m. and 8:00 p.m. on weekdays; and between 8:00 a.m. and 8:00 p.m. on Saturday.

  F. Noise associated with real property maintenance performed in the following periods: between 7:00 a.m. and 8:00 p.m. on weekdays; between 8:00 a.m. and 8:00 p.m. on Saturday; and between 9:00 a.m. and 8:00 p.m. on Sunday or a holiday.

  G. Activities for which local noise regulations are preempted by federal or state law.

- **7.15.030 Schools, Hospitals and Churches.**

  A. No person shall create any noise that causes the noise level at a school, hospital or church to exceed the exterior noise standard for the noise zone in which such facility is located.

  B. No person shall create any noise that causes the noise level at a school, hospital or church to interfere unreasonably with the operation of the facility.

  C. The prohibitions of this section apply only if signs are conspicuously displayed at 3 separate locations within one-tenth of a mile of the school, hospital or church. Additionally, the prohibitions of this section apply only if the school, hospital or church is in use.

- **7.15.035 Heating, Venting, and Air Conditioning Equipment.**

  A. No building permit shall be issued for the installation of heating, venting and air conditioning ("HVAC") equipment in or adjacent to residential areas if the noise produced by the HVAC equipment exceeds an A-weighted exterior sound pressure level of 50 dB(A). The method of computation used shall be that specified in the "Application of Sound Rating Levels of Outdoor Unitary Equipment," Standard 275, Air-Conditioning and Refrigeration Institute, 1997 ed. or the latest revision thereof.

  B. Notwithstanding subsection A of this section, a building permit may be issued for the installation of:

1. HVAC equipment containing a timing device deactivating the HVAC equipment between the hours of 10:00 p.m. and 7:00 a.m. provided the noise produced by the HVAC equipment does not exceed an A-weighted exterior sound pressure level of 55 dB(A).

2. HVAC equipment generating noise that does not exceed an A-weighted exterior sound pressure level of 65 dB(A), provided that the applicant obtains the prior written consent of the owner of each property where the exterior sound pressure level would exceed 55 dB(A).

3.11.3 Environmental Impacts

This section analyzes the Project's potential to result in significant noise impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

Construction Noise Thresholds

The City of Seal Beach does not have specific limits or thresholds for construction noise but rather limits the times of construction as shown in Section 7.15.025 of the City's Municipal Code.

Stationary Noise Thresholds

The City's Municipal Code Sections 7.15.015 and 7.15.020 provides exterior and interior noise standards for new development with new stationary noise sources, respectively. For the purposes of this analysis, these standards are used to determine significant stationary noise impacts.

Transportation Noise Thresholds

A Project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dB(A) under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under very quiet, controlled conditions. Changes of less than 1 dB(A) are usually indiscernible. A change of 5 dB(A) is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance, similar to those recommended by the FAA, are used to assess traffic noise impacts at sensitive receptor locations (e.g., residential dwellings, schools, hospitals, educational facilities, and libraries). A significant impact would occur if traffic noise increase would exceed: 1.5 dB(A) in ambient noise environments of 65 dBA CNEL and higher, 3 dB(A) in ambient noise environments of 60 to 64 dBA CNEL, and 5 dB(A) in ambient noise environments of less than 60 dBA CNEL.

Vibration Thresholds

The City does not have specific limits or thresholds for construction vibration. Therefore, the recommended criteria by Caltrans for human annoyance and vibration damage shown in Tables 3.11-3 and 3.11-4 above are used in this analysis.

Thresholds of Significance

In accordance with the current CEQA Guidelines Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether noise impacts are significant.

Would the Project result in:

- *Generation of a substantial temporary or permanent increase in the ambient noise levels in the vicinity of the Project noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- *Generation of excessive groundborne vibration or groundborne noise levels?*
- *For a Project located within the vicinity of a private airstrip or 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 expose people residing or working in the Project area to excessive noise levels?*

Impact Analysis and Mitigation Measures

Noise Levels in Excess of Standards

Impact NOI-1	**The Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.**

Impact Analysis

Construction

The Project is intended to result in the construction of future residential developments which would generate temporary noise level increases on and adjacent to existing development in the City.

Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Table 3.11-6 lists typical construction equipment noise levels recommended for noise-impact assessments based on a distance of 50 feet between the equipment and noise receptor.

Table 3.11-6: Reference Construction Equipment Noise Levels

Construction Equipment Source at the Project Site	Distance to Nearest Sensitive Receptor	Sound Level at Receptor		
		Lmax, dB(A)	Acoustical Use Factor (%)	Leq, dB(A)
Backhoe	50 feet	77.6	40	73.6
Compressor (air)	50 feet	77.7	40	73.7

Construction Equipment Source at the Project Site	Distance to Nearest Sensitive Receptor	Sound Level at Receptor		
		Lmax, dB(A)	Acoustical Use Factor (%)	Leq, dB(A)
Concrete/Industrial Saw	50 feet	89.6	20	82.6
Crane	50 feet	80.6	16	72.6
Dozer	50 feet	81.7	40	77.7
Dump Truck	50 feet	76.5	40	72.5
Excavator	50 feet	80.7	40	76.7
Forklift (Gradall)	50 feet	83.4	40	79.4
Front End Loader	50 feet	79.1	40	75.1
Generator	50 feet	80.6	50	77.6
Grader	50 feet	85.0	40	81.0
Pavement Scarafier	50 feet	89.5	20	82.5
Paver and Paving Equipment	50 feet	77.2	50	74.2
Pumps	50 feet	80.9	50	77.9
Roller	50 feet	80.0	20	73.0
Scraper	50 feet	83.6	40	79.6
Tractor	50 feet	84.0	40	80.0
Welder / Torch	50 feet	74.0	40	70.0

Source: Federal Highway Administration Road Construction Noise Model v1.1 2018

As shown, construction equipment generates high levels of noise, with average noise levels ranging from 73 to 83 dB(A). Construction of individual future developments associated with implementation of the Project would temporarily increase the ambient noise environment and would have the potential to affect noise sensitive land uses in the vicinity of an individual project. Construction noise levels are highly variable and dependent upon the specific locations, site plans, construction details of individual projects. Significant noise impacts may occur from operation of heavy earth-moving equipment and truck haul operations that would occur during the construction phase of an individual development.

The City's Municipal Code includes noise mitigation measures such as limiting hours of operation for construction. Municipal Code Section 7.15.025.E exempts noise associated with construction, repair, remodeling, or grading or real property performed between 7:00 A.M. and 8:00 P.M. on weekdays; and between 8:00 A.M. and 8:00 P.M. on Saturday. Furthermore, Municipal Code Section 7.15.015 requires stationary equipment not exceed the maximum allowable noise levels listed in the table (shown above). The General Plan Noise Element also requires construction activity to comply with the limits established in the City Municipal Code. Even with the application of noise attenuation policies from the General Plan and Municipal Code, it is likely that construction noise would affect adjacent sensitive receptors, therefore construction noise impacts associated with implementation of the Project are considered potentially significant. As such, Mitigation Measure NOI-1 described below has been identified to reduce potential

impacts. Mitigation Measure NOI-1 requires Project applicants to describe and commit to a mitigation plan that would be developed when the individual project information is available to make final decisions on all specific mitigation measures to be implemented. Additionally, Mitigation Measure NOI-1 lists potential provisions that could be included in the mitigation plan. With implementation of Mitigation Measure NOI-1, the Project would have a less than significant impact.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. Construction of the residential component of the ORCC Specific Plan Project may result in construction noise that would affect adjacent sensitive receptors. As with the Project, construction of the residential component of the ORCC Specific Plan Project would still be required to comply with the requirements of the City's Municipal Code and the General Plan Noise Element policies to minimize construction noise and therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Operation

The Project would expose nearby noise sensitive receptors to noise from operations associated with increased traffic and stationary operational noise, such as lawn maintenance and air conditioning equipment. All new residential development under the Project would be required to comply with the policies in the City's General Plan Noise Element and noise limits in the Municipal Code, which would reduce noise impacts to less than significant.

Operational Traffic

Implementation of the Project would facilitate new development and would impact offsite sensitive receptors due to Project-related traffic. Vehicle trips associated with future developments would increase traffic volumes throughout the City along the entire existing roadway network. The total additional vehicle trips would be dispersed throughout the City associated with each proposed housing site. As such, traffic from the Project would represent an incremental increase in traffic on individual roadways and result in a less than significant impact related to noise.

The City's Noise Element includes actions to control the development of noise-sensitive land uses in areas exposed to existing or projected noise which exceed the levels specified in Figure N-3 of the General Plan (shown above) unless the project includes specific and effective mitigation measures to reduce noise levels. Where noise-sensitive projects are proposed within areas which exceed standards in Figure N-3 of the General Plan, future developments will need to prepare a report that performs a project specific analysis of noise impacts and recommend mitigation measures to reduce noise levels in the site to comply with standards set in Figure N-3 of the General Plan. Following the noise level standards set in the City's Noise Element for noise exposure from transportation noise sources would result in less than significant impact.

As discussed, this EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. Operation of the residential component of the ORCC Specific Plan Project may increase traffic volumes. However, the total additional vehicle trips associated with the Project, include the residential component of the ORCC Specific Plan Project, would be dispersed throughout the City and represent an incremental increase in traffic related noise. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Operational Stationary Noise

Implementation of the Project would facilitate the addition of new development throughout the City. New development would result in the installation of HVAC systems. Future developments would need to comply with the noise level limits listed within Sections 7.15.015 and 7.15.020 in the City's Municipal Code. Following the regulations in the City's Noise Ordinance would result in impacts related to stationary noise to be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project may install HVAC systems that generate operational stationary noise. As with the Project, the residential component of the ORCC Specific Plan Project would still need to comply with the noise level limits listed within Sections 7.15.015 and 7.15.020 in the City's Municipal Code. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM NOI-1: **Noise Mitigation Plan.** Project applicants shall describe and commit to a mitigation plan that will be developed when the information is available to make final decisions on all specific mitigation measures. The objective of the plan should be to minimize construction using all reasonable (e.g., cost vs. benefit) and feasible (e.g., possible to construct) means available. Components of a mitigation plan may include some or all of the following provisions, which should also be specified in construction contracts.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques available. (e.g., mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).

- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment, such as generators and air compressors shall be located as far as possible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as possible from nearby noise-sensitive receptors.
- Construction traffic shall be limited to approved haul routes established by the City.
- Construct noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receptors.
- Combine noisy operations to occur in the same time period. The total noise level produced will not be substantially greater than the level produced if the operations were performed separately.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, they shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the onsite construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.

Level of Significance After Mitigation
Less Than Significant with Mitigation.

Excessive Groundborne Vibration

Impact NOI-2	**The Project would not result in generation of excessive groundborne vibration or groundborne noise levels.**

Impact Analysis

Construction Vibration Impacts

Construction activity at projects within the plan area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 3.11-5 lists reference vibration levels for construction equipment.

As shown in Table 3.11-4, vibration generated by construction equipment has the potential to be substantial, since it can exceed the Caltrans criteria for architectural damage (e.g., 0.12 inches per second [in/sec] PPV for fragile buildings, 0.30 in/sec PPV for older residential structures, and 0.5 in/sec PPV for new residential and commercial buildings). Construction details and equipment for future project-level developments under the Project are not known at this time but may cause vibration impacts. This would be a potentially significant impact. As such, Mitigation Measure NOI-2 described below has been identified to reduce potential impacts. Mitigation Measure NOI-2 requires Project applicants to prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to construction activities prior to issuance of a building permit. With implementation of Mitigation Measure NOI-2, the Project would have a less than significant impact.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. As with the Project, construction details and equipment associated with the development of the residential component of the ORCC Specific Plan Project are not known at this time; however, would be subject to a vibration and noise analysis to assess potential impacts. Specific vibration impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Operational Vibration Impacts

Operational vibration is typically associated with commercial and industrial uses which can generate varying levels of groundborne vibration, depending on operational procedures and equipment. Other sources of groundborne vibration include rail traffic and subways. The Project would allow for future developments with conventional road traffic that is not anticipated to generate significant levels of operational vibration. Therefore, impacts would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. Similar to the Project, the residential component of the ORCC Specific Plan Project would result in a use that would generate conventional road traffic that is not anticipated to generate significant levels of operational vibration. Therefore, development of the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM NOI-2: **Noise and Vibration Analysis.** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet from fragile structures, such as historical resources, 75 feet from older residential structures, of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 55 feet of new residential or commercial buildings; or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. A qualified and experienced acoustical consultant or engineer shall conduct this noise and vibration analysis. The vibration levels shall not exceed the Caltrans damage thresholds listed in the table below. If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile[1] buildings	0.30	0.12
Historic and some old buildings	0.50	0.20
Older[2] residential structure	0.70	0.30
New residential structures	1.2	0.50

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Modern industrial/commercial buildings	2.0	0.50

Notes:

Transient sources again create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seal equipment, vibratory pile drivers, and vibratory compaction equipment.

[1] A fragile building is considered one where the structural components are weakened due to age, poor construction materials, or significant deterioration, making it susceptible to damage from even minor stress.

[2] An older building refers to a structure that has been around for a considerable period of time, regardless of its current structural integrity, with factors like construction materials, maintenance history, and design playing a role in determining its overall condition.

Source: Caltrans 2020

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Airport Land Use Plan

Impact NOI-3	**For a Project located within the vicinity of a private airstrip or 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, the Project would not expose people residing or working in the Project area to excessive noise levels.**

Impact Analysis

Noise levels within portions of Seal Beach are affected by overflights from military and civilian aircraft from the Los Alamitos JFTB and from civilian aircraft from the Long Beach Airport. The Los Alamitos JFTB aircraft flights occur over residential and other noise sensitive land uses within the City. The CNEL contours from the AICUZ study are contained within the Noise Element of the City of Seal Beach General Plan. Residential noise sensitive areas north of I-405 experience aircraft-generated noise levels greater than 65 CNEL.

The City's Noise Element includes actions to control the development of noise-sensitive land uses in areas exposed to existing or projected noise which exceed the levels specified in Figure N-3 of the General Plan unless the project includes specific and effective mitigation measures to reduce noise levels. This includes noise generated from aircraft flyovers. The City's General Plan Noise Element states "all new residential projects to be constructed near existing non-transportation noise sources (including, but not limited to commercial facilities, public parks with sports activities) must demonstrate via an acoustical study conducted by a Registered Engineer that the indoor noise levels will be consistent with the limits contained in the noise ordinance." Where noise-sensitive projects are proposed within areas which exceed standards in Figure N-3 of the General Plan, future developments will be required to prepare a report that performs a project specific analysis of noise impacts and recommend mitigation measures to reduce noise levels in the site to comply with standards set in Figure N-3. Following the

noise level standards set in the City's Noise Element for noise exposure and compliance with the City's requirements for preparation of an acoustical study would reduce potential impacts and the Project would result in a less than significant impact.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project may experience aircraft-generated noise levels greater than 65 CNEL as it is located north of I-405 and near the Los Alamitos JFTB. Similar to the Project, the residential component of the ORCC Specific Plan Project would be subject to the noise level standards and actions in the City's Noise Element, which include the preparation of an acoustical study or implementation of project-specific mitigation measures to reduce noise levels. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.11.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative noise impacts is the immediate project vicinity. This geographic scope is appropriate for noise as effects of noise are highly localized.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.11-7 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to noise and therefore were analyzed in this cumulative discussion.

Table 3.11-7: Cumulative Projects Related to Noise

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150

These two cumulative projects listed in the table above are located within close proximity to and adjacent to one of the Housing Opportunity Sites. Cumulative project 1 is located adjacent to and within close proximity to Housing Opportunity Sites 4 and 5. Cumulative project 2 is located within close proximity to Housing Opportunity Site 1. All other cumulative projects listed in Table 3.0-3 in Section 3.0, Environmental Analysis, are located more than a quarter mile away from a Housing Opportunity Site or Main Street Program area and would not result in a cumulatively considerable impact to noise when considered with the Project. If the two cumulative projects listed in the table above were to have the same construction schedule and timeline as the adjacent Housing Opportunity Site, then there could be a cumulatively considerable increase in construction noise in the area resulting in potential impacts. However, as future development of Housing Opportunity Sites is currently speculative and there is no timeline for actual buildout for any of Housing Opportunity Sites, it is currently not feasible to predict whether construction noise from buildout of the cumulative projects would combine with construction noise from buildout of the Housing Opportunity Sites in a manner that could result in significant impacts. Buildout of future developments facilitated by the Project and cumulative developments would be required to comply with and adhere to the City's construction noise ordinances and requirements to minimize impacts.

The Housing Element Update's anticipated noise and vibration-related impacts from future developments facilitated by the Project, in conjunction with cumulative development in the City, would increase housing development in an already developed area, thereby resulting in increased ambient noise levels. Potential noise and vibration-related impacts would be site-specific and would require evaluation on a case-by-

case basis at the project level when future development is proposed in accordance with the Housing Element Update. Unless exempt, each cumulative project would require separate approval and evaluation under CEQA, which would verify compliance with the City's Municipal Code and address potential noise and vibration impacts and identify necessary mitigation measures, where appropriate. Future developments facilitated by the Project in conjunction with cumulative development is not anticipated to result in significant noise and vibration impacts, or conflict with or obstruct a state or local plan, ordinance, or standards aimed at avoiding or minimizing excessive noise, following compliance with the City's Municipal Code. Therefore, the Project would not cause a cumulatively considerable noise or vibration impact, and no mitigation is required.

3.11.5 References

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City of Seal Beach. 2003. City of Seal Beach General Plan. https://www.sealbeachca.gov/Portals/0/Documents/Noise%20Element.pdf. Accessed November 2024.

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Federal Highway Administration (FHWA). 2006. Construction Noise Handbook, 2006. https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook02.cfm. Accessed October 2024.

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual, September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed October 2024.

United States Navy. 2024. Naval Weapons Station Seal Beach. https://cnrsw.cnic.navy.mil/Installations/WPNSTA-Seal-Beach/About/Installation-Guide/Installation-Locations/Seal-Beach/#:~:text=Under%20the%20station's%20primary%20tenant,on%20these%20vessels%20and%20weapons%2C. Accessed November 2024.

3.12 POPULATION AND HOUSING

This section describes the environmental and regulatory setting for population and housing. It also describes existing conditions and potential impacts related to population and housing that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not induce substantial unplanned population growth in the area and the Project would have a less than significant impact.

The residential component of the ORCC Specific Plan Project would result in population growth in the City. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.12.1 Environmental Setting

Population Trends

Historic Growth

Seal Beach was incorporated in 1915 primarily as a farming community and beachside tourist destination. The population of the City remained relatively stable from 1915 to 1944 with little more than 1,000 residents. However, in 1944 the U.S. Navy acquired roughly half of the land within the City to construct the Seal Beach Naval Weapons Station, bringing new residents. The population increased to more than 7,000 residents by 1954. In 1962, the Leisure World retirement community was established, adding an estimated 9,000 senior residents. Other housing development during this time took place in the neighborhoods known as College Park East, College Park West, and Marina Hill; and the Surfside community was annexed into the City. However, these development booms were followed by very limited growth in the 1970's and afterward.

The City's historic population growth between 1990 and 2024 is summarized in Table 3.12-1.

Table 3.12-1: Seal Beach Historic Population Growth

Year	Population	Change from Previous (Percent)
1990	25,098	--
1995	24,454	-2.6
2000	23,705	-3.1
2005	24,257	2.3
2010	23,864	-1.6
2015	25,227	5.7
2020	25,349	0.5
2024	24,350	-3.9

Source: DOF 2007, 2012, 2023, 2024
Population provided in this table are estimates and may be different from the census count.

Current and Projected Population

According to the City's Housing Element Update, the City had an estimated population of 24,992 residents in 2020 and as of January 1, 2021, the City population was estimated to be approximately 24,443 residents (City of Seal Beach 2024). Additionally, as of January 1, 2024, the DOF population estimates identify the City's population to be approximately 24,350 residents (DOF 2024). The SCAG's demographics and growth forecast predicts the City's population would increase to 25,400 by 2045 (SCAG 2020).

Housing Trends

Housing Units and Average Household Size

The housing stock in the City consists of a mix of single-family and multi-family units with one mobile home park. As of January 1, 2024, it is estimated that the City has 14,678 total dwelling units with a vacancy rate of 8.9 percent (DOF 2024).

The City's housing growth between 1990 and 2024 is summarized in Table 3.12-2.

Table 3.12-2: Seal Beach Historic Dwelling Units Growth

Year	Dwelling Units	Change from Previous (Percent)
1990	14,407	--
1995	14,342	-0.5
2000	14,270	-0.5
2005	14,481	1.5
2010	14,557	0.5
2015	14,590	0.2
2020	14,645	0.4
2024	14,678	0.2

Source: DOF 2007, 2012, 2023, 2024

The City's Housing Element Update noted that the most commonly occurring household size in the City is of one person (45.1 percent) and the second-most occurring household is of two people (35.4 percent). The Housing Element Update noted that the City has a higher share of single-person households than the SCAG region overall (45.1 percent vs. 23.4 percent) and a lower share of 7+ person households than the SCAG region overall (0.1 percent vs. 3.1 percent) (City of Seal Beach 2024). The DOF estimated that the total housing in Seal Beach, as of January 1, 2024, to be 14,678 units with an average household size of 1.8 persons per household. Additionally of the 14,678 existing units, approximately 13,366 dwelling units were occupied, resulting in an 8.9 percent housing vacancy rate (DOF 2024).

Regional Housing Need Allocation

SCAG prepared the RHNA to allocate regional housing growth among different jurisdictions. The RHNA is the state-mandated process to identify the total number of dwelling units (by affordability level) that each jurisdiction must accommodate in its Housing Element for an eight-year period. The RHNA indicated that the City is expected accommodate 1,243 new dwelling units within the four income levels between 2021 and 2029. Table 3.12-3 summarizes the RHNA by income category. It indicates that approximately 63 percent of the housing need will be moderate to upper-income households, and 37 percent will be very low to low-income households (City of Seal Beach 2024).

Table 3.12-3: Housing Need Allocation

Jurisdiction	Very Low Income (<50% of Area Median Income)	Low Income (50-80% of Area Median Income)	Moderate Income (80-120% of Area Median Income)	Above Moderate Income (> 120% of Area Median Income)	Total
Seal Beach	258	201	239	545	1,243

Source: City of Seal Beach 2024

Employment Trends

According to the City's Housing Element Update, the City has 10,005 workers living within its borders who work across 13 major industrial sectors. The most prevalent industry is Education and Social Services with 2,671 employees (26.7 percent of total) and the second most prevalent is Professional Services with 1,452 employees (14.5 percent of total). The most prevalent occupation category in the City is Management, in which 5,440 employees (54.4 percent of total) work and the second most prevalent type of work is in Sales, which employes 2,535 people (25.3 percent of total) (City of Seal Beach 2024).

According to the Employment Development Department's (EDD) Monthly Labor Force Data for Cities and Census Designated Places, in August 2024, the City had a total labor force of 9,800 people with 9,300 employed people and 500 people unemployed which results in a 5.1 percent unemployment rate (EDD 2024). The SCAG's demographics and growth forecast predicts the City's employment would increase to 13,100 by 2035 and 13,500 by 2050 (SCAG 2023).

3.12.2 Regulatory Setting

State

California Housing Element Law

State law requires each city and county adopt a general plan for future growth. This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, HCD estimates the relative share of California's projected population growth that would occur in each county in the state, based on DOF population projections and historic growth trends. Where there is a regional council of governments, HCD provides the regional housing need to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares provides cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

Each city and county must update its general plan housing element on a regular basis (every eight years). Among other things, the housing element must incorporate policies and identify potential sites that would accommodate the municipality's assigned share of the regional housing need. Ultimately, housing elements must be certified by HCD signifying compliance with state law and adopted by the municipality's governing body.

The Housing Crisis Act

Senate Bill 330 (SB 330), or the Housing Crisis Act of 2019, as amended, aims to address California's housing shortage by expediting the approval process for housing development of all types, particularly in regions suffering the worst housing shortages and highest rates of displacements. To address the crisis, this bill prohibits some local discretionary land use controls currently in place and generally requires cities to approve all housing developments that comply with current zoning codes and general plans. SB 330 requires that a housing development project only be subject to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, notwithstanding the provisions of the HAA or any other law, subject to certain exceptions.

State Density Bonus Law

The State Density Bonus Law (California Government Code Sections 65915-65918) encourages the development of affordable and senior housing, including up to a 50 percent increase in project densities for most projects, depending on the amount of affordable housing provided. Under Government Code 65915, cities and counties are required to grant a density bonus and other incentives or concessions to housing projects which contain one of the following:

- Ten percent of the total units of a housing development, including a shared housing building development, for rental or sale to lower-income households.
- Five percent of the total units of a housing development, including a shared housing building development, for rental or sale to very low-income households.

- A senior housing development or a mobile home park that limits residency based on age requirements for housing for older persons.
- Ten percent of the total dwelling units of a housing development are sold to persons and families for moderate-income provided that all units in the development are offered to the public for purchase.
- Ten percent of total units of a housing development for transitional foster youth, disabled veterans, or homeless persons, provided at the same affordability level as very low-income units.
- Twenty percent of the total units for lower-income students in a student housing development in housing dedicated for fulltime students at an accredited college.
- One hundred percent of all units in a development (exclusive of a manager's unit or units), are for lower-income households except that up to 20 percent of the units in the development may be for moderate-income households.

The City of Seal Beach has adopted the State Density Bonus Law by reference in Section 11.4.55.010, State Affordable Housing Density Bonus, in its Municipal Code.

Assembly Bill 1397

California's AB 1397 (2017) amended sections 65580, 65583, and 65583.2 of the Government Code, relating to housing by revising what could be included in a local government's inventory of land suitable for residential development. AB 1397 changed the definition of land suitable for residential development to increase the number of multifamily sites. Identified sites must be "available" and "suitable" for residential development and have a "realistic and demonstrated potential" for redevelopment during the planning period. In addition, AB 1397 requires housing element inventory sites to be 0.5 acre to 10 acres, have sufficient infrastructure, or be included in a program to provide such infrastructure, to support and be accessible for housing development. The local government must specify the realistic unit count for each site and whether it can accommodate housing at various income levels.

Senate Bill 166

SB 166 (2017) requires a local government to ensure that its housing element inventory can accommodate its share of the regional housing need throughout the planning period. It prohibits them from reducing, requiring, or permitting the reduction of the residential density to a lower residential density than what was used by the California Department of Housing and Community Development for certification of the housing element, unless the city or county makes written findings supported by substantial evidence that the reduction is consistent with the adopted general plan, including the housing element. In such cases, any remaining sites identified in the housing element update must be adequate to accommodate the jurisdiction's share of the regional housing need. A local government may reduce the residential density for a parcel only if it identifies sufficient sites remaining within the housing element as replacement sites, so that there is no net loss of residential unit capacity.

Regional

Southern California Association of Governments

SCAG is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG produces growth forecasts so that other agencies can use the forecasts to make funding and regulatory decisions. General plans, zoning regulations, and growth management programs of local jurisdictions inform the SCAG projections. The projections are also developed to reflect the impact of "smart growth" policies and incentives that could be used to shift development patterns from historical trends toward a better jobs-housing balance, increased preservation of open space, and greater development and redevelopment in urban core and transit-accessible areas throughout the region. SCAG calculates the RHNA for individual jurisdictions within Orange County, including Seal Beach.

Connect SoCal

The most recent Connect SoCal was adopted on April 4, 2024. Connect SoCal 2024 is the SCAG's RTP/SCS for the region. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050.

Connect SoCal 2024 reflects a continuum of progress across each planning cycle, not just in the technical capabilities of modeling tools or advancements in data collection but in building upon local agencies progress completing projects. While the Plan remains focused on its core responsibilities, and on the requirements of comprehensive regional transportation planning integrated with the development of a SCS, it also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband and mobility hubs.

Connect SoCal also identified Priority Development Areas (PDAs). PDAs are areas within the SCAG region where future growth can be located to help the region reach Plan goals. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. PDAs are a technical tool to facilitate Plan development and analysis, and are used for different purposes, such as growth visioning, performance measurement or grant applications. Connect SoCal projects that 66 percent of new households and 54 percent of new jobs between 2019-2050 will be located in PDAs (SCAG 2024).

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022 and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to population and housing are presented below:

Land Use Element

The City's Land Use Element, adopted in 2003, contains the following goals, objectives, and policies related to population and housing that apply to the Project:

Population

> Seal Beach has experienced a decrease in population of 3.7 percent during the past decade. Despite the minor decrease in City population experienced in the 2000 U.S. Census, the City will continue to provide support for its residents, maintain its infrastructure and provide jobs and housing balance while still maintain its small town atmosphere.

Housing

> For more than half a century, Seal Beach has grown and developed. As a result, neighborhood identify is visible in the types of residential structures that have been constructed within various sections of the community. It is to be a goal of the City to preserve its low- and medium-density residential character while still providing a wide choice of living accommodations and lifestyles for its residents.

Housing Element Update

The City's Housing Element Update contains the following goals and policies related to population and housing that apply to the Project:

Goal 1: Facilitate the development of a variety of housing types for all income levels to meet the existing and future needs of residents.

- **Policy 1a:** Provide adequate sites for a variety of housing types through the Land Use Element of the General Plan and the Zoning Ordinance, while ensuring that environmental and infrastructure constraints are addressed.
- **Policy 1b:** Where appropriate, encourage the redesignation of vacant and underutilized non-residential land to residential uses with appropriate densities to facilitate the development of a variety of housing types to address the housing needs of all economic segments of the population.
- **Policy 1c:** Encourage the infilling of vacant residential land.
- **Policy 1d:** Encourage the recycling of underutilized residential land, where such recycling is consistent with established land use plans.
- **Policy 1e:** Provide compatibility of residential uses with surrounding uses through the separation of incompatible uses, construction of adequate buffers, and other land use controls.

Goal 2: Assist in the development of adequate housing to meet the needs of low- and moderate-income households.

- **Policy 2a:** Expand housing opportunities for households with special needs, including the elderly, persons with disabilities, including developmental disabilities, large households, female-headed households, and the homeless.
- **Policy 2b:** Provide incentives to encourage the development of new affordable housing for lower- and moderate-income households, including extremely low-income persons.
- **Policy 2c:** Investigate and pursue programs and funding sources designed to expand housing opportunities for low- and moderate-income households, including persons with special needs.
- **Policy 2d:** Encourage construction of low- and moderate-income housing on sites that are:
    - located with convenient access to schools, parks, public transportation, shopping facilities, and employment opportunities;
    - adequately served by public utilities;
    - adequately served by police and fire protection;
    - minimally impacted by noise, flooding, or other environmental constraints; and
    - outside of areas of concentrated lower-income households.

Goal 3: Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

- **Policy 3a:** Assist City residents in securing decent safe and affordable housing.
- **Policy 3b:** Conserve the affordability of housing units assisted with public funds through affordability covenants or resale controls.
- **Policy 3c:** Investigate and pursue programs and funding sources designed to maintain and/or improve the affordability of existing housing units to low- and moderate-income households.

Goal 4: Maintain and enhance the quality of residential neighborhoods in Seal Beach.

- **Policy 4a:** Encourage the maintenance and rehabilitation of existing owner-occupied and rental housing where feasible.
- **Policy 4b:** Promote the replacement of any substandard units that cannot be rehabilitated.
- **Policy 4c:** Investigate and pursue programs and funding sources available to assist in the improvement of residential property.
- **Policy 4d:** Encourage the continued affordability of housing units rehabilitated with public funds.

- **Policy 4e:** Discourage the conversion of existing apartment units to condominiums where such conversion will diminish the supply of housing affordable to low- and moderate-income households.
- **Policy 4f:** Promote the conservation and rehabilitation of older neighborhoods, preventing the encroachment of incompatible commercial or industrial uses into established neighborhoods.
- **Policy 4g:** Assist residents, wherever possible, in securing decent safe and adequate housing.
- **Policy 4h:** Promote a safe, healthful, aesthetically pleasing environment that strengthens individual and family life.
- **Policy 4i:** Preserve and enhance viable residential neighborhoods and strengthen neighborhood identity.
- **Policy 4k:** Encourage the use of innovative land use techniques and construction methods to minimize housing costs without compromising basic health, safety, and aesthetic conditions.
- **Policy 4l:** Periodically reexamine local building and zoning codes for possible amendments to reduce construction costs and processing times without sacrificing basic health and safety considerations.

Goal 5: Promote equal housing opportunities for all persons regardless of race, color, national origin, ancestry, religion, sex, marital status, or familial status.

- **Policy 5a:** Promote fair housing practices throughout the community.
- **Policy 5b:** Encourage the development of housing that meets the special needs of disabled and elderly households.
- **Policy 5c:** Promote the provision of housing to meet the needs of families and households of all sizes.

City of Seal Beach Municipal Code

Section 11.4.55.005, General Affordable Housing Provisions, of the City's Municipal Code outlines the City and state requirements for affordable housing. As outlined in the section, the provisions of the Municipal Code section are governed by the requirements of Government Code Section 65915. The provision outlines requirements for affordable housing compatibility with market rate projects, availability of affordable housing, inclusion of an affordable housing agreement as a condition for discretionary permits for projects granted a density bonus, medium income level requirements, and requirements for granting a density bonus.

Section 11.4.55.010, State Affordable Housing Density Bonus, implements Government Code Section 65915 which allows the city to grant a density bonus over the otherwise allowable maximum residential density permitted by the city and the general plan, and one or more of the affordable housing incentives set forth in Section 11.4.55.020, Affordable Housing Concessions and Incentives, if the applicant agrees

or proposes to construct lower income units, very low income units, senior citizen housing development, moderate income units in condominiums and planned unit developments, and housing accompanied by land donation.

3.12.3 Environmental Impacts

This section analyzes the Project's potential to result in significant population and housing impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following evaluation of potential population, housing, and employment impacts associated with the Project was based on data obtained from the U.S. Census, DOF, and applicable planning documents from the City. The following impact discussions consider the impacts of the Project related to employment, population, and housing in the City.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's population and housing impacts are significant.

Would the Project:

- *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant and are not discussed further in this section.

Would the Project:

- *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Impact Analysis and Mitigation Measures

Unplanned Population Growth

Impact POP-1	**The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).**

Impact Analysis

The Project involves implementation of the City's Housing Element and Zoning Code Update which is being prepared for planning of additional dwelling units in the City to meet the City's RHNA allocation of 1,243 new dwelling units. As the Housing Element Update itself is a plan, it would not induce "unplanned growth" per this threshold.

While no development is directly proposed by the Project, construction associated with the development of the Housing Opportunity Sites and Main Street Program area would require contractors and laborers as projects are developed in the future. However, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The implementation of the Housing Element Update would not result in a long-term increase in employment from short-term construction activities. As the Project would primarily result in residential development as opposed to job-generating development, the impacts of employment increases in the City are not further evaluated in this analysis.

Implementation of the Project would provide for the development of additional dwelling units in the City resulting in an increase in the City's population. The Housing Opportunity Sites identified to meet the City's RHNA could be developed with up to 1,491 dwelling units at their maximum capacity. These sites include underutilized sites that are suitably zoned for residential development and would not require such changes, and sites that would require a zoning change to allow for residential development or increased residential development capacity. In addition, the Housing Element Update includes the Main Street Program which could facilitate development of additional dwelling units within the City's Main Street Specific Plan area. This EIR analyzes build out from the Main Street Program at 70 percent of maximum potential build out for the area which results in the potential for 115 units. Therefore, implementation of the Project would have a resulting build out potential of a total of 1,606 new dwelling units. Additionally, this EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the proposed buildout of 167 dwelling units included within the City's site inventory as a pipeline site. Therefore, with the residential component of the ORCC Specific Plan Project incorporated, the resulting maximum buildout potential would increase to 1,773 dwelling units. These sites are shown in Table 2.4-6 in Section 2.0, Project Description, of this Draft EIR. Using the City's DOF average of 1.8 persons per household, the development 1,773 dwelling units would contribute an estimated population increase of 3,191 residents, which is an approximately 13.1 percent increase to the City's 2024 population of approximately 24,350 residents.

As shown in Table 3.12-4, maximum buildout of these sites would increase the City's total dwelling units from 14,678 to 16,451. This growth would exceed the City's population projection for 2045 of 25,400

residents by 2,141 residents. However, this scenario is highly conservative as it is unlikely that 100 percent of sites would be developed at the capacity analyzed in this EIR.

Table 3.12-4: Maximum Unit Buildout

	Dwelling Units	Population
Maximum Unit Buildout	1,773	3,191
Maximum Unit Buildout + City Existing	16,451	27,541
Percent Increase	12.1	13.1

As discussed in Appendix B, Sites Inventory and Methodology of the Housing Element Update, a "realistic development capacity" was used to determine the most probable yield of units at sites in the inventory. The City assumed development of the five Housing Opportunity Sites being rezoned MC/RHD at 80 percent of maximum allowable density with the remaining three Housing Opportunity Sites at 70 percent of the maximum allowable density. Additionally, the site inventory includes the ORCC Specific Plan Project as a pipeline site that would provide 167 additional units. As shown in Table 3.12-5, the "realistic" buildout of the Housing Element Update is 1,332 dwelling units. Similar to the maximum unit buildout, if all sites identified as a Housing Opportunity Site and pipeline site were to be developed, the resulting population would also exceed SCAG's projection for the number of residents in the City by 2045.

Table 3.12-5: Realistic Unit Buildout Growth

	Dwelling Units	Population
Realistic Unit Buildout	1,332	2,397
Realistic Unit Building + City Existing	16,010	26,747
Percent Increase	9.1	9.8

The purpose of the Housing Element Update is to plan for and promote housing growth within the City to meet the housing needs of the region and state. While the scenarios exceed the population projections identified by SCAG, it is important to note that the identification of Housing Opportunity Sites in the City's Housing Element Update does not mean that they will be developed at the estimated unit counts or level of affordability. Several laws passed in recent years, including the Housing Crisis Act of 2019 (SB 330), aim to address the need for more housing and expedite approvals for housing projects in order to respond the state's housing crisis. Implementation of the Project and future developments consistent with the Project would not directly induce substantial unplanned population growth but rather would address an existing need for housing and plan for future housing demand in the City. As such, the Housing Element Update is the City's proposed plan to accommodate anticipated future growth and would not induce unplanned population growth. Therefore, impacts would be less than significant.

Additionally, as stated previously, this EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The 167 dwelling units

resulting from the residential component of the ORCC Specific Plan Project would increase the City's total dwelling units and result in population increases. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.12.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The topic of population and housing has cumulative implications on the entire Southern California region, not just on the City of Seal Beach. Therefore, this cumulative impact analysis is based on regional planning documents including Connect SoCal 2024, Southern California's most recent RTP/SCS. The Housing Element Update would accommodate projected citywide and regionwide population and housing growth that has been identified by SCAG's Connect SoCal. By its nature, the impact analysis under Impact POP-1 considers cumulative impacts associated with population growth throughout the City and consistent with SCAG's Connect SoCal. The Housing Element Update incorporates regional growth anticipated by SCAG's RHNA projections and thus considers cumulative growth.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.12-6 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to population and housing and therefore were analyzed in this cumulative discussion.

Table 3.12-6: Cumulative Projects Related to Population and Housing

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing	Preparation of EIR	167

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
			development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant		
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project	Approved (By City of Long Beach)	380

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
			consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space		
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23);	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
		11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)			
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

As identified in Table 3.12-6, the list of cumulative past, present, and probable future residential projects in the City and surrounding areas include those in the City of Los Alamitos, Long Beach, Westminster, and Orange County. Included in this list are candidate sites identified in the Housing Element Update for Long Beach, Westminster, and Orange County for potential future development. Development of these sites would be within the planned growth identified by SCAG for the region and would not result in substantial unplanned population growth. As identified in SCAG's 6th Cycle RHNA Allocation Plan, the Southern California region has a total RHNA of 1,341,827 dwelling units (SCAG 2021). Similar to the City, all jurisdictions within the SCAG region are required to prepare a Housing Element Update that identifies sites within its jurisdictional boundaries for future residential development to accommodate its respective RHNA. Implementation of each respective Housing Element Update and future developments consistent with the Housing Element Update would not directly induce substantial unplanned population growth but rather would address an existing need for housing and plan for future housing demand in the region. As such, the Housing Element Update for each jurisdiction would be the jurisdiction's proposed plan to accommodate anticipated future growth and would not induce unplanned population growth.

The combination of the cumulative developments outlined in the table above proposes the development of a total of 3,685 dwelling units. However, out of the total units proposed by the cumulative developments, only 1,674 dwelling units are actually currently proposed undergoing environmental review or already approved developments. The remaining 2,011 dwelling units are proposed only as a conceptual development for buildout as part of a Housing Element Update or as a potential future project. Development of the currently proposed undergoing environmental review and already approved developments would lead to direct population growth. However, the impacts of the growth have already been analyzed or is currently being analyzed in its project-specific environmental analysis.

As previously stated, the Housing Element Update would provide for a planned increase in the City's housing capacity to meet the City's RHNA allocation. The Housing Element Update does not propose any housing development at this time. Instead, the Housing Element Update identifies a series of

implementation actions to facilitate future housing development, as necessary to meet the City's housing obligations per state law. Unless exempt, future developments facilitated by the Project, as well as cumulative projects, would be subject to discretionary permits from the City or other local decision-making agency, and would be required to undergo applicable CEQA review and be analyzed for its compliance with City or other municipal requirements before their approval. This would ensure that any potential environmental effects stemming from their development would be minimized to the extent feasible. As previously mentioned, the build out scenario presented in this EIR is highly conservative and it is unlikely that 100 percent of sites would be developed at their analyzed development capacity. As such, it is likely that the growth forecasts presented in this analysis are overstated and that actual population growth from implementation of the Project and related future developments will end up being less. As the Project would not result in significant impacts to population and housing and the Project in combination with cumulative developments would not result in substantial unplanned population growth, cumulative impacts associated with Project implementation would therefore be less than significant.

3.12.5 References

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3.13 PUBLIC SERVICES

This section describes the environmental and regulatory setting for public services. It also describes existing conditions and potential impacts related to public services that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would result in increased demand for public services including fire and police protection services and parks and recreational facilities. Impacts to fire and police protection services would be less than significant; however, even with implementation of Mitigation Measure PUB-1, the Project would be considered significant and unavoidable related to parks.

The residential components of the ORCC Specific Plan Project's generate new residents in the City which would increase the need for additional public services including fire and police protection services, and parks. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.13.1 Environmental Setting

Fire Protection

Orange County Fire Authority (OCFA) contracts with the City to provide fire, emergency medical, and rescue services. The OCFA works with the City's Community Development Department and developers to conduct project review through an application and plan check process. OCFA Station 44 and Station 48 are located within the City at 718 Central Avenue and 3131 North Gate Road, respectively, though additional resources may respond from OCFA stations located in nearby jurisdictions as needed. In addition, OCFA and the Naval Weapons Station have a reciprocal agreement where the installation's fire department can respond to calls for service if required.

Police Protection

Police services for the City are provided by the Seal Beach Police Department (SBPD), primarily comprised of patrol, traffic enforcement, detective bureau operations, parking management, animal control services, and other public safety related services. The SBPD is also responsible for updating the Emergency Services Plan, evacuation plans, emergency aid, comprehensive communications components, and a coordination program with other local government agencies, schools, hospitals, and utility companies (City of Seal Beach 2003). Existing police facilities include the Police Station at 911 Seal Beach Boulevard, a substation at Marine Safety Headquarters at the pier, and a report writing office at the City Hall Annex building.

Marine Safety

In addition to fire and police services provided to residents, the City has a Marine Safety Department that provide safety services in the coastal and aquatic environment for the public through prevention

education, rescue, medical aid, outreach, beach management, and enforcement. The Seal Beach Marine Safety headquarters is located at 888 Ocean Beach Avenue. The Marine Safety Department is staffed 365 days per year and the hours of staffing change seasonally. Beach lifeguards are the primary staff within the Marine Safety department and provide marine safety protection including patrolling the beach in a mobile unit, warning locals of hazardous conditions, rescuing people in distress or in danger of drowning, applying first aid, answering questions and giving information pertaining to the beach and ocean environment, removal of hazardous obstacles from sand and water, and advising the public in regard to local beach and ocean related ordinances, regulations, safety, and conduct.

Parks

Open space or outdoor recreation is defined by the City as land that is set aside for neighborhood, community or regional parks, beaches, special use parks or facilities, greenbelts, and open space corridors (City of Seal Beach 2003). According to the City's 2003 General Plan, the City has a total of 18 parks that provide 75.45 acres of parkland. Additionally, in 2021, the City acquired River's End Park which was constructed by a private developer and provides an additional 6.2 acres of parkland. Therefore, the City has a total parkland acreage of 81.65 acres.

The Quimby Act allows the City to require the dedication of parkland or payment of in-lieu fees for new development. The acreage to be dedicated is based on five acres per 1,000 residents as specified by the City's Municipal Code. The City has not met the acreage standards set forth in the General Plan However, the City benefits from non-Quimby Act recreational amenities within its boundaries, including 80.3 acres of beaches, the 192.-acre Sunset Aquatic Marina and Park operated by the County, and the National Wildlife Refuge located within the Seal Beach Naval Weapons Station. All of these areas provide unique regional recreational opportunities (Seal Beach 2003). School district shared property also provides non-Quimby Act park facilities for use by City residents.

Water, Wastewater, and Storm Drainage Services

The City is the water service provider for the City using local groundwater from the Orange County Groundwater Basin, which is managed by the Orange County Water District (OCWD) and supplementing the water supply obtained from its regional wholesaler, Municipal Water District of Orange County (MWDOC). The City also manages the water distribution system within the City. The City does not own or operate wastewater treatment facilities but owns and operates the wastewater collection system in its service area that sends all wastewater to Orange County Sanitation District (OC San) for treatment and disposal. Additionally, storm drainage systems within the City are owned and maintained by the City; however, County and federal storm drainage channels are also located within the City. Therefore, in addition to the services outlined above, City provided public services include water supply and distribution systems, wastewater collection systems, and storm drainage systems. This section does not include an analysis of City provided water, wastewater, and storm drainage services but this text has been included to provide an outline of all relevant City provided public services. An analysis of water, wastewater, and storm drainage services provided by the City can be found in Section 3.17, Utilities and Service Systems.

3.13.2 Regulatory Setting

State

California Building Code

The California Building Code which is in Part 2 of Title 24 of the California Code of Regulations, establishes the minimum state building standards. The CBC is currently updated every three years. The City of Seal Beach adopted the 2022 CBC and went into effect January 1, 2023. The CBC is based on the 2021 International Building Code but has been amended to account for California conditions. The CBC is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by City building officials for compliance with the CBC. Sections 13000 et seq. of the California Health and Safety Code include fire regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. The newest edition of the California Building Standards Code is the 2022 edition with an effective date of January 1, 2023, with the next update planned at the end of 2025 for implementation January 1, 2026.

California Fire Code

The 2022 California Fire Code incorporates, by adoption, the 2021 International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the state and all political subdivisions. It is in Part 9 of CCR Title 24. Like the CBC, the CFC is revised and published approximately every three years by the California Building Standards Commission. The City of Seal Beach adopted the 2022 California Fire Code, which became effective January 1, 2023. The CFC contains regulations for safeguarding life and property from fire hazards, including setting certain building requirements regarding hazardous materials, storage, and occupancy.

Quimby Act

Section 66477 of the California Government Code, also known as the Quimby Act, was enacted in 1965 in an effort to promote the availability of park and open space areas in California. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as conditions to the approval of a tentative map or parcel map. The Quimby Act authorizes a city or county to require that the subdivider provide three acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park exceeds that limit, in which case the city or county may adopt a higher standard not to exceed five acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of funds from fees. The City's General Plan has established a goal of five acres of parkland per 1,000 residents. Pursuant to the Quimby Act, the City's Municipal Code Section 10.50.010, Park Land Dedications and Fees, requires as a condition of tentative map approval, for the subdivider to dedicate land and/or pay a fee for the purpose of developing new or rehabilitating existing park or recreation facilities to serve the subdivision. The amount of new land

to be dedicated is required to be five acres per 1,000 residents, or a fee in-lieu established within the City's adopted fee schedule.

California Coastal Commission

In partnership with coastal cities and counties, the CCC plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the California Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the CCC directly or through a Local Coastal Program, if applicable. The California Coastal Act includes specific policies (Division 20 of the PRC) that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The policies of the California Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the CCC and by local governments. The City is currently preparing a LCP which is a planning document used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission for the purpose of upholding the California Coastal Act.

Regional

Airport Land Use Commission

The ALUC is governed by Public Utilities Code Section 21670 and has a basic responsibility to assist local agencies in ensuring compatible land uses in the vicinity of airports. The ALUC reviews land use proposals near civilian and military airports and other land use issues which have a potential impact on airport operations. The ALUC strives to protect the public from adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft incidents, and to ensure that no structure or land use activities adversely affect the operational integrity of the airports or their navigable airspace. The ALUC has two specific duties according to the California Airport Land Use Planning Handbook:

1. Prepare and adopt an airport land use plan for each of its airports within its jurisdiction.
2. Review the plans, regulations, and other actions of local agencies and airport operators.

The City is located within the jurisdiction of the Orange County ALUC and land use policy changes such as the proposed zoning code update and Housing Element update would require review by the Orange County ALUC under applicable AELUP.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022. The various elements within the General Plan include goals and policies for the physical

development of the City. The City's General Plan goals and policies applicable to public services are presented below:

Land Use Element

The City's Land Use Element contains the following goals, objectives, and policies related to public services that apply to the Project:

Parks, Recreation, and Community Beautification

> An important goal of the City should be to acquire and develop recreational facilities at strategic locations throughout the community. Because open land is rapidly being developed, acquisition of park sites should be accomplished at the earliest date. Development and maintenance of these sites should follow in a relatively short period of time. The City should cooperate with other governmental agencies to promote a comprehensive plan of park acquisition and development.

Public Facilities

> The City should anticipate and maintain public service demands. Future development of schools, libraries, and municipal facilities should be located in such a manner as to provide the maximum level of service to all members of the community and to promote objectives of the City.

General Plan Safety Element

The City's Safety Element contains the following policies related to public services that apply to the Project:

- **Policy 1J:** Encourage emergency vehicular access that is of a sufficient width to allow people and emergency equipment into the hazard area and still allow for evacuation, if needed.
- **Policy 4A:** Ensure that adequate facilities and fire service personnel are maintained based on population, fire hazard in and around the City, and a performance standard of an average total response time of seven minutes or less.
- **Policy 4B:** Educate and inform the public on fire safety, especially regarding landscaping installation and maintenance in urban areas, to further protect the community and the environment from unnecessary fire hazards.
- **Policy 4C:** Enhance the ability of all structures within the City to resist wildland and structural fires through ongoing, appropriate and cost-effective changes to the City's Zoning, Building and Fire Codes and standards.
- **Policy 4D:** Work with the Water Department and Orange County Fire Authority to analyze the supply and delivery aspect of the water system for fire fighting use to help identify and correct deficiencies.

- **Policy 4E:** Develop an early warning system with Santa Ana wind fire danger to alert the public of possible precautions or safety measures that may be taken during those critical times.
- **Policy 4F:** As a condition of new development, require private responsibility for development and maintenance of necessary new fire flow water lines and hydrants in accordance with the recommendations of the Orange County Fire Authority.
- **Policy 4G:** Encourage property owners to create defensible space surrounding their homes, including providing access for fire-fighters, maintaining plantings and outdoor areas, and minimizing combustible structures.
- **Policy 4H:** Encourage property owners to consider "fire-wise" planting and the use of fire-resistant building materials, especially in landscaped and developed areas adjacent to Gum Grove Park.

Housing Element Update

The City's Housing Element Update contains the following goals and policies related to public services that apply to the Project:

Goal 1: Facilitate the development of a variety of housing types for all income levels to meet the existing and future needs of residents.

- **Policy 1f:** Improve all residential environments through the provision of adequate public facilities and services, including streets and parks, as well as water, sewer, and drainage systems.
- **Policy 1g:** Provide for adequate, freely accessible open space within reasonable distances of all community residents.

Goal 2: Assist in the development of adequate housing to meet the needs of low- and moderate-income households.

- **Policy 2d:** Encourage construction of low- and moderate-income housing on sites that are:
    - located with convenient access to schools, parks, public transportation, shopping facilities, and employment opportunities;
    - adequately served by public utilities;
    - adequately served by police and fire protection;
    - minimally impacted by noise, flooding, or
    - other environmental constraints; and • outside of areas of concentrated lower-income households.

Goal 4: Maintain and enhance the quality of residential neighborhoods in Seal Beach.

- **Policy 4j:** Upgrade and improve community facilities and municipal services in keeping with community needs.

3.13.3 Environmental Impacts

This section analyzes the Project's potential to result in significant public services impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following analysis is based on a review of the General Plan and the Seal Beach Municipal Code.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's public services impacts are significant.

Would the Project:

- *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services?*
    - *Fire protection*
    - *Police protection*
    - *Parks*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant and are not discussed further in this section.

Would the Project:

- *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:*
    - *Schools*
    - *Other public facilities*

Impact Analysis and Mitigation Measures

Government Facilities

Impact PUB-1 **The Project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:**

- **Fire protection**
- **Police protection**
- **Parks**

Impact Analysis

Fire Protection

While no specific developments are proposed by the Project, implementation of the Project would increase the potential for housing development in the City. Future development of housing facilitated by the Project would increase the number of residents in the City under build out conditions analyzed in this EIR, and would increase demand for fire protection services and thus, the potential need for additional facilities.

The increase in population as a result of future developments facilitated by the Project would be expected to generate more service calls. New fire personnel, vehicles, and equipment may be required to provide adequate response times to serve future developments. Therefore, the OCFA's costs to maintain equipment and facilities, and to train and equip personnel could also increase. However, the increase in required personnel and materials costs would be gradual over time and would grow with the incremental increase in population resulting from individual development of the identified Housing Opportunity Sites, ORCC Specific Plan Project pipeline site, and within the Main Street Program area. All identified Housing Opportunity Sites, the ORCC Specific Plan Project pipeline site, and the Main Street Program area are located within highly urbanized areas of the City already served by existing fire services and therefore, as the Project would be located within the existing service boundaries for fire protection, the Project is anticipated to be serviced by existing fire stations without additional new facilities needing to be built.

To reduce the demand of fire protection services, future developments proposed under the Project would need to comply with the City's and OCFA's fire safety requirements, which include compliance with the California Fire Code and the California Building Code. These requirements regulate new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection systems, and appropriate emergency access throughout a site. Future developments would be subject to a site plan review and approval by the City and OCFA which would include review of compliance with fire safety requirements prior to obtaining a building permit. Additionally, future developments would require a final

inspection to be conducted by the City and OCFA to ensure adequate fire safety measures are implemented prior to receiving a certificate of occupancy.

The need for additional or expansion of existing fire protection facilities as a result of future discretionary developments would need to go under CEQA review at a project-specific level. In the event new fire protection facilities are required, they would be disclosed and mitigated, as feasible, at a project-specific level. Compliance with requirements for individual project-specific CEQA review, City fire safety requirements, California Fire Code and the California Building Code requirements would reduce the impacts related to fire protection services to less than significant. The potential impacts on fire protection services generated by the Project be less than significant.

Police Protection

As stated above, while no specific developments are proposed by the Project, implementation of the Project would increase the potential for housing development and number of residents in the City which would increase demand for police protection services and thus, the potential need for additional police facilities. All identified Housing Opportunity Sites, the ORCC Specific Plan Project pipeline site, and the Main Street Program area are located within highly urbanized areas of the City already served by existing police services and therefore, would be located within the existing service boundaries for police protection. However, future developments under the Project would incrementally increase the number of residents in the City and would require expansion or additional police facilities to accommodate future growth.

Implementation of the Project would increase demand for law enforcement services incrementally as housing units are built out. The SBPD would evaluate its budget annually to provide adequate police services to accommodate additional growth; however, the additional personnel and materials costs would likely be gradual as the increase in population would occur incrementally over time.

Unless exempt, future discretionary development of identified Housing Opportunity Sites and the ORCC Specific Plan Project pipeline site, as well as new developments within the Main Street Program area facilitated by the Project would be subject to subsequent individual environmental review to analyze its potential impacts to police protection services and facilities. If impacts to police services are identified during individual environmental review, mitigation of impacts would be required, as feasible, at a project-specific level.

Depending on the population growth in the area and/or staff additions, the City may require modifications to existing facilities or the addition of new facilities. The construction of new facilities or modifications to existing facilities would be subject to subsequent environmental review at a project specific level. Unless exempt, compliance with requirements for subsequent project level CEQA review for future developments proposed under the Project would reduce impacts to police services as it would be required to analyze the potential impacts to existing services and implement mitigation measures to reduce impacts if needed. The potential impacts on law enforcement services generated by the Project be less than significant.

Marine Safety

In addition to police service facilities, future developments under the Project may incrementally increase the use of City beaches and result in increased demand for marine safety services. Implementation of the Project would increase demand for marine safety services incrementally as the Housing Opportunity Sites, the ORCC Specific Plan Project pipeline site, and new developments within the Main Street Program area are built out. The City would evaluate its budget annually to provide adequate marine safety services to accommodate additional growth; however, the additional personnel and materials costs would likely be gradual as the increase in population would occur incrementally over time. Depending on the population growth in the area and/or staff additions, the City may require modifications to existing facilities or the addition of new facilities. The construction of new facilities or modifications to existing facilities would be subject to subsequent environmental review at a project specific level. This analysis related to marine safety is provided for informational purposes as marine safety services is not an identified impact question under CEQA.

Parks

As identified in Section 3.12, Population and Housing, under the build out conditions analyzed in this EIR, the Project would result in an estimated population increase of 2,891 residents. The City's Municipal Code Section 10.50.010 includes the Seal Beach Park Dedication Ordinance which requires five acres of parkland to be located within the City per 1,000 residents. As identified by the City, the City has a total parkland acreage of 81.65 acres which is comprised of 19 parks. Therefore, with an existing 2024 population of 24,350 residents, the City currently needs a total of 121.75 acres of parkland to meet its park standard requirement and the City currently has a parks ratio of 3.35 acres per 1,000 residents. Therefore, the City does not currently meet the desired acreage requirements for parkland and is at a deficit for parkland. With a potential increase of 2,891 residents, the Project would require an additional 14.46 acres of parkland to be developed further increasing the deficit of the City.

Thus, the future developments facilitated by the Project would result in the need for new additional park facilities. However, the City benefits from non-Quimby Act recreational amenities within its boundaries, including 80.3 acres of beaches, the 192-acre Sunset Aquatic Marina and Park operated by the County, the National Wildlife Refuge located within the Seal Beach Naval Weapons Station, and school district shared property. All of these areas provide unique regional recreational opportunities (Seal Beach 2003). The CCC regulates the use of land and water in the coastal zone including shoreline public access and recreation. Implementation of the Project would not result in a reduction in available Quimby Act park and recreational facilities or non-Quimby Act recreational amenities such as beaches and shoreline access. However, the Parks Inventory prepared as part of the City of Seal Beach Parks and Community Services Master Plan in 2013 states that it is readily apparent that the City would not be able to ever achieve the local Municipal Code standard of five acres per 1,000 people due to a high percentage of the City being developed prior to the adoption of the current acreage goal. As discussed above, the City does not currently meet the necessary acreage requirements as a significant portion of the City has been developed prior to the City adopting its parks standard. Excess park and recreation land does not exist to meet the forecast demand that would be generated by future developments facilitated by the Project and would result in impacts to parks.

Future development of identified Housing Opportunity Sites as well as new developments within the Main Street Program area facilitated by the Project would be subject to subsequent individual environmental review to analyze its potential impacts to park facilities. If impacts to parks are identified during individual environmental review, mitigation of impacts would be required, as feasible, at a project-specific level. In addition, future residential developments would be required to comply with Municipal Code Section 10.50.010, Parkland Dedication and Fees, which requires new developments to dedicate land and/or pay a fee for the purpose of developing new or rehabilitating existing park and recreational facilities as a condition of tentative map approval. As the Project does not propose any actual development at this time, the Project is not subject to Municipal Code Section 10.50.010, Parkland Dedication and Fees, requirements at this time.

Future developments proposed under the Project's compliance with requirements for individual project specific environmental review and compliance with Municipal Code Section 10.50.010, Parkland Dedication and Fees, would reduce potential impacts related to park facilities. Mitigation Measure PUB-1 has been identified to ensure that project-specific impacts resulting from individual development projects facilitated by the Project would be reduced and mitigated to the extent feasible. However, as stated above, the City does not currently meet the necessary acreage requirements and there are limited excess park and recreation land that would be able to be developed to meet the forecast demand that would be generated by future developments facilitated by the Project. Therefore, even with implementation of Mitigation Measure PUB-1, the Project and future developments facilitated by the Project would result in substantial impacts to parks. Impacts would be significant and unavoidable.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential components of the ORCC Specific Plan Project's development of approximately 167 dwelling units would be anticipated to result in generation of approximately 301 residents. The new residents generated by the residential component of the ORCC Specific Plan Project would increase the need for additional public services including fire and police protection services, and parks. With the five acres per 1,000 resident standards set by the City's General Plan, the development of the residential portion of the ORCC Specific Plan Project would require an additional 1.51 acres of parkland to offset the increase in population resulting from the ORCC Specific Plan Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM PUB-1: **Parks and Recreation.** Subsequent environmental review at a project specific level shall be required for individual development projects facilitated by the Housing Element Update and Zone Code Update. The environmental analysis shall include an analysis of the proposed project's contribution to potential impacts to parks and recreation facilities, and potential impacts resulting from implementation of individual development projects

under the Housing Element Update and Zone Code Update shall be mitigated to the extent feasible. The proposed project's required contribution to the City related to parkland dedication and payment of required fees as required by Municipal Code Section 10.50.010, Parkland Dedication and Fees, shall be determined at the time of subsequent environmental review at a project specific level.

Level of Significance After Mitigation
Significant and Unavoidable Impact.

3.13.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative public services impacts is the City and immediate vicinity. This geographic scope is appropriate for public services as public services such as police and fire are typically provided by City departments with the respective service area being limited to the City with some service areas extending beyond the city limits but within the immediate vicinity. Additionally, though impacts to parks and applicable parks standards are evaluated at the city level, residents of cumulative developments outside of the City but located within the immediate vicinity could utilize City parks and therefore, are included in the list of cumulative developments analyzed in this section.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.13-1 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to public services and therefore were analyzed in this cumulative discussion.

Table 3.13-1: Cumulative Projects Related to Public Services

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation,	Preparation of EIR	167

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
			including a bar and lounge and specialty restaurant		
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619
11	Westminster Housing Element Sites	13251 Springdale	Candidate site identified in the City of	Proposed in Housing Element Update	122

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
		Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Westminster's Housing Element as a site for potential future residential development	(By City of Westminster)	

Cumulative development in Seal Beach and surrounding areas, including but not limited to new development facilitated by the Housing Element, would increase demand for public services provided by the City, including fire and police protection services, and parks. The Project, including future developments facilitated by the Project, in conjunction with cumulative development citywide and within neighboring cities that are also located within the respective service areas for fire and police protection services, would increase demands for public services that could require facility expansion or construction. Potential impacts would be dependent on existing service capacity of fire and police protection services at the time of individual project approval and the incremental increase in the need for fire and police protection services resulting from other developments. Potential impacts would require evaluation at the project level when future development is proposed in accordance with the Housing Element Update and General Plan. Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential impacts to public services and identify necessary mitigation measures, where appropriate. The Project would not result in significant cumulative environmental impacts concerning fire and police protection services.

However, future developments facilitated by the Project, in conjunction with cumulative development identified in Table 3.13-1 identified above would increase demands for parks, as indicated in the discussion above. The increased demand for park facilities during the Housing Element Update's planning period (2021-2029) would be significant and would not be accommodated by the existing supply and thus, would require the need for construction or expansion of recreational facilities, the construction of which could result in significant impact. Potential increased demands for recreational facilities from cumulative development would be evaluated on a case-by-case basis at the project level when future development is proposed in accordance with the Housing Element Update and General Plan. Population growth from future developments facilitated by the Project would require an additional 14.46 acres of parkland within the City. However, even if the 14.46 acres of additional parkland was developed, the City would still continue to be at a deficit of parkland and would not be able to meet the standard of five acres per 1,000 people. The development of cumulative past, present, and probable future residential projects in the City and surrounding area would further increase the need for additional parkland in the City.

Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential impacts to recreation facilities and identify mitigation measures, where appropriate. The Project and cumulative development would result in significant and unavoidable cumulative environmental impacts concerning parks and recreation facilities. Therefore, the project would cause a cumulatively considerable impact on recreation resources, and Mitigation Measure

PUB-1 is required. However, implementation of Mitigation Measure PUB-1 would not reduce impacts to a less than significant level and therefore, the Project would have a significant and unavoidable cumulative impact to public services.

3.13.5 References

City of Seal Beach. 2003. City of Seal Beach General Plan, December 2003. https://www.sealbeachca.gov/Departments/Community-Development/Planning-Development/General-Plan. Accessed September 2024.

3.14 RECREATION

This section describes the environmental and regulatory setting for recreation. It also describes existing conditions and potential impacts related to recreation that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would increase the use of existing parks and recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Even with implementation of Mitigation Measure PUB-1, the Project would be considered significant and unavoidable.

The Project would require the construction or expansion of recreational facilities which may have an adverse physical effect on the environment. Even with implementation of Mitigation Measure PUB-1, the Project would be considered significant and unavoidable.

The development of the residential portion of the ORCC Specific Plan Project would increase use of existing parks and recreational facilities and would require additional parkland to offset the increase in population resulting from the ORCC Specific Plan Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.14.1 Environmental Setting

Open space or outdoor recreation is defined by the City as land that is set aside for neighborhood, community or regional parks, beaches, special use parks or facilities, greenbelts, and open space corridors (City of Seal Beach 2003). Per the 2003 General Plan, the City has a total of 18 parks that provide 75.45 acres of parkland. Additionally in 2021, the City acquired River's End Park which was constructed by a private developer and provides an additional 6.2 acres of parkland. Therefore, the City has a total parkland acreage of 81.65 acres.

The Quimby Act allows the City to require the dedication of parkland or payment of in-lieu fees for new development. The acreage to be dedicated is based on five acres per 1,000 residents as specified by the City's Municipal Code. The City has not met the acreage standards set forth in the City's General Plan as a significant portion of the City was developed prior to the time the Quimby Act was passed. However, the City benefits from non-Quimby Act recreational amenities within its boundaries, including 80.3 acres of beaches, the 192-acre Sunset Aquatic Marina and Park operated by the County, and the National Wildlife Refuge located within the Seal Beach Naval Weapons Station. All of these areas provide unique regional recreational opportunities (City of Seal Beach 2003). School district shared property also provides non-Quimby Act park facilities for use by City residents.

3.14.2 Regulatory Setting

Federal

There are no federal regulations related to recreation applicable to the Project.

State

Quimby Act

Section 66477 of the California Government Code, also known as the Quimby Act, was enacted in 1965 in an effort to promote the availability of park and open space areas in California. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as conditions to the approval of a tentative map or parcel map. Pursuant to the Quimby Act, a city or county may require the provision of three acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park exceeds that limit, in which case the city or county may adopt a higher standard not to exceed five acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of funds from fees. The City's General Plan has established a goal of five acres per 1,000 residents. Pursuant to the Quimby Act, the City's Municipal Code Section 10.50.010, Park Land Dedications and Fees, requires as a condition of tentative map approval, for the subdivider to dedicate land and/or pay a fee for the purpose of developing new or rehabilitating existing park or recreation facilities to serve the subdivision. The amount of thew land to be dedicated is required to be five acres per 1,000 residents, or a fee in-lieu thereof as established in the City's adopted fee schedule.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to recreation are presented below:

Land Use Element

The City's Land Use Element contains the following goals, objectives, and policies related to recreation that apply to the Project:

<u>Parks, Recreation, and Community Beautification</u>

> An important goal of the City should be to acquire and develop recreational facilities at strategic locations throughout the community. Because open land is rapidly being developed, acquisition of park sites should be accomplished at the earliest date. Development and maintenance of these

sites should follow in a relatively short period of time. The City should cooperate with other governmental agencies to promote a comprehensive plan of park acquisition and development.

Housing Element Update

The City's Housing Element Update contains the following goals and policies related to recreation that apply to the Project:

Goal 1: Facilitate the development of a variety of housing types for all income levels to meet the existing and future needs of residents.

- **Policy 1f:** Improve all residential environments through the provision of adequate public facilities and services, including streets and parks, as well as water, sewer, and drainage systems.
- **Policy 1g:** Provide for adequate, freely accessible open space within reasonable distances of all community residents.

City of Seal Beach Municipal Code

The City's Municipal Code Section 10.50.010 includes the Seal Beach Park Dedication Ordinance which has established a goal of five acres of parkland per 1,000 residents. The Ordinance requires that as a condition of tentative map approval, the subdivider shall dedicate land and/or pay a fee for the purpose of developing new or rehabilitating existing park and recreational facilities to serve the subdivision. The amount of land to be dedicated shall be five acres per 1,000 residents, or a fee in lieu thereof based on the fair market value of five acres of land per 1,000 residents, as determined by appraisal.

3.14.3 Environmental Impacts

This section analyzes the Project's potential to result in significant recreation impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following analysis is based on a review of the General Plan and the Seal Beach Municipal Code.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's recreation impacts are significant.

Would the Project:

- *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?*

Impact Analysis and Mitigation Measures

Existing Parks

Impact REC-1	**The Project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.**

Impact Analysis

The Project does not propose any development. Unless exempt, future developments facilitated by the Project would be subject to discretionary permits and would occur as market conditions allow and at the discretion of the individual property owners. However, the Housing Element Update would identify a series of implementation actions to increase housing capacity that would induce population growth in the City. Future developments facilitated by the Project and the resulting population growth of approximately 2,891 residents (see Section 3.12, Population and Housing), would incrementally increase the City's demand for park and recreation land. The City's Municipal Code Section 10.50.010, Parkland Dedication and Fees, requires provision of five acres of parkland per 1,000 residents. Therefore, resulting population growth from future developments facilitated by the Project would require an additional 14.46 acres of parkland within the City.

The forecasted population growth could also incrementally increase the use of existing recreational facilities such that substantial physical deterioration could occur or be accelerated. As identified by the City, the City has a total parkland acreage of 81.65 acres which is comprised of 19 parks. Therefore, with an existing 2024 population of 24,350 residents, the City currently has a parks ratio of 3.35 acres per 1,000 residents. The Parks Inventory prepared as part of the City of Seal Beach Parks and Community Services Master Plan in 2013 states that it is readily apparent that the City would not be able to ever achieve the statewide standards or reach the local Municipal Code standard of five acres per 1,000 people due to a high percentage of the City being developed prior to the adoption of the current acreage goal (City of Seal Beach 2013). The City does not currently meet the desired acreage requirements as a significant portion of the City has been developed prior to the time the Quimby Act was passed. Excess park and recreation land does not exist to meet the forecast demand that would be generated by future developments facilitated by the Project and would result in the overuse of existing recreational facilities such that substantial physical deterioration could occur or be accelerated. However, the City benefits from non-Quimby Act recreational amenities within its boundaries, including 80.3 acres of beaches, the 192-acre Sunset Aquatic Marina and Park operated by the County, the National Wildlife Refuge located within the Seal Beach Naval Weapons Station, and school district shared property. All of these areas provide unique regional recreational opportunities (City of Seal Beach 2003).

Future developments facilitated by implementation of the Project would result in further impacts to parks and recreational facilities beyond the existing conditions. In accordance with the City's Municipal Code Section 10.50.010, Parkland Dedication and Fees, as a condition of tentative map approval, any future developments and the subdivider would be required to dedicate land and/or pay a fee for the purpose of developing new or rehabilitating existing park and recreational facilities to serve the subdivision. The amount of land to be dedicated would be required at a standard of five acres per 1,000 residents, or a fee

in lieu thereof based on the fair market value of five acres of land per 1,000 residents, as determined by appraisal at the time the fee was set. The City is in the process of updating its park in-lieu fees.

Any fees contributed would be required to be used for either acquiring land or developing new or rehabilitating existing park and recreational facilities. Adherence to mandatory requirements and regulations for providing recreational opportunities would support the City's goals for providing sufficient recreation opportunities for residents. Implementation of Mitigation Measure PUB-1, identified in Section 3.13, Public Services, and the dedication of land and payment of fees would reduce potential impacts to parks and recreational facilities. However, as stated above, the City does not currently meet the park acreage standards set by the General Plan and there is limited excess park and recreation land that would be able to be developed to meet the forecast demand that would be generated by future developments facilitated by the Project. Therefore, the Project and future developments facilitated by the Project would result in substantial physical deterioration of existing neighborhood or regional parks. Impacts would be significant and unavoidable.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 residential units that are included within the City's site inventory to meet its RHNA requirements. The residential components of the ORCC Specific Plan Project's development of approximately 167 residential units would be anticipated to result in generation of approximately 301 residents. With the five acres per 1,000 resident standards set by the City's General Plan, the development of the residential portion of the ORCC Specific Plan Project would require an additional 1.51 acres of parkland to offset the increase in population resulting from the ORCC Specific Plan Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure PUB-1 identified in Section 3.13, Public Services, would be required.

Level of Significance After Mitigation
Significant and Unavoidable Impact.

Recreational Facilities

Impact REC-2	**The Project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.**

Impact Analysis

The Project does not propose any development, or new or modified recreational facilities. As noted above under Impact REC-1, the City has an existing total park acreage of 81.65 acres with a park ratio of 3.35 acres per 1,000 people and does not meet the parks standard for the state or the City.

As concluded in REC-1 above, the Project's maximum buildout scenario would create a demand for park and recreation land of approximately 14.46 acres. As the City's existing parks acreage does not meet the applicable standard of five acres per 1,000 people, and due to the limited land available for development within the City, sufficient excess park and recreation land does not exist to meet the increased demand that may be generated by future developments facilitated by the Project. Therefore, the increase in residents resulting from future developments under the Project would require the construction or expansion of recreational facilities which could result in an adverse physical effect on the environment. Future construction or expansion of recreational facilities required as a result of future developments facilitated by the Project would be required to complete applicable environmental review at a project specific level to determine the potential impacts that would result from construction or expansion of recreational facilities.

As outlined in Mitigation Measure PUB-1, identified in Section 3.13, Public Services, all future developments facilitated by the Project would be required to comply with City Municipal Code Section 10.50.010, Parkland Dedication and Fees, which as a condition of tentative map approval, requires any future developments and subdivider to dedicate land and/or pay a fee for the purpose of developing new or rehabilitating existing park and recreational facilities to serve the subdivision. Adherence to mandatory requirements and regulations for providing recreation would support the City's goals for providing sufficient recreation opportunities for residents and would reduce potential impacts. Future developments facilitated by the Project would require construction or expansion of recreational facilities in the future which may have an adverse effect on the environment and therefore, impacts would be significant and unavoidable.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 residential units that are included within the City's site inventory to meet its RHNA requirements. The residential components of the ORCC Specific Plan Project's development of approximately 167 residential units would require an additional 1.51 acres of parkland to offset the increase in population resulting from the ORCC Specific Plan Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure PUB-1 identified in Section 3.13, Public Services, would be required.

Level of Significance After Mitigation
Significant and Unavoidable Impact.

3.14.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the

effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative recreation impacts is the City and immediate vicinity. This geographic scope is appropriate for recreation as parks standards for each city are set by the respective cities and impacts to parks are evaluated at the city level.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.14-1 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to recreation and therefore were analyzed in this cumulative discussion.

Table 3.14-1: Cumulative Projects Related to Recreation

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential	Proposed in Housing Element Update (By City of Long Beach)	940

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
			future residential development		
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

Though impacts to parks and applicable parks standards are evaluated at the city level, residents of cumulative developments outside of the City but located within the immediate vicinity could utilize City parks and therefore, are included in the list of cumulative developments analyzed in this section.

Cumulative development in Seal Beach and surrounding areas, including but not limited to new development facilitated by the Housing Element, would increase demand for recreation facilities. Future developments facilitated by the Project, in conjunction with cumulative developments identified in Table 3.14-1, would increase demands for recreational facilities, as indicated in the discussion above. The list of

cumulative past, present, and probable future residential projects in the City and surrounding areas include those in the City of Los Alamitos, Long Beach, Westminster, and Orange County. Included in this list includes candidate sites identified in the Housing Element Update for Long Beach, Westminster, and Orange County for potential future developments. The increased demand for park and recreation facilities during the Housing Element Update's planning period (2021-2029) would be significant and would not be accommodated by the existing supply and would require the need for construction or expansion of recreational facilities. Population growth from future developments facilitated by the Project would require an additional 14.46 acres of parkland within the City. However, even if the 14.46 acres of additional parkland was developed, the City would continue to be at a deficit of parkland and would not be able to meet the standard of five acres per 1,000 people. The development of cumulative past, present, and probable future residential projects in the City and surrounding area would further increase the need for additional parkland in the City. Potential increased demands for recreational facilities from cumulative developments would be evaluated on a case-by-case basis at the project level when the future development is proposed in accordance with the Housing Element Update and General Plan. Cumulative developments proposed within the City and surrounding areas identified in the list of cumulative past, present, and probable future residential projects would be anticipated to further increase the existing deficit in parkland and would result in increased impacts.

Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential impacts to recreation facilities and identify mitigation measures, where appropriate. The Project and cumulative development would result in significant cumulative environmental impacts concerning parks and recreation facilities. Therefore, the Project would cause a cumulatively considerable impact on recreation resources, and Mitigation Measure PUB-1 is required. However, implementation of Mitigation Measure PUB-1 would not reduce impacts to a less than significant level and therefore, the Project would have a significant and unavoidable cumulative impact to recreation.

3.14.5 References

City of Seal Beach. 2003. City of Seal Beach General Plan, December 2003. https://www.sealbeachca.gov/Departments/Community-Development/Planning-Development/General-Plan. Accessed February 2024.

_____. 2013. Parks and Community Services Master Plan, July 22, 2013. https://www.sealbeachca.gov/Portals/0/Documents/APPROVED%20MASTER%20PLAN%20-%20Website.pdf. Accessed February 2024.

3.15 TRANSPORTATION

This section describes the existing transportation setting and potential effects from implementation of the Project. Descriptions and analysis in this section are based on data prepared by Stantec (Appendix F), the City's General Plan Circulation Element (City of Seal Beach 2003), the City's Transportation Analysis Guidelines (City of Seal Beach 2020a), and the City's SB 743 Implementation Policy adopted on June 8, 2020 (City of Seal Beach 2020b).

The City's Transportation Analysis Guidelines and General Plan policies outline the analysis methodology, performance criteria, and thresholds of significance for transportation impacts applied in this analysis. The transportation analysis for the Project were prepared in accordance with these guidelines and policies.

SUMMARY OF IMPACTS

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The impacts are considered less than significant.

The Project would potentially result in inconsistencies with CEQA Guidelines Section 15034.3, subdivision(b). Even with implementation of Mitigation Measure TRANS-1 the Project would be considered significant and unavoidable.

The residential component of the ORCC Specific Plan Project was considered within the traffic analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.15.1 Environmental Setting

Roadway System

Regional Access

The City is served by State Route (SR) SR 1 (also referred to as Pacific Coast Highway or PCH), SR 22 (Garden Grove Freeway), and I-405 (San Diego Freeway). PCH extends in a northwesterly to southeasterly direction along the Pacific coastline with a portion passing through the southern part of the City. PCH through the City is four lanes. SR 22 generally runs in an east-west direction from Long Beach to SR-55 in the City of Orange, by way of the Cities of Westminster and Garden Grove. SR 22 merges with I-405 for an approximately two-mile stretch before terminating in the City of Long Beach. I-405 extends in a northwesterly to southeasterly direction and passes through the City generally in an east-west direction as it merges with SR 22. Through the City, I-405 has six mixed-flow lanes and two high occupancy toll (HOT) lanes in each direction.

Local Access

The local circulation system within the City is composed of a hierarchy of streets and roads with varying functions. Arterials link residential and commercial districts to the freeway network and provide intercity connections. Collector streets are two lanes, Secondary arterials are four lanes (undivided), Primary arterials are also four lanes (divided), and Major arterials are six lanes. Arterial roads that provide intracity access include Seal Beach Boulevard, Westminster Avenue, Marina Drive, Lampson Avenue, Main Street, Bolsa Avenue, Electric Avenue, and Ocean Avenue.

Collector streets are low to moderate capacity streets that move traffic from local streets to arterial roads and are two lanes wide. Collector streets serve the beach and the various residential areas within the City. Collector streets that provide local access to the various Project sites include Balboa Drive, El Dorado Drive, 1st Street, and Central Avenue.

Seal Beach Boulevard runs north/south through the entire length of the City, starting at Bradbury Road, the north city limits, and terminating at Ocean Avenue south of PCH. The arterial is six lanes (divided), except for a two-lane segment south of Pacific Coast Highway. This arterial connects the freeway to other arterials throughout the City. The City's Circulation Element classifies Seal Beach Boulevard as a Primary arterial from Electric Avenue to PCH and a Major arterial from PCH to the City's northern limits.

Westminster Avenue is four-lanes (divided) and runs through the City in an east/west direction, parallel to the I-405. The City's Circulation Element classifies Westminster Avenue as a Primary arterial for the entire length through the City.

Marina Drive is located in the southwest portion of the City and extends from the west City limits to PCH. It is generally two lanes (undivided), with on-street parking, bike lanes, and runs in an east/west direction. The City's Circulation Element classifies Marina Drive as a Secondary arterial.

Bolsa Avenue is located in the southwest portion of the City and extends from PCH to Seal Beach Boulevard. It is a two-lane undivided roadway with bike lanes and runs in an east/west direction. The City's Circulation Element classifies Bolsa Avenue as a Secondary arterial.

Main Street is located in the southwest portion of the City and extends from Ocean Avenue to PCH. It is a two-lane undivided roadway with a combination of parallel and diagonal on-street parking and runs in a northeasterly/southwesterly direction. The City's Circulation Element classifies Main Street as a Secondary arterial.

Electric Avenue is located in the southwest portion of the City and extends from 6th Street to its terminus just past Ocean Avenue. It is a two-lane divided roadway with on-street parking. The Mary Wilson Branch of the Orange County Library and the Red Car Museum are located in the median park. The City's Circulation Element classifies Electric Avenue as a Secondary arterial.

Ocean Avenue is located in the southwest corner of the City and runs in an northwesterly/southeasterly direction adjacent to the Pacific Ocean waterline. It extends from 1st Street at the west end to Electric Avenue at its east end. Past Electric Avenue, Ocean Avenue connects to Seal Beach Boulevard. The facility is two-lanes undivided with on-street parking and bike lanes between Dolphin Avenue and Electric

Avenue. The arterial primarily provides access to the beach, local shops, and residential areas. The City's Circulation Element classifies Ocean Avenue as a Secondary arterial.

Balboa Drive is located in the southwest portion of the City and extends from PCH to Catalina Avenue. It is a two-lane undivided local street and primarily provides access to residential areas.

El Dorado Drive is a private road located in the northwest portion of the City within the Leisure World community and extends from Monterey Road to Northwood Road. It is a two-lane undivided local street and generally runs in a north/south direction.

1st Street is located in the southwest corner of the City and extends from Ocean Avenue to PCH and runs in a northeasterly/southwesterly direction. 1st Street is two-lanes (undivided) with on-street parking south of Marina Drive and is four lanes undivided with on-street parking north of Marina Drive. The City's Circulation Element classifies 1st Street as a Secondary arterial south of Marina Drive and a Primary arterial north of Marina Drive.

Central Avenue is located in the southwest portion of the City, extends from Marina Drive to 12th Street and is a two-lane undivided local street with on-street parking. Central Avenue generally runs in an east/west direction.

Pedestrian Facilities

The pedestrian network within the City of Seal Beach consists largely of sidewalk infrastructure supported by marked crossing treatments at certain locations and intersection controls (i.e., pedestrian countdown signals). The City requires new road infrastructure to construct sidewalks to facilitate pedestrian movements.

As documented in OCTA's Orange County's Bike + Ped Plan (OCTA 2019), regionally significant roadways within the City of Seal Beach generally have sidewalk infrastructure except for missing sidewalk gaps totaling approximately seven miles (combined total). Gaps exist on Westminster Avenue, 1st Street, PCH, Seal Beach Boulevard, and Lampson Avenue.

The City of Seal Beach currently has an overall Walk Score of 41 out of 100, indicating that most trips require a car (Walk Score 2024). However, the Main Beach/Old Town Neighborhood is "very walkable" with a score of 85, which indicates that most common trips could be accomplished on foot (City of Seal Beach 2022).

Bicycle Facilities

Seal Beach classifies bicycle facilities consistent with OCTA's bikeway classifications:

- Class I Bike Path – Provides for bicycle travel in a paved right-of-way completely separated from the roadway.
- Class II Bike Lane – Provides a striped bicycle lane for one-way travel within the roadway.

- Class III Bike Route – Provides a signed-only bikeway in a shared lane with vehicles within the roadway.
- Class IV Bike Boulevard – Provides a separated/dedicated bikeway within the roadway.

There is an existing Class I Bike Path along Seal Beach Boulevard from Electric Avenue to PCH. There is also an off-road bicycle trail along the San Gabriel River. An off-road trail running parallel to SR-22 connects to the San Gabriel River Bicycle Trail to the west, and Class II bike lanes on North Gate Road to the east. Lastly, there is a multi-use path on Seal Beach Boulevard from Lampson Avenue to the frontage of the Old Ranch Town Center. There are existing Class II Bike Lanes on Seal Beach Boulevard, PCH, Bolsa Avenue, Electric Avenue, Marina Drive, Westminster Avenue, Gates Road, College Park Drive, and Lampson Avenue.

Transit Facilities

Various bus transit operators directly service the City of Seal Beach. OCTA is the transit operator of OC Bus and provides transit services throughout Orange County, including Seal Beach. There are three OC Bus transit routes serving the City: Route 1 (Long Beach to San Clemente via PCH), Route 42 (Seal Beach to Orange via Seal Beach Boulevard/Los Alamitos Boulevard/Lincoln Avenue), Route 46 (Orange to Seal Beach via Ball Road) and Route 60 (Long Beach to Tustin via Westminster Avenue/17th Street).

Long Beach Transit provides public transportation for the southeastern Los Angeles County area and northwestern portion of Orange County. Long Beach Transit Route 171 operates within the City and provides transportation between the Cities of Long Beach and Seal Beach.

The City also has a Senior Transportation Program provided by California Yellow Cab. The Senior Transportation Program is a Dial-a-Ride service that is free for City residents aged 60 years and older and that operates Monday through Friday from 7:30 AM to 2:30 PM, by reservation. In addition, there is a separate program called Senior Non-Emergency Transportation program that is similar to the Dial-A-Ride program but is dedicated to non-emergency health related trips.

3.15.2 Regulatory Setting

Federal

There are no federal regulations related to transportation applicable to the Project.

State

California Department of Transportation

Caltrans is responsible for planning, designing, constructing, operating, and maintaining all state-owned roadways. The state facilities providing regional access to and from the project site are SR 1 (PCH), SR 22, and I-405.

Senate Bill 743

SB 743 was signed into law on September 27, 2013. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and, thereby, contribute to the reduction of GHG emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 started a process that changed the approach to transportation impact analysis as part of CEQA compliance. Changes include the elimination of auto delay, level of service (LOS), and similar measures of vehicular capacity or traffic congestion as the basis for determining significant transportation impacts. As stated by the legislation, the new criteria "shall promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses" (PRC Section 21099(b)(1)).

In January 2016, OPR released revisions to its proposed Draft CEQA guidelines for the implementation of SB 743. In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing SB 743 (Section 15064.3) and OPR simultaneously released a Technical Advisory on Evaluating Transportation Impacts in CEQA (California Governor's Office of Planning and Research 2018), which contains OPR's technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The provisions of CEQA Guidelines Section 15064.3 applied prospectively as described in Section 15007, and on July 1, 2020, the provisions of this section applied statewide.

Regional

Southern California Association of Governments

SCAG is the transportation planning, coordinating, and financing agency for six counties in Southern California, including Orange County. It also functions as the federally mandated Metropolitan Planning Organization (MPO) for the region and under state law as a Regional Transportation Planning Agency and a Council of Governments.

Connect SoCal 2024 is Southern California's RTP/SCS. SCAG's Regional Council adopted Connect SoCal 2024 on April 4, 2024. Connect SoCal 2024 is a long-range blueprint to guide transportation investments and land-use decisions through 2050 while meeting the requirements of California's landmark 2008 SB 375, which calls on each of the state's 18 metropolitan areas to develop a SCS to accommodate future population growth and reduce GHG emissions from cars and light trucks. The Project's relationship to GHG emission reductions is discussed in detail in Section 3.7, Greenhouse Gas Emissions.

Local

Orange County Transportation Authority

Within the SCAG region are six County Transportation Commissions that hold the responsibility of programing and implementing transportation projects, services, and programs in their respective counties, including Orange County. OCTA is the Transportation Commission responsible for funding and implementing transit and capital projects in Orange County. OC Go, formerly known as Measure M, is a 30-year one-half-cent sales tax for transportation improvements in Orange County. OCTA manages the funds and implements the improvements to freeways, arterials, and transit projects and programs. Currently, approximately 43 percent of the funds go towards freeways, 32 percent to arterials and 25 percent to transit (OCTA 2023). The goals of OC Go are to relieve congestion, improve street conditions, expand Metrolink, reduce costs for seniors and people with disabilities, synchronize signals, and reduce transportation related air and water pollution.

City of Seal Beach General Plan

The City's General Plan Circulation Element (City of Seal Beach 2003) includes goals and policies addressing the City's circulation system and development within the City. The following goals, objectives, and policies from the General Plan are relevant to this transportation impact analysis:

Circulation Element

Goal: Provide and maintain a comprehensive circulation system that facilitates the efficient movement of people and goods throughout the City and near open space habitat for wildlife, which minimizes environmental impacts (including air, light, and noise pollution).

- **Objective:** Ensure that the circulation system is in balance with the City's Land Use Element.
    - **Policies:**
        - Monitor and participate in applicable county, regional, state, and federal transportation plans and proposals.
        - Maintain compliance with the County's Congestion Management Plan (CMP) and Growth Management Plan (GMP).
        - Review implementation programs that coordinate the transportation needs and requirements of the City with those of other public agencies in order to ensure that the overall circulation plan of the City is effective, efficient, and safe.
        - Develop and implement an annual Capital Improvement Program (CIP) for transportation system projects.
- **Objective:** Provide adequate capacity for the City's circulation needs while minimizing negative impacts, including environmental impacts needing mitigation.

- **Policies:**
  - Maintain circulation system standards for roadways and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades, and associated features such as medians and bicycle lanes.
  - Develop a circulation system that enhances environmental amenities and scenic areas.

Goal: Provide a circulation system that supports existing, approved, and planned land uses throughout the City while maintaining a desired LOS on all streets and at all intersections.

- **Objective:** Comply with adopted performance standards for acceptable Levels of Service (LOS).
  - **Policies:**
    - Maintain a citywide LOS not exceeding LOS D for roadway segments and intersections during the peak hours. The [General Plan] study area intersections that are projected to operate at worse than LOS D (with improvements) are all located along PCH. The relatively high levels of traffic along this corridor are a direct result of increased development outside of the City of Seal Beach and the congestion along the I-405 Freeway. The City of Seal Beach General Plan Circulation Element and the Orange County Master Plan of Arterial Highways (MPAH) depict PCH as a Primary Highway (4-lanes divided). As a Primary highway (4-lanes divided), there is insufficient capacity along PCH to accommodate the existing as well as future traffic volumes.
    - Coordinate transportation improvements along PCH with Caltrans in a manner that minimizes disruptions to the community.
- **Objective:** Ensure that the location, intensity, and timing of development are consistent with the provision of adequate transportation infrastructure and standards defined in the Growth Management Element.
  - **Policies:**
    - Assess all development projects in order to identify their traffic impacts and require that they pay their fair share of the system improvements necessary to accommodate traffic generated by the project.
    - Limit the number of driveways on arterial streets to reduce vehicular conflict and facilitate traffic flow.
    - Require new development to install traffic signals at intersections on arterials that, based on individual study, are shown to satisfy traffic signal warrants.
    - Promote the use of traffic signal coordination within the City and with adjacent jurisdictions.

Goal: Develop and encourage a Transportation Demand Management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired LOS on the circulation system, while minimizing air pollution and other environmental impacts.

- **Objective:** Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
    - **Policies:**
        - Encourage non-residential developments to provide employee incentives for utilizing alternatives to the conventional automobile (e.g., carpools, vanpools, buses, bicycles, and walking).
        - Encourage the implementation of employer TDM requirements included in the South California Air Quality Management Plan.
        - Encourage industry to use flextime, staggered working hours, and other means to lessen commuter traffic.
        - Encourage the use of multiple-occupancy vehicle programs for shopping and other uses to reduce traffic.
        - Support national, state, and regional legislation directed at encouraging the use of carpools and vanpools.
        - Promote ridesharing through publicity and provision of information to the public.
        - Require the proposals for major new non-residential developments include submission of a TDM plan to the City.
        - Encourage the development, implementation, and use of new advanced technologies to optimize safe traffic flow and manage traffic congestions.

Goal: Maintain participation in a public transit system that provides mobility to City residents and employees as a logical alternative to automobile travel.

- **Objective:** Encourage improved local and express bus service through OCTA to the City.
    - **Policies:**
        - Coordinate with OCTA and other appropriate entities to improve bus service to and within the City,
        - Encourage the provision of safe, attractive, and clearly identifiable transit stops throughout the community.
        - Implement and expand, wherever feasible, programs aimed at enhancing the mobility of senior citizens and disabled persons.

- **Objective:** Require new development that is designed in a manner that facilities provision or expansion of transit service, provides onsite commercial/recreational facilities to discourage midday travel, and provides onsite public transportation circulation.
    - **Policies:**
        - Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use.
        - Encourage employers to reduce vehicular trips by offering employee incentives.
        - Require proposed developments to include transit facilities, such as park-and-ride sites, bus benches, shelters, pads or turnouts, where appropriate, in their improvement plans or as needed in proximity to their development.

Goal: Provide a citywide system of safe, efficient, and attractive bicycle and pedestrian routes for commuter, school and recreational use.

- **Objective:** Promote the safety of bicyclists and pedestrians by adhering to citywide standards and practices.
    - **Policies:**
        - Develop citywide standards for construction and maintenance of bikeways and pedestrian walkways.
            - Develop and adopt a planned bikeway system that is consistent with the County of Orange Master Plan of County-wide Bikeways, and other adopted Master Plans, to assure that local bicycle routes will be compatible with routes or neighboring jurisdictions.
            - Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools, and public facilities.
            - Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans and to construct the bicycle paths or lanes as a condition of approval.
            - Construct safe, convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.
            - Require plans for bicycle and pedestrian facilities to give priority to providing continuity and closing gaps in the bikeway and sidewalk network.
            - Develop programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets wherever possible for the use of bicycles and/or pedestrians.

- Develop a comprehensive pedestrian circulation plan that facilitates pedestrian traffic in major activity areas.
- Ensure accessibility of pedestrian facilities to the elderly and disabled.
- Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.
- Develop a plan and pursue funding for bicycle support facilities and cycling education/information programs.

City of Seal Beach Municipal Code

The City's Municipal Code Chapter 4.10, Transportation Impact Development Fee, establishes a transportation facilities and program development fee that imposes on development projects an equitable share of the cost of mitigating future transportation facility and program needs created by such projects. Developers pay a transportation impact fee which is generally calculated using a project's peak hour trip generation and the cost to implement transportation facilities improvement.

The City's Municipal Code Chapter 11.4.45, Transportation Demand Management (TDM), complies with Section 65089.3(a)(2) of the California Government Code, which requires the City to adopt a trip reduction and TDM ordinance. TDM is the implementation of programs, plans, or policies designed to encourage changes in individual travel behavior. TDM includes, but is not limited to, programs that encourage alternatives to single occupant vehicles (SOV), such as through the use of carpools, vanpools, and transit; reduction or elimination of vehicle trips; and efforts to encourage rescheduling of peak period trip to non-peak periods.

Safety Action Plan

The City's Safety Action Plan (SAP) was developed to identify solutions and create a holistic strategy to prevent and reduce the number of deaths and serious injuries on the local roadways across the City. The plan examines local, state, and federal data, along with peer research, to identify safety solutions for all users, including drivers, pedestrians, cyclists, and more. It addresses both user behavior and infrastructure improvements through a collaborative approach with stakeholders. Prepared in compliance with Safe Roads and Streets for All requirements, the plan incorporates a Local Roadway Safety Plan (LRSP) and follows the Safe System Approach. The SAP prioritizes and analyzes safety improvements for intersections, roadway segments, and the High Injury Network, proposing countermeasures to reduce collisions in high-risk areas.

Local Roadway Safety Plan

The City's LRSP identifies a framework to evaluate and develop traffic safety enhancements on the City's roadways that is updated every five years. The most recent LRSP was approved by the City in 2022. The goals of the LRSP include: identify areas with a high risk for collisions; illustrate the value of a comprehensive safety program and the systemic process; plan future safety improvements for near-, mid-, and long-term implementation; and define safety projects for Highway Safety Improvement Program)

and other program funding consideration. The LRSP analysis found that influences leading to collisions within the City include aging drivers, impaired driving, improper use of occupant protection, distracted driving, aggressive driving, land departure collisions, and bicyclists.

3.15.3 Environmental Impacts

This section analyzes the Project's potential to result in significant transportation impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

In accordance with state guidelines, VMT analysis that incorporates the requirements of SB 743 is utilized as one measure of the Project's potential transportation impacts. SB 743 required OPR to establish guidelines under CEQA for identifying and mitigating VMT transportation impacts. Generally, SB 743 moves away from using delay-based LOS as the metric for identifying a significant impact and instead uses VMT. The City of Seal Beach adopted an SB 743 Implementation Policy (City of Seal Beach 2020a) and a new Transportation Analysis Guidelines (City of Seal Beach 2020b). The methodology and threshold of significance identified in the Transportation Analysis Guidelines are used in this VMT analysis.

The tool used to calculate VMT is the Orange County Transportation Analysis Model (OCTAM) (OCTA 2024), a subarea model of the SCAG travel demand model. Per the Transportation Analysis Guidelines, the existing/baseline year of the model is used to determine the CEQA baseline conditions, and the future year (approximately a 20-year forecast) provides the cumulative analysis conditions.

Screening Criteria

Per the Transportation Analysis Guidelines, projects may utilize screening criteria prior to conducting a full VMT analysis to determine if a project would have a less than significant impact on VMT. The screening criteria are based on factors that include project size, locally serving retail, affordable housing provision, and community serving projects as shown in Table 3.15-1.

Table 3.15-1: Project Screening Criteria and Threshold

Category	Criteria/Screening	Threshold	Project Screened? (Yes/No)
Small projects Screening	Small projects can be screened out from completing a full VMT analysis.	If the project generates less than 250 vehicle trips per day, it is assumed to have a less than significant impact.	No[1]
Retail Projects Screening	Retail projects that are locally serving can be screened out from completing a full VMT analysis.	A project that proposes locally serving retail uses that are 50,000 square feet or less.	No

Category	Criteria/Screening	Threshold	Project Screened? (Yes/No)
Affordable Housing Projects Screening	Affordable housing in high quality transit areas can be screened out from completing a full VMT analysis.	If the project is 100 percent affordable housing and is in an infill location, the project is assumed to have a less than significant impact.	No
Community-Serving Projects Screening	Projects such as schools, parks, community centers, public buildings, day care, and libraries can be screened out from completing a full VMT analysis.	If a project is a community serving use and is intended for local use, then the project is presumed to have a less than significant impact on transportation based on the discretion of the city.	No

[1] One Housing Opportunity Site would meet the small project screening criteria.

Because this is a program-level analysis, the Housing Opportunity Sites would collectively generate more than 1,000 vehicle trips per day. The Project does not include any retail uses or community serving development. While some of the opportunity sites include affordable housing/low-income units, the Project is not comprised of 100 percent affordable units. Since the Project does not meet any of the established screening criteria, a VMT analysis has been conducted as discussed below.

VMT Impact Criteria

City criteria states that a project would result in a significant transportation impact if it would generate VMT that is at or above the City's baseline average, with the baseline defined as the existing citywide average residential VMT per capita in the city. The residential VMT per capita is defined as the home-based trip production VMT per residential population.

VMT estimates were obtained from the OCTAM 5 travel demand forecasting model at the traffic analysis zone (TAZ) level and at the citywide level (OCTA 2024). Per the Transportation Analysis Guidelines, since VMT is primarily a function of the location of a project, and the TAZ is the smallest geography in the model, a given project is assumed to have the same average VMT characteristics as neighboring development within the TAZ. However, in certain cases an opportunity site would not be consistent with the primary land uses that comprise the TAZ, such as when an opportunity site is within a TAZ that primarily consists of age-restricted housing. In those cases, the opportunity site is assumed to have the same average VMT characteristics as the nearest adjacent TAZs with unrestricted housing types. Refer to Appendix F for a tabular listing of the OCTAM TAZ VMT data used for this analysis.

If all opportunity sites do not exceed the citywide baseline average home-based VMT per capita, the Project would have a less than significant impact. However, if some or all opportunity sites exceed the citywide baseline average, the impact would be considered significant and mitigation measures to reduce or eliminate the Project's significant VMT impact would be identified.

Table 3.15-2 shows that the baseline citywide average home-based VMT per capita and threshold of significance is 20.49 home-based VMT per capita.

Table 3.15-2: VMT Threshold of Significance

Land Use Type	Units	Citywide Average (Threshold of Significance)
Residential Development	Home-based VMT per capita	20.49

Source: OCTAM 5

Thresholds of Significance

In accordance with the current CEQA Guidelines Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether transportation impacts are significant:

Would the Project:

- *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision(b)?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant and are not discussed further in this section.

Would the Project:

- *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- *Result in inadequate emergency access?*

Impact Analysis and Mitigation Measures

Conflict with Program, Plan, Ordinance, or Policy

Impact TRANS-1 The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit roadway, bicycle, and pedestrian facilities.

Impact Analysis

The Project does not include site specific designs showing driveway locations and, therefore, there are no specific details to review and assess direct impacts on the circulation system, including pedestrian, bicycle, and transit facilities. As part of the standard development review process, the City would require all future development of the identified Housing Opportunity Sites and development within the Main Street Program area to prepare a review of the circulation system to ensure that development does not conflict with existing or planned facilities supporting these travel modes.

Any pedestrian, bicycle, or transit facilities proposed as part of the development of Housing Opportunity Site or within the Main Street Program area would be designed using the appropriate City design

standards. Any request to modify or develop new transit, bicycle, and pedestrian facilities would be subject to and designed in accordance with all applicable General Plan policies. For example, maintaining existing pedestrian facilities, providing pedestrian walkways between developments, schools, and public facilities, and giving priority to providing continuity and closing gaps in the bikeway and sidewalk network. Furthermore, new development under the Project would need to comply with Transportation Impact Fees which fund the planning, design, development, and construction of transportation facilities reasonably necessary to serve new development. This fee is collected at the time of building permit.

As individual development proposals under the Housing Element Update would be evaluated individually for consistency with Orange County and City of Seal Beach plans including the Congestion Management Program, OCTA's Orange County's Bike + Ped Plan, the impact of implementing the Project would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. Any pedestrian, bicycle, or transit facilities associated with the residential components of the ORCC Specific Plan Project would be required to comply with appropriate City design standards and consistency with applicable County and OCTA plans. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Vehicle Miles Traveled

Impact TRANS-2	**The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision(b).**

Impact Analysis

City criteria states that residential home-based VMT per capita constitutes a significant impact if it is higher than the baseline citywide average residential home-based VMT per capita. VMT estimates were obtained from OCTAM 5 for each of the Housing Opportunity Sites and Main Street Program (refer to Appendix F for a map illustrating the OCTAM 5 TAZ boundaries). Table 3.15-3 shows each Housing Opportunity Site and Main Street Program and the corresponding home-based VMT per capita compared to the citywide baseline average of 20.49 home-based VMT per capita. The VMT analysis shows that each of the Housing Opportunity Sites and Main Street Program could exceed the citywide average

home-based VMT per capita by up to approximately 30 percent. Therefore, the Project would have a significant impact before mitigation.

Table 3.15-3: VMT Analysis

Site No.	Site Name	Total Units	Home-based VMT per Capita	Threshold of Significance	Above or Below Threshold of Significance	Difference in Home-based VMT per Capita	Percent Reduction to Mitigate Impact
1	1780 Pacific Coast Highway	5	25.12	20.49	Above	22.60%	18.43%
2	Leisure World	177	11.56	20.49	Below	-43.58%	--
3	Accurate Storage	83	20.79	20.49	Above	1.46%	1.44%
4	The Shops at Rossmoor	552	24.98	20.49	Above	21.91%	17.97%
5	Old Ranch Town Center	382	25.74	20.49	Above	25.62%	20.40%
6	Seal Beach Plaza	69	22.23	20.49	Above	8.49%	7.83%
7	Seal Beach Center	124	20.50	20.49	Above	0.05%	0.05%
8	99 Marina Drive	99	26.57	20.49	Above	29.67%	22.88%
Main Street	Main Street Program	115	26.57	20.49	Above	29.67%	22.88%
Total		1,606	22.67	20.49	Above	10.64%	9.62%

Mitigation measures to reduce the Project's significant impact are outlined below. As required by Mitigation Measure TRANS-1, at the time of application for development, each site would be responsible for providing a quantitative VMT analysis consistent with the methodology in the City of Seal Beach Transportation Analysis Guidelines and would be responsible for identifying appropriate TDM measures to reduce VMT. TDM measures could include, but are not limited to the following measures for future projects that do not screen out of the VMT analysis (i.e., a small project or a project located in an area below the citywide average VMT per capita). Not all potential measures would be applicable at every site and the specific measures needed would be determined on a site-by-site basis:

- Increase residential density.
- Construct a mixed-use project.
- Integrate affordable and below market rate housing into the Project.
- Provide community-based travel planning, such a marketing programs aimed at residents of the project.
- Provide pedestrian and bicyclists facilities.
- Improve pedestrian, bicyclists, and transit accessibility.

- Limit residential parking supply and/or unbundle residential parking costs.
- Provide carshare and/or bikeshare programs to residents.
- Provide transit subsidies to residents.

Implementation of TDM measures can reduce a future project's VMT. The expected reduction in VMT can be quantified using resources such as the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities and Advancing Health and Equity (California Air Pollution Control Officers Association 2021), or other empirical evidence to be approved by the City. The CAPCOA Handbook provides detailed requirements, calculation steps, and limitations for assessing the VMT reduction effectiveness of each measure, including reductions from combinations of measures.

While some sites may meet the City's screening criteria (i.e., small project), as identified above in Table 3.15-3, only one of the eight Housing Opportunity Sites or the Main Street Program (Housing Opportunity Site 2 – Leisure World) is expected to be below the citywide average. Because this is a program-level analysis, the impacts of individual projects developed under the Project are not the basis of this evaluation. Though implementation of Mitigation Measure TRANS-1 would be anticipated to reduce impacts, the effectiveness of the measures in reducing an individual project's potential VMT impact to a less than significant level cannot be determined at the level of detail provided by a program document. Therefore, based on the information available at this time, which does not include sufficient detail to determine specific mitigation measures and their effect on a site-by-site basis, the Project would have a significant and unavoidable impact even with implementation of mitigation measures. Specific mitigation measures would be determined for each site, if applicable, at the time of application for development.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project would be similar in size and nature to some of the Housing Opportunity Sites or Main Street Program and are anticipated to result in similar VMT. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM TRANS-1: Vehicle Miles Traveled Analysis. Individual projects that do not screen out from Vehicle Miles Traveled (VMT) analysis shall provide a quantitative VMT analysis consistent with the methodology in the City of Seal Beach Transportation Analysis Guidelines. As described in the Guidelines, Projects which result in a significant impact shall provide VMT mitigation, which could consist of, but not be limited to, the following:

- Modify the project's characteristics to reduce VMT generated by the project. This might involve changing the density or mixture of land uses on the project site or changing the project's location to one that is more accessible by transit or other travel modes.
- Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the Project.
- Provision of offsite infrastructure improvements including roadway improvements for active transportation and multimodal infrastructure, or offsite multimodal improvements.

Level of Significance After Mitigation
Significant and Unavoidable.

3.15.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative transportation impacts is the SCAG region.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.15-4 identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to transportation and therefore were analyzed in this cumulative discussion.

Table 3.15-4: Cumulative Projects Related to Transportation

#	Project Name	Location	Project Characteristics	Status	Total Residential Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and	Preparation of EIR	167

			specialty restaurant		
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building	Approved (By City of Long Beach)	281

			with 592,100 square feet of area		
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619
11	Westminster Housing Element Site	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

Development under the Project in combination with cumulative development identified in Table 3.15-4 could increase transportation impacts within the SCAG region.

Future developments facilitated by the Project, in conjunction with cumulative development in the City or projects that may utilize City roads, like the Lampson Project, would increase housing development in previously developed areas and could result in transportation impacts. Future developments on the

Housing Opportunity Sites and within the Main Street Program area facilitated by the Project would be subject to discretionary permits and require CEQA evaluation at the project-level. This means that each individual project would require separate discretionary approval and CEQA assessment, which would address potential cumulative transportation impacts and identify necessary mitigation measures, where appropriate.

OPR's Technical Advisory states that "a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa" (OPR 2018 page 6). Since the Project was found to have a significant and unavoidable impact with mitigation related to transportation, the Project would also have a cumulative significant and unavoidable transportation impact.

3.15.5 References

California Governor's Office of Planning And Research. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA.

California Air Pollution Control Officers Association. 2021.Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

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City of Seal Beach. 2022. City of Seal Beach 2021-2029 Housing Element – Adopted February 7, 2022. https://www.sealbeachca.gov/Portals/0/Documents/6th%20Seal%20Beach%20Housing%20Element_Adopted-compressed.pdf?ver=2022-02-10-091549-117. Accessed August 2023.

Orange County Transportation Authority. 2019. Orange County's Bike + Ped Plan.

Orange County Transportation Authority. 2023. Local Tax Dollars at Work. https://www.octa.net/programs-projects/programs/oc-go-measure-m/about-oc-go/oc-go-2011-2041. Accessed February 2024.

Orange County Transportation Authority. 2024.Orange County Transportation Analysis Model Version 5.

Southern California Association of Governments. 2024. Connect SoCal A Plan for Navigating to a Brighter Future.

Walk Score. 2024. City of Seal Beach, CA. Website: https://www.walkscore.com/CA/Seal_Beach#:~:text=Seal%20Beach%20has%20an%20average%20Walk,Score%20of%2041%20with%2024%2C168%20residents. Accessed February 2024.

3.16 TRIBAL CULTURAL RESOURCES

This section discusses the Project's potential impacts to tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objected with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency. The potential tribal cultural resources impacts associated with the Project are identified and discussed herein.

Information in this section is based on the Cultural Resources Assessment prepared by Stantec Consulting Services in April 2025, and included as Appendix D, and consultation efforts by the City with appropriate California Native American tribes. Where general information is applicable to both Section 3.4, Cultural Resources, and this section, the reader will be referred to Section 3.4, Cultural Resources, for additional detail.

SUMMARY OF IMPACTS

The Project could cause a substantial adverse change in the significance of a tribal cultural resource and result in impacts to tribal cultural resources; however, with implementation of Mitigation Measures TCR-1 and TCR-2, impacts would be less than significant.

The City, including the ORCC Specific Plan Project site, is located in an area of high sensitivity to precontact Native American resources. Additional study of the ORCC Specific Plan Project site is recommended to fully assess future project impacts on tribal cultural resources. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

3.16.1 Environmental Setting

Ethnography

Seal Beach is in the ancestral homeland of the Gabrielino (also known as Tongva). At the time of European contact, the Gabrielino inhabited the Los Angeles basin and the southern Channel Islands of Santa Catalina, San Nicolas, and San Clemente (Bean and Smith 1978).

The Gabrielino are descended from a Takic-speaking, Uto-Aztecan group that likely entered the Los Angeles Basin as recently as 1500 years before present (BP) from the southern Great Basin or interior California deserts. However, it is also possible that they migrated in successive waves over a longer period beginning around 4,000 years BP. It has been proposed that Uto-Aztecan speakers displaced the local occupants of the southern coast (Kroeber 1925:578–580; Moratto 1984:165), represented by the Hokan-speaking Diegueño to the south and the Chumash to the north. Much of the review of the Gabrielino presented here is based on William McCawley's book, *The First Angelinos* (1996).

The Gabrielino lived in an area that covered more than 1,500 square miles and included the watersheds of the Los Angeles River, San Gabriel River, Santa Ana River, and Rio Hondo, as well as the southern Channel Islands. There were at least 50 residential communities or villages, each with 50 to 150 individuals. Each community consisted of one or more lineages associated with a permanent territory. Each territory was represented by a permanent central settlement, with associated hunting, fishing, gathering, and ritual areas. A typical settlement would have had a variety of structures used for daily living, recreation, and rituals. In the larger communities, the layout was more intricate. A ritualistic or sacred enclosure was surrounded by the residences of the chief and community leaders, which were in turn surrounded by the smaller homes of the rest of the community. Sweathouses, cemeteries, and clearings for dancing and playing were also common at larger settlements (McCawley 1996:32–33).

Gabrielino subsistence consisted of terrestrial and marine resources. These included mule deer, pronghorn, rabbits, small rodents, freshwater and marine fish and shellfish, sea mammals, snakes, lizards, insects, quail and mountain sheep. Botanical resources included native grass seeds, pine nuts, acorns, berries, and fresh greens and shoots. Food resources were managed by the chief, who oversaw food reserves, and families were known to store surplus resources to supplement their diet during times of resource stress. The Gabrielino were among the most materially wealthy groups in California, due to a complex trade network between the Tongva and neighboring groups (McCawley 1996:141).

Like many other Native American groups, the settlement of Europeans in California brought conflict and disease as the Spanish colonized the west coast, decimating the Native American population. Today, the Gabrielino continue their traditions in Southern California, with approximately 2,000 individuals.

Native American Consultation

On January 18, 2024, Stantec Consulting Services contacted NAHC in West Sacramento to conduct a Sacred Lands File (SLF) search of the Project area (Appendix D). The NAHC is the state's official repository of sacred lands, sites, and resources recognized by California Native American tribes.

Andrew Green, NAHC Cultural Resources Analyst, responded via email on February 14, 2024, to Stantec Consulting Services' search request that a review of the SLF was "positive" and recommended that the Gabrieleno/Tongva San Gabriel Band of Mission Indians and the Juaneno Band of Mission Indians Acjachemen Nation – Belardes be contacted for further information. The NAHC provided Stantec Consulting Services with a list of local tribes that may have additional information regarding tribal cultural resources in the Project and vicinity.

The Project is subject to tribal consultation requirements under CEQA (i.e., AB 52 and SB 18). On November 15, 2023, the City sent letters to six Native American tribal representatives. The letters advised the tribal representatives of the Project, offered consultation to discuss the Project's potential impacts to tribal cultural resources, and solicited information regarding Native American resources in the immediate area.

Under PRC Section 21080.3.1, AB 52 consultation process is not required to be initiated unless a tribe that is traditionally and culturally affiliated to the geographic area where a project is located requests, in writing, for consultation. The tribe must respond, in writing, within 30 days of receipt of the formal

notification and request consultation. One response was received on November 29, 2023, from the tribal representative for the Gabrieleno Band of Mission Indians – Kizh Nation. The response indicated that the tribal representative concurs with the proposed General Plan Amendments and the Project; however, the tribal representative requested consultation for all future development projects within the City.

3.16.2 Regulatory Setting

Refer to Section 3.4, Cultural Resources, for additional federal and state regulations and local policies applicable to tribal cultural resources.

State

Assembly Bill 52 (PRC Section 21084.2)

AB 52, which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA process, and equates significant impacts to "tribal cultural resources" with significant environmental impacts. PRC Section 21074 states that "tribal cultural resources" are:

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are one of the following:

- Included or determined to be eligible for inclusion in the CRHR.
- Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

A "historical resource" (PRC Section 21084.1), a "unique archaeological resource" (PRC Section 21083.2(g)), or a "non-unique archaeological resource" (PRC Section 21083.2 (h)) may also be a tribal cultural resource if it is included or determined to be eligible for inclusion in the California Register.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency's notification list for CEQA projects. Within 14 days of determining that a project application is complete, or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency's notification list. California Native American tribes must be recognized by the NAHC as traditionally and culturally affiliated with the project site and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following notification of a project to request consultation with the lead agency.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an

identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or Mitigated Negative Declaration, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, 21082.3).

California Health and Safety Code and Public Resources Code

Broad provisions for the protection of Native American cultural resources are contained in the HSC, Division 7, Part 2, Chapter 5 (Sections 8010 through 8030). Several provisions of the PRC also govern archaeological finds of human remains and associated objects. Procedures are detailed under PRC Section 5097.98 through 5097.996 for actions to be taken whenever Native American remains are discovered.

Section 7050.5 of the HSC states that any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the PRC. Any person removing human remains without authority of law or written permission of the person or persons having the right to control the remains under PRC Section 7100 has committed a public offense that is punishable by imprisonment. PRC Chapter 1.7, Section 5097.5/5097.9 (Stats. 1965, c. 1136, p. 2792), entitled Archaeological and Historical Sites, defines any unauthorized disturbance or removal of remains on public land as a misdemeanor.

Senate Bill 18

SB 18 (2004) requires cities and counties to consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Places. This allows Native American tribes the opportunity to provide input with respect to the possible preservation of, or the mitigation of impacts on, specified Native American places, features, and objects located within that jurisdiction. This consultation is required prior to amending or adopting any general plan or specific plan or designating land as open space. As noted above, the City contacted NAHC and local tribes in accordance with SB 18 requirements.

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022 and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to tribal cultural resources are presented below:

Cultural Resources Element

Goal 1: Preserve and protect historical, archaeological, and paleontological resources.

- **Policy 1:** Balance the benefits of development with the project's potential impacts to existing cultural resources.

- **Policy 3:** Coordinate cultural resource programs and development project review with affected resource agencies and Native American representatives.

- **Policy 5:** Assess development proposals for potential impacts to significant archaeological resources pursuant to Section 15064.5 of the California Environmental Quality Act (CEQA). Require a study conducted by a professional archaeologist for all development proposals located in areas known to be sensitive for cultural resources.

3.16.3 Environmental Impacts

This section analyzes the Project's potential to result in significant tribal cultural resources impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid that impact.

Methodology for Analysis

The following impact analysis is based on the Cultural Resources Assessment prepared for the Project by Stantec Consulting Services in October 2024, which is included as Appendix D, and the results from the tribal consultation. The Cultural Resources Assessment included a records search at the regional Information Center of the California Historical Resources Information System, literature review, and search of the SLF from NAHC.

Threshold of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's tribal cultural resources impacts are significant.

Would the Project:

- *Cause a substantial adverse change in the significance of a tribal cultural resource, defined by PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

    - *Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or*

    - *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Impact Analysis and Mitigation Measures

Tribal Cultural Resources

Impact TCR-1 **The Project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe, and that is:**

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact Analysis

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to representatives of the Native American tribal contacts on November 15, 2023, formally inviting tribes to consult with the City on the Housing Element Update and Zone Code Update. The intent of the tribal consultations is to provide an opportunity for interested Native American contacts to work together with the City during the project planning process to identify and protect tribal cultural resources. The City sent letters to six Native American tribal representatives and one response letter was received from the following tribe:

- Gabrieleno Band of Mission Indians – Kizh Nation. The tribe sent a letter to the City on November 29, 2023, stating that they concur with the proposed General Plan Amendments and requests that the Tribal government be consulted on future development projects within the City.

As all of the Housing Opportunity Sites and the Main Street Program area are currently developed or have been developed in the past with uses that have previously disturbed the site, these sites are not anticipated to have undiscovered sensitive tribal resources. However, as the NAHC SLF search resulted in a positive result for tribal cultural resources and the City is located in an area of high sensitivity for precontact Native American resources, future development projects under the Project could require ground-disturbing activities in portions of the City that may have sensitive tribal cultural resources. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than needed for the existing development could potentially cause disturbance to tribal cultural resources by potentially unearthing previously unknown/unrecorded tribal cultural resources.

As detailed in Section 3.4, Cultural Resources, and identified in the Cultural Resources Assessment prepared for the Project, three archaeological cultural resources have been identified at, or in the vicinity of, one of the Housing Opportunity Sites: P-30-000143, P-30-000264, and P-30-001546. The status of

these three archaeological cultural resources is unknown at this time, including their integrity (i.e., whether these sites contain intact subsurface archaeological deposits) and their eligibility for listing in either the CRHR or NRHP. At least two of these sites have reported Native American human remains, and regardless of these sites' status as historical resources or archaeological resources under CEQA, the presence of such remains may be tribal cultural resources. As requested by the Gabrieleno Band of Mission Indians – Kizh Nation during the AB 52 consultation process, future development projects located on one of the eight Housing Opportunity Sites or within the Main Street Program area would be required to comply with Mitigation Measure TCR-1 which requires consultation with identified Native American tribal groups prior to approval of the proposed future development project. Additionally, as the NAHC SLF search identified a positive result, future development projects would be required to implement Mitigation Measure TCR-2 which outlines procedures in the event of inadvertent discovery of tribal cultural resources. Mitigation Measures TCR-1 and TCR-2 require that before any development or redevelopment activities can occur, the site must be analyzed for conformance with the applicable local, state, and federal requirements, and must comply with the requirements of CEQA. The City will work with the tribe to address any artifacts unearthed during construction in accordance with the mitigation measures. Working directly with the tribe and implementation of mitigation measures would reduce potential impacts and impacts to tribal cultural resources would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The City, including the ORCC Specific Plan Project site, is located in an area of high sensitivity to precontact Native American resources. Additional study of ORCC Specific Plan Project site is recommended to fully assess future project impacts on tribal cultural resources. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM TCR-1: **Tribal Consultation Requirements.** Any future development projects proposed within one of the eight Housing Opportunity Sites or within the Main Street Program area shall consult with the Gabrieleno Band of Mission Indians – Kizh Nation tribal government as requested by the tribal representative. The project shall be analyzed in accordance with California Environmental Quality Act (CEQA) on an individual project level to identify any existing tribal cultural resources that may be onsite. If tribal cultural resources are determined to be onsite, the appropriate tribal group shall be consulted. If additional tribal consultation is determined to be required, it shall be conducted in conformance with AB 52, SB 18, and CEQA requirements.

MM TCR-2: **Inadvertent Discoveries.** In the event that additional significant site(s) or resource(s) not identified as significant in a project environmental review process, but are later determined to be significant, are located within a project impact area, such sites shall be

subjected to further archaeological and cultural significance evaluation by the project applicant, lead agency, and the applicable tribe(s) to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with California Environmental Quality Act requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease in the vicinity of the find and the County Coroner shall be contacted and notified of the discovery.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

3.16.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)).

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. As identified in Table 3.0-2 in Section 3.0, Environmental Analysis, the geographic scope of impacts for tribal cultural resources is limited to the specific project site. The potential for impacts to occur to known and unknown tribal cultural resources is site-specific and cannot combine with cumulative projects to produce a larger impact and therefore, tribal cultural resources do not contribute to cumulative impacts. As such, a table of related projects that contribute to cumulative tribal cultural resources impacts is not included within this section. However, a programmatic analysis of cumulative tribal cultural resources impacts is provided below.

Based on tribal consultation, research, and the pre-contact context, the area within this Project area of analysis may contain tribal cultural resources that have not been documented or recorded. Additionally, the City is identified to be located in an area of high sensitivity to precontact Native American resources. Therefore, this analysis conservatively assumes that the land within cumulative development areas have the potential to contain tribal cultural resources that are not yet known.

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065[a][3]). Impacts to tribal cultural resources are site-specific and development on cumulative project sites could result in impacts as the cumulative developments are located within the same geographic context for potential tribal cultural resources. The Project and other developments in the City and surrounding communities have the potential to impact tribal cultural resources. However, as identified above, Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts to a less than significant level related to tribal cultural resources. Unless exempt, each cumulative project would require separate

discretionary approval and evaluation under CEQA, which would address potential tribal cultural resources impacts and identify necessary mitigation measures, where appropriate. Cumulative developments would be anticipated to require and implement mitigation measures similar to those identified for the Project to reduce potential impacts to tribal cultural resources. Therefore, the Project would not result in a cumulatively considerable impact related to tribal cultural resources.

3.16.5 References

Bean, Lowell John, and Charles R. Smith. 1978. Gabrielino. In R. Heizer ed., Handbook of North American Indians, Volume 8, California, pp. 538–549. Smithsonian Institution, Washington, D.C.

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3.17 UTILITIES AND SERVICE SYSTEMS

This section describes the environmental and regulatory setting for utilities and service systems. It also describes existing conditions and potential impacts related to utilities and service systems that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project could require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facility, the construction or relation of which could cause significant environmental effects. However, with implementation of Mitigation Measure UTIL-1, impacts would be less than significant.

The Project has sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. The impact would be less than significant.

The Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. The impact would be less than significant.

The residential component of the ORCC Specific Plan Project was considered within the review of the water treatment and water supply, stormwater, and wastewater capacity of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.17.1 Environmental Setting

Water Supply

The City and Golden State Water Company GSWC are retail water suppliers that provide water for their customers using the imported water supply obtained from its regional wholesaler, MWDOC and local groundwater from the Orange County Groundwater Basin, which is managed by the Orange County Water District (OCWD). The City provides water to most of the City with the exception of the Shops at Rossmoor, which is served by an investor-owned water utility, the GSWC. Further development at Housing Opportunity Site 4 - The Shops at Rossmoor would be expected to be served by GSWC. Review of the GSWC's West Orange Service Area 2020 UWMP demonstrates that the GSWC has an intertie with the City and receives a small portion of water from the City. In 2020, the GSWC received 34 AFY from the City (GSWC 2021). The City's and GSWC's 2020 UWMP indicate that both water retailers can provide sufficient water through additional purchases from MWDOC or groundwater sources managed by OCWD.

The City's Water Division operates three active groundwater wells, an active service connection with MWDOC via the West Orange County Water Board (WOCWB), emergency interconnections with other

utilities, two reservoirs with a total storage capacity of seven million gallons (MG), two booster stations, four production wells, approximately 680 hydrants and manages 74.8-mile water mains system with approximately 5,300 service connections. Water use within the City's service area has been relatively stable in the past decade with an annual average of 3,482 AF for potable use. In Fiscal Year 2019-20, the City's water use was 3,273 AF of potable water (groundwater and imported). In Fiscal Year 2019-20, the City relied on 65 percent groundwater and 35 percent imported water. There is currently no recycled water available for use within the City's service area (City of Seal Beach 2021).

The GSWC West Orange Services Area covers approximately 15.4 square miles in western Orange County and delivers potable water to approximately 114,000 customers including the Cities of Cyprus, Stanton, Los Alamitos, and small portions to the Cities of Seal Beach, Garden Grove, and La Palma and some adjacent unincorporated county customers. GSWC West Oranges Service Area has 27,643 water service connections (GSWC 2021).

Per GSWC's 2020 UWMP, the West Orange Service Area's system is comprised of fourteen active groundwater wells with a combined capacity of 11,850 gallons per minute, owned and operated by GSWC. These well sites are disinfected locally with 12.5 percent sodium-hypochlorite injection solution. The groundwater is blended with water purchased from MWDOC. The West Orange Service Area's system has four emergency interconnections to allow sharing of supplies during short term emergencies or planned shutdowns. These interconnections include connections to the City of Garden Grove, the City of Seal Beach as mentioned previously, the City of Buena Park, and GWSC's Artesia System (GSWC 2021).

Water Conservation

Retail water suppliers are required to comply with the requirements of Water Conservation Act of 2009, also known as SB X7-7 (Senate Bill 7 as part of the Seventh Extraordinary Session), which was signed into law in 2010 and requires the State of California to reduce urban water use by 20 percent by 2020 from a 2013 baseline.

The City met its 2020 water use target and is in compliance with SB X7-7; the actual 2020 consumption was 95 gallons per capita per day (GPCD), which is below its 2020 target of 142 GPCD (City of Seal Beach 2021).

GSWC met its 2020 established water use target of 141 GPCD by achieving 111 GPCD and is also in compliance with SB X7-7 (GSWC 2021).

Water Code Section 10632 requires that every urban water supplier that serves more than 3,000 AF per year or have more than 3,000 connections prepared and adopt a standalone Water Shortage Contingency Plan (WSCP) as part of its UWMP. The City's 2020 UWMP as well as GSWC's 2020 UWMP both include their respective WSCP which provide real-time water supply availability assessment and structured steps designed to respond to actual conditions.

The WSCP serves as an operating manual that both the City and GSWC will use to prevent catastrophic service disruptions through proactive, rather than reactive, mitigation of water shortages. The WSCP

contains processes and procedures documented in the WSCP, which are given legal authority through the Water Shortage Contingency Response Ordinance. The WSCPs have prescriptive elements, including an analysis of water supply reliability; the drought shortage actions for each of the six standard water shortage levels, that correspond to water shortage percentages ranging from 10 percent to greater than 50 percent; an estimate of potential to close supply gap for each measure; protocols and procedures to communicate identified actions for any current or predicted water shortage conditions; procedures for an annual water supply and demand assessment; monitoring and reporting requirements to determine customer compliance; and reevaluation and improvement procedures for evaluating the WSCP (City of Seal Beach 2021).

Regarding the City of Seal Beach, when shortage conditions arise, the City's governing body, its staff, and the public can easily identify and efficiently implement pre-determined steps to mitigate a water shortage to the level appropriate to the degree of water shortfall anticipated.

For GSWC, the WSCP is required to identify locally appropriate shortage response actions that align with the defined shortage stages and include demand reduction actions, supply augmentation actions, system operational changes, and mandatory prohibitions against specific water use practices that are in addition to state-mandated prohibitions and appropriate to the local conditions. For each response action the WSCP is to provide an estimate of the extent to which the gap between supplies and demand will be reduced by implementation of the action (GSWC 2021).

Water Demands and Project Growth to 2045

According to the City's UWMP, water use within the City's service area has been relatively stable in the past decade with an annual average of 3,482 AF of potable use. A stable trend is expected in the future as the City is essentially built-out and is projected to add minimum land use and small population increases (expected to increase by only 1.5 percent over the 25-year period from 2020 to 2045). Additionally, water conservation efforts in the City kept per capita water use down (City of Seal Beach 2021).

In Fiscal Year 2019-2020, the City's water use was 3,273 AF of potable water. The City's UWMP states that water demand is likely to decrease 3 percent between 2020 to 2025; however, in the long term, water demand is projected to increase 4.1 percent from 2025 through 2045. The projected water use for 2045 is estimated to be 3,306 AF (City of Seal Beach 2021).

Per GSWC's 2020 UWMP, GSWC West Orange Service Area's projected population is based on the 2020 estimated population and projected growth from SCAG. The projected growth rate for the City of Cyprus was used to project the growth rate for GSWC's West Orange Service Area through 2045. Water demand is expected to grow due to the growth in population and is projected to be 15,759 AF in 2045 (GSWC 2021).

Wastewater

The City does not own or operate wastewater treatment facilities but owns and operates the wastewater collection system in its service area that sends all wastewater from collection pipes to OC San trunk pipes

to transport wastewater for treatment and disposal. The sewer collection system owned by the City encompasses about 1,705 acres, includes approximately 34 miles of sewer main, and serves about 5,000 customers. The City collects wastewater from approximately 90 percent of the City, including Leisure World but excluding Bixby Ranch, The Shops at Rossmoor, and the Surfside residential community. Housing Opportunity Site 2 - Leisure World would receive wastewater collection services from the City of Seal Beach with a short sewer pipe connected to the OC San collection system. The Bixby Ranch and the existing Shops at Rossmoor are served by the Rossmoor/Los Alamitos Area Sewer District, and Surfside residential community is served by the Sunset Beach Sanitary District (City of Seal Beach 2018). Housing Opportunity Site 4 - The Shops at Rossmoor, would likely receive wastewater services from the Rossmoor/Los Alamitos Area Sewer District. Similar to the City, wastewater is collected by the Rossmoor/Los Alamitos Area Sewer District and ultimately flows to OC San for treatment and disposal (Rossmoor/Los Alamitos Area Sewer District 2001).

The wastewater collected in the City's system is conveyed to OC San's extensive system of gravity flow sewers, pump stations, and pressurized sewers. Ultimately, the wastewater is treated at OC San treatment plants in Fountain Valley (Plant No. 1) and Huntington Beach (Plant No. 2). Plant No. 1 has a total rated primary capacity of 108 million gallons per day (MGD) and a secondary treatment capacity of 80 MGD. Plant No. 2 has a rated primary capacity of 168 MGD and secondary treatment capacity of 90 MGD. Both plants share a common ocean outfall, but Plant No. 1 currently provides all its secondary treated wastewater to OCWD's Groundwater Replenishment System (GWRS) for beneficial reuse. The 120-inch diameter ocean outfall extends 4 miles off the coast of Huntington Beach. A 78-inch diameter emergency outfall also extends 1.3 miles off the coast. In 2020, 2,520 AF of wastewater was collected from the City (City of Seal Beach 2021).

Storm and Drainage

The City has two drainage systems – the sewer and the storm drains. Sewers carry waste to a sewage treatment plant where the water is cleaned and then reused or deposited into the ocean away from beaches. The storm drain system was designed to solely prevent flooding of City streets by carrying excess rainwater out to the ocean.

Energy and Natural Gas

Southern California Gas Company is the gas provider and Southern California Edison is the electricity provider for the City.

Solid Waste

Republic Services provides solid waste (trash) services for the City except for Leisure World which is served by Athens Services.

Telecommunications

A variety of private telecommunications systems are offered within Seal Beach, including Spectrum, Verizon, and Frontier.

3.17.2 Regulatory Setting

Federal

Clean Water Act

Section 304 of the CWA establishes primary drinking water standards and requires states to ensure that potable water retailed to the public meets these standards. State primary and secondary drinking water standards are promulgated in CCR Title 22, Sections 64431–64501. Secondary drinking water standards incorporate non-health risk factors including taste, odor, and appearance. The NPDES regulates the discharge of drainage to surface waters. Federal NPDES regulations are administered by the SWRCB and through the RWQCB. The City is under the jurisdiction of the Santa Ana RWQCB.

State

Porter Cologne Water Quality Control Act

The State of California established the SWRCB, which oversees the nine RWQCBs, through Porter-Cologne. Through the enforcement of Porter Cologne, the SWRCB determines the beneficial uses of the waters (surface and groundwater) of the state, establishes narrative and/or numerical water quality standards, and initiates policies relating to water quality. The SWRCB and, more specifically, the RWQCB, are authorized to prescribe Waste Discharge Requirements for the discharge of waste, which may impact the waters of the state. Furthermore, the development of water quality control plans, or Basin Plans, is required by Porter-Cologne to protect water quality. The SWRCB issues both general construction permits and individual permits under the auspices of the federal NPDES program.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The Urban Water Management Planning Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 AFY shall prepare and adopt an UWMP. Water suppliers are required to prepare a UWMP within a year of becoming an urban water supplier and update the plan at least once every five years. The Urban Water Management Planning Act also specifies the content that is to be included in an UWMP. It is the intention of the legislature to permit levels of water management planning commensurate with the number of customers served and the volume of water supplied. The Urban Water Management Planning Act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in their water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The Urban Water Management Planning Act also states that the management of urban water demands, and the efficient use of water shall be actively pursued to protect both the people of the state and their water resources. The City's 2020 UWMP was adopted in June 2021.

Making Conservation a California Way of Life Regulation

In 2018, the state legislature passed AB 1668 and SB 606, the Making Conservation a California Way of Life Regulation, which took effect in January 2025. The regulation directs the State Water Board to

establish individualized efficiency goals and performance measures for each Urban Retail Water Supplier. The goals are based on the supplier's service area and give suppliers flexibility to implement locally appropriate solutions. The goal of this regulation is to reduce urban water use by over 400,000 AF by 2030.

California Integrated Waste Management Act (AB 939 and AB 341)

To minimize the amount of solid waste that must be disposed of by transformation (i.e., recycling) and land disposal, the Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated within its respective county plan. They must promote (in order of priority) source reduction, recycling and composting, and environmentally safe transformation and land disposal. In 2010, the state legislature passed AB 341 (Chesbro) which set a statewide recycling goal of 75 percent by 2020, which is anticipated to be achieved through source reduction, recycling, and continued diversion of materials such as organic wastes.

California Senate Bill 1383

SB 1383 mandates a significant reduction in organic waste sent to landfills, aiming to reduce methane emissions from landfills, a major source of greenhouse gases. Beginning is 2022 SB 1383 requires reduction of organic waste within landfills. The law sets the following targets for 2025: (1) 75 percent less organic waste sent to landfills; and (2) 20 percent of unsold, still-edible food sent to food recovery organizations.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach. The General Plan contains the current Housing Element Update, which was adopted in 2022 and revised in 2024. The various elements within the General Plan include goals and policies for the physical development of the City. The City's General Plan goals and policies applicable to utilities and service systems are presented below:

Housing Element Update

Goal 1: Facilitate the development of a variety of housing types for all income levels to meet the existing and future needs of residents.

- **Policy 1f:** Improve all residential environments through the provision of adequate public facilities and services, including streets and parks, as well as water, sewer, and drainage systems.

Goal 2: Assist in the development of adequate housing to meet the needs of low and moderate-income households.

- **Policy 2d:** Encourage construction of low- and moderate-income housing on sites that are:
    - located with convenient access to schools, parks, public transportation, shopping facilities, and employment opportunities;
    - adequately served by public utilities;
    - adequately served by police and fire protection;
    - minimally impacted by noise, flooding, or other environmental constraints; and
    - outside of areas of concentrated lower-income households.

Goal 6: Encourage more efficient energy use in residential developments.

- **Policy 6a:** Promote energy conservation through "green building" techniques that reduce water consumption, improve energy efficiency and lessen a building's overall environmental impact.

City of Seal Beach Municipal Code

Chapter 9.37, Water Shortage Contingency Response, of the City's Municipal Code outlines permanent mandatory water conservation measures that include baseline conservation measures to be taken in times of normal water supply conditions. These permanent mandatory water conservation measures include, but are not limited to, limits on watering hours, control of runoff water, limits on watering duration, and guidelines for washing vehicles and equipment.

3.17.3 Environmental Impacts

This section analyzes the Project's potential to result in significant utilities and service systems impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

The following analysis is based on a review of documents pertaining to the Project site, including the General Plan, UWMP, the WSA prepared for the Project by Stantec Consulting Services in April 2025 (Appendix G), and Section 2.0, Project Description, of this EIR. The following impact discussions consider the impacts of the Project related to utilities and service systems in the City.

Thresholds of Significance

In accordance with the CEQA Guidelines' Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether the Project's utilities and service system impacts are significant.

Would the Project:

- *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?*
- *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- *Result in a determination by the wastewater treatment provider which 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?*

The following issues were determined to have no impact or a less than significant impact during the NOP Scoping. These issues are summarized in Section 6.0, Effects Found Not to Be Significant and are not discussed further in this section.

Would the Project:

- *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or other impair the attainment of solid waste reduction goals?*
- *Comply with federal, state, and local management and reduction statues and regulations related to solid waste?*

Impact Analysis and Mitigation Measures

Relocation or Construction of Utility Facilities

Impact UTIL-1	**The Project could require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.**

Impact Analysis

The Project does not propose any development. However, the Project would identify a series of implementing actions, including rezoning of Housing Opportunity Sites, establishment of a new zoning designation, and implementation of the Main Steet Program, to increase housing development capacity within the City that would induce population growth. Therefore, increased demand for utilities and facilities would occur incrementally as future developments are proposed on the eight Housing Opportunity Sites or within the Main Street Program area. Future developments facilitated by the Project would occur and may be subject to discretionary permits as market conditions allow and at the discretion of the individual property owners. The majority of the City's developable area is already developed, and nearly all the Housing Opportunity Sites and the area within the Main Street Program are already developed with some sort of active use and are served by existing utilities. In general, some future developments within the Housing Opportunity Sites and Main Street Program area would require minor tie-ins, or the construction

of short utility lines or piping, to utilities that are already present in adjacent roadways, the construction of which would not result in significant environmental impacts. Development on Housing Opportunity Site 8 – 99 Marina Drive may require upsizing of water mains to mitigate fire flow deficiencies (Personal Communication, April 30, 2025). Future development projects facilitated by the Project would be required to undergo site-specific utilities design analysis when proposed.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project would be developed on an existing golf course adjacent to developed areas of the city. The residential component of the ORCC Specific Plan Project would require minor tie-ins, service connections, or the construction of short utility lines or piping, to existing utilities that are already present on the existing site or in adjacent roadways that would occur as part of construction. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Water Facilities

The City owns and maintains the water distribution system that provides water service to the City's residents and businesses, excluding The Shops at Rossmoor that receives water service from the GSWC. As discussed above, future development projects facilitated by the Project would be required to undergo environmental review when proposed and project applicants would be required to ensure that the City has sufficient capacity to provide water as specific development projects are proposed. Future developments under the Project would also be required to comply with the CALGreen Code, which requires that new construction use high-efficiency plumbing fixtures, such as high-efficiency toilets, urinals, showerheads, and faucet fixtures. For outdoor water use, the CALGreen Code requires that irrigation controllers be weather- or soil moisture–based and automatically account for rainfall or be attached to a rainfall sensor. Additionally, future development projects would be required to comply with the City's Water Efficient Landscape Ordinance. Implementation of water conservation and efficiency measures would minimize the potable water demand generated and lessen the need for capacity or other improvements to the water system. Future developments would be expected to connect to the City's water supply system and GSWC's West Orange system (Housing Opportunity Site 4 – The Shops at Rossmoor) and would provide infrastructure/pipelines that are adequately sized to accommodate its potable water and fire flow demands.

Future development of Housing Opportunity Site 8 – 99 Marina Drive, may result in deficiencies of the existing water infrastructure to deliver adequate fire flow to the site (Personal Communication, April 30, 2025). During site development, a supplemental evaluation shall be conducted to verify the fire flow deficiencies are valid.

All future development projects proposed on the Housing Opportunity Sites and within the Main Street Program shall be required to provide supplemental evaluation related to determining if the proposed future development project would require improvements to the water facilities to meet the state, County,

and local standards and requirements to serve the future development project site location. As required by Mitigation Measure UTIL-1 described below, if improvements, such as upsizing distribution mains or constructing new public distribution mains, are needed due to deficiencies to meet state, County, and local standards and requirements at the future development project site location, the proposed future development project shall be required to mitigate its proportionate impacts by way of fair share/in-lieu fee payments, or other alternative financing arrangements that would mitigate its impacts.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project would result in additional demand to water supplies and water system infrastructure. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Wastewater Treatment and Collections System

The City does not own or operate wastewater treatment facilities but owns and operates the wastewater collection system in its service area that sends all wastewater to OC San for treatment and disposal. Housing Opportunity Site 4 – The Shops at Rossmoor would receive wastewater services from Rossmoor/Los Alamitos Area Sewer District which collects wastewater then sends it to OC San and Housing Opportunity Site 2 – Leisure World would receive wastewater collection services from the City of Seal Beach with a short sewer pipe connected to the OC San collection system. All other Housing Opportunity Sites and the Main Street Program would receive wastewater collection services from the City. OC San had an estimated average daily flow of 192 MGD during 2023-2024. As discussed under Impact UTIL-3 the Project would have a potential increase of 256,960 gpd of wastewater which would represent a 0.13 percent increase from existing flows. As the Project would result in a less than one percent increase from existing wastewater flows treated at OC San's two wastewater treatment facilities, wastewater generated by buildout of the Housing Opportunity Sites and within the Main Street Program area would be anticipated to be served by OC San's existing treatment capacity. Additionally, OC San levies connection fees for new or expanded sewer connections, including those to new development. These connection fees help fund the costs associated with providing wastewater facility capacity to both new users requiring new connections, as well as existing users requiring additional capacity.

Regardless, future development projects facilitated by the Project would be required to undergo site-specific analysis when proposed. The City will also ensure that there is adequate sewage collection, treatment, and disposal facilities at the time specific development projects are proposed. Future developments facilitated by the Project would be required to comply with the CALGreen Code, which requires that new construction use high-efficiency plumbing fixtures, such as high-efficiency toilets, urinals, showerheads, and faucet fixtures. Implementation of water conservation and efficiency measures would reduce the wastewater generated by the future development projects. Future developments would be expected to connect to existing wastewater infrastructure in areas and would provide infrastructure/pipelines that are adequately sized to accommodate its demands or upsize the sewer main to meet the City's capacity requirements.

Future development of the ORCC Specific Plan Project may result in capacity deficiencies due to the existing wastewater infrastructure's ability to adequately serve the project (Personal Communication, April 30, 2025). Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR. This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project would have a potential increase of 26,720 gpd of wastewater. Therefore, the total 1,773 units from the Project and the ORCC Specific Plan Project would have a total potential increase of 0.14 percent increase from the existing flows of OC San during 2023-2024. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Stormwater Drainage

The City has two drainage systems – the sewer and the storm drains. Sewers carry waste to a sewage treatment plant where the water is cleaned and then reused or deposited into the ocean away from beaches. The storm drain system was designed to solely prevent flooding of City streets by carrying excess rainwater out to the ocean. The existing stormwater drainage facilities serving the City include City facilities as well as USACE/Los Angeles County Flood Control District facilities, Orange County Flood Control District facilities, and private facilities (City of Seal Beach 2008).

The Housing Opportunity Sites and the Main Street Program are primarily located in developed areas. Housing Opportunity Site 8 – 99 Marina Drive is undeveloped and contains pervious surfaces that may increase stormwater flows. However, future development projects facilitated by the Project would be required to undergo site-specific analysis when proposed. This process would ensure that impacts on the storm drainage system due to new development are considered. Future developments facilitated by the Project would be subject to Seal Beach Municipal Code Section 10.15.065, Storm Drainage, which require storm drainage systems to be designed with adequate capacity to accommodate ultimate development of the drainage area and require all proposed storm drainage facilities plans be approved by the City Engineer. All stormwater infrastructure, including on and offsite improvements, would connect to the City's existing storm water infrastructure and would be designed to handle the anticipated stormwater runoff. Due to the City's stormwater regulations, the pre- and post- project drainage would have to be accommodated onsite so the project would not require construction of new storm water treatment and conveyance facilities.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan would be constructed on an existing golf course and, therefore, may lead to an increase in stormwater from new impervious surfaces. However, all developments within the City would be subject to Seal Beach Municipal Code Section 10.15.065, Storm Drainage. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Energy and Natural Gas

Southern California Gas Company is the gas provider and Southern California Edison is the electricity provider for the City. The Housing Opportunity Sites and the Main Street Program area are located in a developed area that is situated near existing electric power, natural gas, and telecommunications facilities. Individual development would be required to comply with CALGreen and construct energy efficient structures. The Southern California Gas Company provides natural gas to over 21.1 million consumers and Southern California provides electricity to over 15 million customers. The addition of the Project's dwelling units would represent a negligible increase in customers to both utility retailers (Southern California Gas Company 2025, Southern California Edison 2025). Moreover, the majority of natural gas demand within the state comes from non-residential sources such as commercial, industrial, and transportation (California Gas and Electric Utilities 2024, CEC 2025). Thus, future developments would not be expected to require the construction or expansion of electric power and natural gas facilities.

Telecommunications

Seal Beach is served by a variety of private telecommunication providers, including Spectrum, Verizon, and Frontier. The Housing Opportunity Sites and the Main Street Program area are in a developed area that is situated near existing cable, phone, and fiber optic lines. The addition of 1,606 dwelling units from the eight Housing Opportunity Sites and Main Street Program in a developed area serviced by existing telecommunication providers would not be anticipated to require the construction or expansion of telecommunication facilities.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan would require electricity, natural gas, and telecommunications. However, the residential component of the ORCC Specific Plan Project would be constructed in a developed area and would be required to meet all local and state guidelines including CALGreen. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

Overall, future development construction and operation would result in increased water, wastewater treatment, storm drainage, electric power, natural gas, and telecommunications demands, and wastewater generation. Any construction and operational effects on utilities and service systems from future development in accordance with the Project would be subject to compliance with all federal, state, and local requirements for minimizing construction and operational impacts to utilities, including water and wastewater system capacities, solid waste reduction goals, and supplies of electric power, natural gas, and telecommunications.

All future developments facilitated by the Project would be required to meet the mandatory requirements under the City's various programs aimed at ensuring adequate supplies and service infrastructure are

available to serve the development. Implementation of Mitigation Measure UTIL-1 and adherence to these programs, requirements, and regulations would minimize impacts to utilities and service systems to less than significant levels.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM UTIL-1: **Infrastructure and Utility Evaluation.** All projects proposed on the Housing Opportunity Sites and within the Main Street Program shall be required to provide supplemental evaluation related to determining if the proposed site would require improvements to the water, sewer, and stormwater facilities to meet the state, County, and local standards and requirements to serve the specific site location. If improvements are required due to deficiencies to meet state, County, and local standards and requirements at the specific site location, the proposed development may be required to mitigate its proportionate impacts by way of fair share/in-lieu fee payments, or other alternative financing arrangements that would mitigate its impacts.

During site development, a supplemental evaluation shall be conducted to verify the fire flow deficiencies are valid. Mitigation may include, but not be limited to all or some combination of the following:

- Regarding Housing Opportunity Site 8 development: Additional 12-inch water main to connect to the existing 8-inch water main at Corsair Way and Caravel Way to mitigate fire flow deficiencies.
- All sites including Housing Opportunity Site 8: Payment of impact fees, as calculated by the City's impact fee schedule, proportionate to the project's fair share contributions to mitigate project impacts to a less than significant level.
- All sites including Housing Opportunity Site 8: Improvements to the water, sewer, and stormwater facilities, designed to state, County, and local standards and requirements, to mitigate project impacts to a less than significant level.

The proposed future development shall be required to contribute payment of required fees at the time of building permit issuance.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Water Supply

Impact UTIL-2	**The Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.**

Impact Analysis

According to the 2020 UWMPs for the City of Seal Beach and for GSWC West Orange Service Area, the projected supplies available to each retailer during any normal, single dry, or multiple consecutive dry water years out to 2045 would be adequate to meet the demands; however, these demands did not account for the increased water demand resulting from the Project. Therefore, the Project requires preparation of a WSA to determine if sufficient water supplies would be available to serve buildout of the Project.

A WSA was prepared for the Project by Stantec Consulting Services in April 2025 (Appendix G). As identified in the WSA, the eight Housing Opportunity Sites and the Main Street Program area have existing structures that have existing water uses. These existing water demands were a part of the City's and GSWC's demand analysis in their respective 2020 UWMPs and therefore, the WSA calculated the additional demand that would result at these sites from buildout of the Project. The Housing Element Update plans for up to 1,339 new dwelling units in the City by 2029 to accommodate its RHNA allocation of 1,243 units. However, the assumed residential development potential of the Housing Element Update is developed using conservative assumptions that would develop the Housing Opportunity Sites below the maximum allowable density. For the purposes of analysis contained in this EIR, a more intense level of development (maximum buildout) was analyzed so that potential impacts resulting from projects that might propose maximum developable densities are considered as part of this EIR. Therefore, the analysis contained herein as well as the analysis contained in the WSA assumed maximum buildout under the Project. The WSA determined that the maximum buildout scenario of the eight Housing Opportunity Sites and within the Main Street Program would result in an additional water demand of 361,350 gpd or 405 AFY. This includes 139 AFY for Housing Opportunity Site 4 – The Shops at Rossmoor served by GSWC, and 266 AFY for the remaining seven Housing Opportunity Sites served by the City of Seal Beach. During dry years the demands area expected to increase to a total of 435 AFY, which includes 153 AFY for Housing Opportunity Site 4 – The Shops at Rossmoor, and 282 AFY for the remaining Housing Opportunity Sites.

The WSA compared the percentage increase in water demand over a 25-year period due to the Project for a normal year and the highest demand from the five-year period of multiple dry years as a worst-case scenario for portions of the Project served by the City of Seal Beach and GSWC.

See Table 3.17-1 and Table 3.17-2 below for a comparison of each of the 2020 UWMP's projected supply and demand, as well as projected demand with the additional Project demand during normal years.

Table 3.17-1: City's Normal Year + Additional Project Demand and Supply Comparison

Water Sources	2025	2030	2035	2040	2045
Projected Supply 2020 UWMP (AFY)	3,175	3,368	3,342	3,317	3,306
Projected Demand 2020 UWMP (AFY)	3,175	3,368	3,342	3,317	3,306
Projected Demand +Additional Project Demand (AFY) minus Housing Opportunity Site 4	3,175	3,634	3,608	3,583	3,572
Demand Increase	0%	8%	8%	8%	8%
Additional Supply Required	**0**	**266**	**266**	**266**	**266**

Table 3.17-2: GSWC's Normal Year + Additional Project Demand and Supply Comparison

Water Sources	2025	2030	2035	2040	2045
Projected Supply 2020 UWMP (AFY)	14,137	14,527	14,926	15,337	15,759
Projected Demand 2020 UWMP (AFY)	14,137	14,527	14,926	15,337	15,759
Projected Demand + Housing Opportunity Site 4 Additional Project Demand (AFY)	14,137	14,666	15,065	15,476	15,898
Demand Increase	0%	1%	1%	1%	1%
Additional Supply Required	**0**	**139**	**139**	**139**	**139**

As shown in the tables above, an additional supply of 266 AFY and 139 AFY would be required during normal years to serve the projected City and GSWC's demand with the additional Project demand, respectively.

See Table 3.17-3 and Table 3.17-4 for a comparison of supply versus demand for the most severe year within the multiply dry year period for the City and for GSWC, respectively. Like the City's 2020 UWMP, the WSA assumed the same percentage increase (6 percent) above average supply for the additional water demand from the Project during dry years. As such, using the 6 percent increase from 266 AF equals 282 AF of additional supply required for the City.

Table 3.17-3: City's Most Severe Demands of Multiple-Dry Year + Additional Project Demand and Supply Comparison

	2025	2030	2035	2040	2045
Fifth Year					
Projected Supply 2020 UWMP (AF)	3,366	3,570	3,543	3,516	3,504
Projected Demand 2020 UWMP (AF)	3,366	3,570	3,543	3,516	3,504
Projected Demand + Additional Project Demand (AF)	3,366	3,852	3,825	3,798	3,786
Demand Increase	0%	8%	8%	8%	8%
Additional Supply Required	**0**	**282**	**282**	**282**	**282**

In accordance with GSWC's 2020 UWMP, a 10 percent increase in water supply is required during dry years compared to normal years for GSWC's portion of the Project. Therefore, with the 10 percent increase applied to GSWC's portion of the Project demand of 139 AF, GSWC would require a total supply of 153 AF during multiple dry years.

Table 3.17-4: GSWC's Most Severe Demands of Multiple-Dry Year + Additional Project Demand and Supply Comparison

	2025	2030	2035	2040	2045
Fifth Year					
Projected Supply 2020 UWMP (AF)	15,893	16,330	16,780	17,242	17,335
Projected Demand 2020 UWMP (AF)	15,893	16,330	16,780	17,242	17,335
Projected Demand + Additional Project Demand (AF)	15,893	16,483	16,933	17,395	17,488
Demand Increase	0%	1%	1%	1%	1%
Additional Supply Required	**0**	**153**	**153**	**153**	**153**

As identified in the WSA, based on the estimated additional water required for the Project, an approximate 8 percent increase in supply is required to meet these demands for the City, and approximately 1 percent increase in supply is required to meet the demands for GSWC.

According to both the City's 2020 UWMP and GSWC's 2020 UWMP, after 2025, the BPP within the OC Basin is assumed to be set at 85 percent for retail water suppliers. This would mean that the portfolio for each retail water supplier that pumps groundwater from the OC Basin, would be composed of 85 percent groundwater and 15 percent imported water. As part of the OCWD's Groundwater Reliability Plan, the groundwater levels are managed within a safe operating range to mitigate land subsidence, provide sustainability to the basin, and reduce the risk of overdraft. OCWD assesses the basin annually and sets a BPP uniformly for all producers, which is defined as the percentage of the retail water supplier's total water demand that comes from groundwater.

The BPP is based on estimated demands from all groundwater producers, the amount of imported water available from MET, the estimated basin operating range, basin storage conditions, the amount of recharge water available to OCWD, and other factors. Groundwater producers meet bi-annually with OCWD to establish an RA based on demands estimated from the previous year and the amount of groundwater that has been pump during the year. While there is no legal limit as to how much a groundwater producer pumps from this basin, agencies that pump above the established BPP are charged a RA fee plus a BEA fee. OCWD forecasts that the basin will be able to sustain a BPP of 85 percent beyond 2025 to meet demands from groundwater producers. Since the BPP is established annually by OCWD's assessment of the OC Basin, the BPP is subject to change. For this analysis, the BPP is assumed to be held at 85 percent through 2045.

The City's and GSWC's projected water supplies identified in their respective 2020 UWMPs would not be adequate to serve the additional demand that would result from maximum buildout of the Project. However, each retail water supplier would be able to meet the projected and additional demand associated with the Project through 2045 with a combination of groundwater production and imported water purchased. Imported MET water purchases through MWDOC and groundwater production within the OC Basin are established annually via agency coordination based on the estimated demands and various other factors in Orange County. These estimated demands will include the Project starting in 2029.

Based on MET's reliability and sustainable management of the OC Basin by OCWD, the WSA concluded that the additional demand from the Project along with the projected demands from the UWMP can be met as these additional demands would be accounted for during coordination and BPP establishment for the following year. With the BPP set at 85 percent, the Project's demand increase of 435 AF during dry years would require total additional ground water pumping of 370 AF and total additional purchasing of 65 AF from imported sources. This represents approximately a 0.1 percent increase in total groundwater production over the estimated average within the OC Basin and a 0.05 percent increase over the total estimated average water purchased from MWDOC for retail sales. Each retail water supplier's portion of the Project is presented in Table 3.17-5.

Table 3.17-5: Summary of Groundwater and Imported Water Sources for Project Retail Water Suppliers based on BPP of 85 Percent during dry years

Retail Water Supplier	Groundwater (AFY)	Imported Water (AFY)	Total (AFY)
City of Seal Beach (Housing Opportunity Sites 1, 2, 3, 5, 6, 7, 8, Main Street Program)	240	42	282
GSWC West Orange Service Area (Housing Opportunity Site 4 – The Shops at Rossmoor)	130	23	153
Additional Supply Required	**370**	**65**	**435**

For any demands beyond the annual estimates within the retail water suppliers service area, the retail water supplier may either have to increase groundwater production beyond the BPP established by

OCWD, which may result in costs incurred associated with RA and BEA or would need to purchase more imported water from MWDOC to provide adequate supplies to meet the increased demand.

As shown in Table 3.17-5, Housing Opportunity Site 4 - The Shops at Rossmoor, is anticipated to receive water distribution service from GSWC. The remaining Housing Opportunity Sites and the Main Street Program would be served by the City of Seal Beach. This has been accounted for in the additional demand from the Project the supply analysis described in the WSA, and there would be adequate water supplies available to serve the Project during normal, dry, and multiple dry years. As such, the Project would have a less than significant impact related to water supplies.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The WSA determined that the maximum buildout scenario of the seven Housing Opportunity Sites and the Main Street Program served by the City would result in an additional water demand of 266 AFY (1,054 dwelling units) for a normal water year. Scaling to the residential component of the ORCC Specific Plan Project, the additional 167 units would result in an additional water demand of 42 AFY for a total of 308 AFY above the projected demands established in the City's 2020 UWMP. With the additional demands associated with the Project, the City would require additional water supplies to be able to meet the City's projected overall demand. As identified in the WSA, based on the estimated additional water required for the Project and the residential component of the ORCC Specific Plan Project, an approximate 9.3 percent increase in supply is required to meet these demands. Based on MET's reliability and sustainable management of the OC Basin by OCWD, the WSA concluded that the additional demand from the Project along with the projected demands from the UWMP can be met as these additional demands would be accounted for during coordination and BPP establishment for the following year. With the BPP set at 85 percent, additional demands of 308 AF would require ground water pumping of 262 AF and purchasing of 46 AF from imported sources for the City. This represents approximately a 0.12 percent increase in groundwater production over the estimated annual average within the OC Basin and a 0.05 percent increase over the estimated annual average MET water purchased for retail sales.

For any demands beyond the annual estimates, the City may have to increase groundwater production beyond the BPP established by OCWD, which may result in costs incurred associated with RA and BEA. The other option would be to purchase more imported water from MWDOC to provide adequate supplies to meet the increased demand. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Wastewater Treatment and Collection System

Impact UTIL-3	**The Project would not result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.**

Impact Analysis

As outlined in the City's 2020 UWMP, the City does not own or operate wastewater treatment facilities but owns and operates the wastewater collection system in its service area that sends all wastewater to OC San for treatment and disposal. Housing Opportunity Site 4 - The Shops at Rossmoor would receive wastewater services from Rossmoor/Los Alamitos Area Sewer District which collects wastewater then sends it to OC San, and Housing Opportunity Site 2 – Leisure World would receive wastewater collection services from the City with a short sewer pipe connected to the OC San collection system. Ultimately, the wastewater is treated at OC San treatment plants in Fountain Valley (Plant No. 1) and Huntington Beach (Plant No. 2) (City of Seal Beach 2021). As identified on OC San's website, in 2023-2024 the estimated average daily flow of wastewater received at Plant No. 1 was 124 MGD and 68 MGD at Plant No. 2 for a total wastewater received of 192 MGD (OC San 2024).

The City's 2018 Sewer System Master Plan includes unit flow factors based on various land uses to calculate the amount of potential wastewater flows. For a high-density residential development, the unit flow factor is identified as 160 gpd per dwelling unit (City of Seal Beach 2018). The Project's maximum buildout scenario would result in construction of up to 1,606 dwelling units from the eight Housing Opportunity Sites and the Main Street Program. Utilizing the unit flow factor identified in the City's Sewer System Master Plan, 1,606 dwelling units from the eight Housing Opportunity Sites and the Main Street Program developed as high-density residential uses would result in 256,960 gallons of wastewater produced per day. As identified above, OC San had an estimated average daily flow of 192 MGD during 2023-2024. Therefore, the potential increase of 256,960 gpd of wastewater would represent a 0.13 percent increase from existing flows. As the Project would result in a less than one percent increase from existing wastewater flows treated at OC San's two wastewater treatment facilities, wastewater generated by buildout of the Housing Opportunity Sites and within the Main Street Program area would be anticipated to be served by OC San's existing treatment capacity. Though the wastewater treatment provider is anticipated to have capacity to serve future developments under the Project, project applicants would be required to ensure that adequate treatment capacity is available at the time specific development projects are proposed.

In addition, OC San levies connection fees for new or expanded sewer connections, including those to new development. These connection fees help fund the costs associated with providing wastewater facility capacity to both new users requiring new connections, as well as existing users requiring additional capacity. Future developments under the Project would be subject to discretionary permits and required to adhere to all federal, state, and local requirements related to wastewater treatment during construction and operations. Future developments would be required to comply with the CALGreen Code, which requires that new construction use high-efficiency plumbing fixtures, such as high-efficiency toilets, urinals, showerheads, and faucet fixtures. Implementation of water conservation and efficiency measures would reduce the wastewater generated.

Future buildout of development projects facilitated the Project would occur incrementally and would be required to consult with the wastewater treatment provider to ensure that they have adequate capacity to treat the increased amount of wastewater generated by the proposed development. Through personal conversations with the City of Seal Beach, regarding the Housing Opportunity Sites and the Main Street Program, the Project poses no significant impacts to the existing wastewater infrastructure. The Project is not anticipated to result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, impacts would be less than significant.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project would have a potential increase of 26,720 gpd of wastewater. Therefore, the total 1,773 dwelling units from the Project and ORCC Specific Plan Project would have a total potential increase of 0.14 percent increase from the existing flows of OC San during 2023-2024. Therefore, implementation of the Project and the residential component of the ORCC Specific Plan Project would continue to result in a less than one percent increase from existing wastewater flows treated as OC San's two wastewater treatment facilities. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Future development of the ORCC Specific Plan Project may result in capacity deficiencies due to the existing wastewater infrastructure's ability to adequately serve the project (Personal Communication, April 30, 2025). Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.17.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)).

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. As identified in Table 3.0-2 in Section 3.0, Environmental Analysis, the geographic scope of impacts for utilities and service systems is limited to a local geographic area. Cumulative impacts on the utility and service

systems include impacts from the Project as well as the ORCC Specific Plan Project and the Lampson Project. It should be noted that the ORCC Specific Plan Project and Lampson Project are being evaluated in respective standalone EIR's. See Table 3.17-6.

Table 3.17-6: Cumulative Projects Related to Utility and Service Systems

#	Project Name	Location	Project Characteristics	Status	Total Residential Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246

Future developments facilitated by the Project, in conjunction with cumulative development in the City or projects like the ORCC Specific Plan Project and the Lampson Project, would increase housing development and could result in increased water demands requiring additional water supply and increased wastewater generation. It is estimated that water demands would increase by 42 AF and 51 AF (Lampson EIR), respectively, for the ORCC Specific Plan Project and Lampson Project. Wastewater generation is estimated to increase by 26,720 gpd and 49,468 gpd (Lampson EIR) respectively, for the ORCC Specific Plan Project and Lampson Project.

Including the Project, the additional water demand from the cumulative developments equates to a total water demand increase of 498 AF during normal years. Based on MET's reliability and sustainable management of the OC Basin by OCWD it is anticipated that these demands can be met with the established BPP and imported water purchases from MWDOC at the time of project development and will have a less than significant impact.

Though the wastewater treatment provider is anticipated to have capacity to serve future developments under the Project, project applicants would be required to ensure that adequate treatment capacity is available at the time specific development projects are proposed.

Regarding utility and service system facilities, the potential for cumulative impacts in conjunction with cumulative development is not anticipated. The impacts posed by the Project and cumulative projects are site specific and may impact the infrastructure in the immediate vicinity of those projects only. Therefore, cumulative impacts from the Project in conjunction with cumulative projects are not anticipated due to the proximity of the cumulative developments to the Project.

Future development of the ORCC Specific Plan Project may result in capacity deficiencies due to the existing wastewater infrastructure's ability to adequately serve the project (Personal Communication, April 30, 2025). Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR. A standalone EIR was prepared for the Lampson Project (SCH. No. 2022090476) and identified less than significant impacts to the wastewater infrastructure from the Lampson Project. This information is included in this EIR for discussion purposes. However, cumulative impacts from the Project in conjunction with cumulative projects may result in deficiencies to the exiting wastewater infrastructure. Future impacts shall be analyzed at the time of project specific evaluation.

Unless exempt, future developments on the Housing Opportunity Sites and within the Main Street Program area facilitated by the Project would be subject to discretionary permits and require CEQA evaluation at the project-level. This means that each individual project, unless exempt, would require separate discretionary approval and CEQA assessment, which would address potential cumulative utilities and service systems impacts and identify necessary mitigation measures, where appropriate.

3.17.5 References

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4.0 ALTERNATIVES TO THE PROPOSED PROJECT

4.1 INTRODUCTION

The purpose of an alternatives analysis pursuant to CEQA is to identify feasible options that would attain most of the basic objectives of a proposed project while reducing its significant effects. Provisions of CEQA Guidelines (Section 15126.6) that address the number of project alternatives required in an EIR state the following:

> *The range of alternatives required in an EIR is governed by a "rule of reason;" the EIR must evaluate only those alternatives necessary to permit a reasonable choice. The alternatives shall be limited to those that would avoid or substantially lessen any of the significant effects of a proposed project while meeting most of the underlying project objectives.*

4.2 REQUIREMENTS FOR THE CONSIDERATION OF ALTERNATIVES

An important aspect of EIR preparation is the identification and assessment of alternatives to the proposed project that have the potential to avoid or substantially lessen potentially significant impacts. In addition to mandating consideration of the no project alternative, CEQA Guidelines (Section 15126.6(e)) emphasize the selection of a reasonable range of feasible alternatives and adequate assessment, which allows decision-makers to use a comparative analysis. CEQA Guidelines (Section 15126.6(a)) states:

> *An EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.*

In accordance with CEQA Guidelines 15126.6, this EIR contains a comparative impact assessment of alternatives to the Project. The primary purpose of this assessment is to provide decision-makers and the public with a reasonable number of feasible Project alternatives that could attain most of the basic Project objectives while avoiding or reducing any of the Project's significant adverse environmental effects. Important considerations for these alternatives' analyses are provided below:

- An EIR need not consider every conceivable alternative to a project;
- An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;
- Reasons for rejecting an alternative include:
    - Failure to meet most of the basic project objectives

- Infeasibility
- Inability to avoid significant environmental effects

4.2.1 No Project Alternative

CEQA Guidelines require that the alternatives be compared to the project's environmental impacts and that the "no project" alternative be considered (CEQA Guidelines Section 15126.6(d)(e)). Section 15126.6(d)(e)(1) states:

> *The specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline.*

The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.

4.2.2 Consistency with Project Objectives

A project's statement of objectives describes the purpose of the project and the reasons for undertaking the project. To be considered for detailed analysis in the EIR, an alternative must meet most of the project objectives. The following lists the basic objectives of the Project for purposes of screening potential alternatives:

- Protect and improve quality of life for current and future residents.
- Encourage new housing for households at all income levels and for households with a range of diverse housing needs.
- Amend land use standards and designations in the City's Zoning Code, Specific Plans, General Plan as needed to comply with state law and meet the required Regional Housing Needs Allocation.
- Remove undue constraints on new housing development, including for affordable housing development.
- Affirmatively further fair housing.

4.2.3 Feasibility

According to CEQA Guidelines (Section 15126.6(f)(1):

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other*

> *plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.*

Based on CEQA Guidelines, "feasible" is defined as, "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors" (CEQA Guidelines Section 15364). CEQA does not require that an EIR determine the ultimate feasibility of a selected alternative, but rather that an alternative be potentially feasible.

For the screening analysis, the potential feasibility of potential alternatives was assessed using the following considerations:

- **Technological Feasibility:** Is the alternative feasible from a technical perspective, considering available technology? Are there any construction, operation, or maintenance constraints that cannot be overcome?
- **Legal Feasibility:** For example, do legal protections on lands or financing strategies preclude or substantially limit the feasibility of constructing the alternative?
- **Economic Feasibility:** Is the alternative so costly that its costs would prohibit its implementation?

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the Project, the Project's significant effects, and unique Project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, an EIR must contain a discussion of "potentially feasible" alternatives, the ultimate determination whether an alternative is feasible or infeasible is made by the lead agency's decision-making body (PRC Section 21081[a][3]).

4.3 METHODOLOGY AND SCREENING CRITERIA

A range of potential alternatives was developed and subjected to the screening criteria. Several representative alternatives were considered. There was no attempt to include every conceivable alternative. The following criteria were used to screen potential alternatives:

- Does the alternative meet most of the Project objectives?
- Is the alternative potentially feasible?
- Would the alternative substantially reduce one or more of the significant impacts associated with the Project?

The 167 dwelling units associated with the residential component of the ORCC Specific Plan Project are programmatically evaluated within this EIR as these 167 dwelling units are included within the City's site

inventory to meet its RHNA requirements. The other portions of the ORCC Specific Plan Project are not included within RHNA requirements and therefore are not included within this analysis. As such, specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR. This EIR is not rezoning or entitling the ORCC Specific Plan pipeline project. As such, neither the ORCC Specific Plan Project nor the 167 dwelling units associated with the residential component of the ORCC Specific Plan Project are considered in the alternatives evaluation in this EIR.

4.4 ALTERNATIVES CONSIDERED AND REJECTED FROM FURTHER CONSIDERATION

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167)

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the Project, the Project's significant effects, and unique Project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-makers. (See PRC, Section 21081[a][3]). At the time of action on the Project, the decision-makers may consider evidence beyond that found in this EIR in addressing such determinations. The decision-makers, for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-makers adopt a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence. (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* [2009] 177 Cal.App.4th 957, 998.)

The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination. The following alternatives were considered but are not evaluated further in this Draft EIR for the reasons discussed below.

4.4.1 Reduce Air Quality and Greenhouse Gas Emissions and VMT Impacts

The Draft EIR determined that future developments under the Project would likely result in significant and unavoidable impacts related to air quality and GHG emissions, and VMT. Developing an environmental alternative to reduce the determination to less than significant while keeping the amount of housing needed to satisfy the RHNA was considered. To reduce the air quality, GHG, and VMT impacts, the

residential population in the City would need to increase without increasing daily trips per person so that the population growth outpaces VMT. A robust transit system including high priority transit areas and sufficient transit infrastructure linking jobs with housing would be required to accomplish this objective. While there is some transit serving the City, it is not sufficiently robust to be considered as a means of significantly reducing VMT. As identified previously, the eight Housing Opportunity Sites and Main Street Program are distributed throughout the City with the majority of the sites located within the northern portion of the City. For transit to make enough of a reduction in vehicle trips to reduce VMT and then by extension air quality and GHG emissions, it would need to be available throughout the City, and with sufficient frequency that it would encourage ridership. As this potential is well beyond the Project that is focused on increasing zoning for residential uses and involves a shift from personal car use to transit that is not currently possible, this alternative was ultimately not selected for further analysis in the EIR.

4.4.2 Dedication of Land for Parkland

The Draft EIR determined that future developments under the Project would likely result in significant and unavoidable impacts related to parkland. Developing an alternative to reduce the determination to less than significant by providing more parkland while keeping the amount of housing needed to satisfy the RHNA was considered. Under this alternative, future developments facilitated by the Project would be required to dedicate a portion of the project site for development of onsite parkland. This alternative would require developing the sites at a higher density than was envisioned in the Housing Element Update to accommodate the allocation of a portion of the project site for parkland uses and would require an increase in vertical development to accommodate the higher density required on the same size parcels. The City has a desired acreage requirement of five acres of parkland per 1,000 residents. As identified in Section 3.14, Recreation, of this Draft EIR, the resulting population growth from future developments facilitated by the Project would require an additional 14.46 acres of parkland within the City. The eight Housing Opportunity Sites and the Main Street Program area has a total land area of 104.45-acres; however, only 56.05-acres of the total land area is developable. Therefore, there would not be enough land available within the eight Housing Opportunity Sites and Main Street Program area to accommodate the additional parkland required while also providing enough dwelling units to meet the City's RHNA requirements. This alternative was determined to not be feasible and therefore, this alternative was not further analyzed in this Draft EIR.

4.5 ALTERNATIVES CONSIDERED

Alternatives to the Project considered for analysis in this Draft EIR are:

- No Project/Existing Zoning Alternative

4.5.1 No Project/Existing Zoning Alternative

The No Project/Existing Zoning Alternative assumes that certification of the Housing Element Update would not occur and the establishment of a new zoning designation and rezoning of specific parcels proposed as part of the Project would not occur. The six rezone sites identified for the eight Housing Opportunity Sites would not be rezoned to the new MC/RHD zoning district and would continue to be

zoned its existing zoning designations. Additionally, the Main Street Program which proposes to amend the existing Main Street Specific Plan to allow for residential uses on the second story of structures within the Main Street Specific Plan area would not occur. Table 4.5-1 below outlines the existing zoning designations for the eight Housing Opportunity Sites and Main Street Program and the allowable dwelling units based on the existing zoning designations.

Table 4.5-1: No Project/Existing Zoning Alternative Buildout Assumption

Site Name	Existing Zoning	Dwelling Units based on Existing Zoning
Housing Opportunity Site 1 - 1780 Pacific Coast Highway	RMD	5
Housing Opportunity Site 2 - Leisure World	RHD-PD	177
Housing Opportunity Site 3 - Accurate Storage	RHD-20	36
Housing Opportunity Site 4 - The Shops at Rossmoor	GC	0
Housing Opportunity Site 5 - Old Ranch Town Center	GC	0
Housing Opportunity Site 6 - Seal Beach Plaza	SC	0
Housing Opportunity Site 7 - Seal Beach Center	SC	0
Housing Opportunity Site 8 - 99 Marina Drive	OE	0
Main Street Program	MSSP	0
	Total Units	**218**

Notes:

RMD designation allow duplexes, townhouse projects, apartments, and small-lot, single-unit residential uses, at a density of 15 to 18 dwelling units per net acre.

RHD designation allow for multi-unit residential developments at a base density of 20 to 46 dwelling units per net acre. The maximum density allowed for Housing Opportunity Site 2 – Leisure World is 32.2 dwelling units per acre.

RHD-20 designation allow for multi-unit residential developments at a base density of 20 dwelling units per net acre.

GC designation does not permit any residential uses.

SC designation permits two-unit residential (duplex) if an existing use; new uses are prohibited.

OE designation does not permit any residential uses.

MSSP designation permits single-unit and multi-unit residential developments if an existing use; new uses are prohibited.

Under the No Project/Existing Zoning Alternative, the buildout assumptions for the eight Housing Opportunity Sites and Main Street Program would be 218 dwelling units based on the existing zoning designations. Under the No Project/Existing Zoning Alternative, the Housing Element and Zone Code Updates would not be implemented by the City and the current Housing Element and Zone Code would remain in effect. Land use densities and zoning would remain unchanged and development would be consistent with the existing zoning designation.

Additionally, as the residential component of the ORCC Specific Plan pipeline project would require land use amendments and rezoning from the existing General Plan land use and zoning designation to allow for the development of the ORCC Specific Plan, the 167 units associated with the residential component of the ORCC Specific Plan Project is not included within this alternatives analysis. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated separately by the City in a standalone EIR.

Impact Analysis

Aesthetics

Under the No Project/Existing Zoning Alternative, the three Housing Opportunity Sites that allow for residential uses under the existing zoning designation would be developed in accordance with the existing zoning designation for the sites and the remaining Housing Opportunity Sites and Main Street Program area would not be redeveloped. This alternative would result in less potential future developments compared to the Project; however, it would still result in future developments that would change the existing character of the sites. The City's Municipal Code and General Plan identify development standards to ensure quality development in the City and any aesthetics related policies in the existing Housing Element would continue to be implemented. The aesthetic impacts would be similar to the Project and would be less than significant.

Air Quality

Under the No Project/Existing Zoning Alternative, rezoning of City land and increases in development density would not occur. The potential future development buildout under this alternative would be significantly less than compared to the Project and would result in lesser levels of criteria air pollutant emissions compared to the Project. Future developments under this alternative would require similar mitigation measures to reduce potential construction and operational emissions; however, as this alternative would require significantly less construction and would result in development of significantly less dwelling units than the Project, air quality impacts under this alternative would be less than impacts of the Project.

Biological Resources

Under this alternative, future developments would only take place on Housing Opportunity Sites 1, 2, and 3. As identified in Section 3.3, Biological Resources, of this Draft EIR, there are no special-status plant or wildlife species that have the potential to occur within Housing Opportunity Sites 1, 2, and 3. However, potential presence for bird species protected under the MBTA was identified for all Housing Opportunity Sites due to the potential for birds to nest in the trees that are dispersed throughout each site. Therefore, there would be a potential for bird species protected under the MBTA to occur within Housing Opportunity Sites 1, 2, and 3 under this alternative. Future developments under this alternative would require similar mitigation as those identified for the Project for preconstruction surveys for bird species and therefore, impacts under this alternative would be similar to the Project.

Cultural Resources

Under this alternative, future developments could result in potential impacts to cultural resources, including historic and archaeological resources, similar to the Project. As identified in Section 3.4, Cultural Resources, of the Draft EIR, Housing Opportunity Sites 1 and 2 include structures that are potentially 45 years or older and an identified historical resource (Naval Weapons Station) is located adjacent to Housing Opportunity Sites 1 and 3. Therefore, future developments under this alternative has the potential to directly and indirectly affect historical resources and would require further evaluation to

identify potential impacts. Additionally, as the City has a high sensitivity to precontact and historic period archaeological cultural resources, future developments under this alternative could result in discovery of previously unidentified archaeological resources. As such, future developments under this alternative would require similar mitigation as those identified for the Project and therefore, impacts under this alternative would be similar to the Project.

Energy

Under this alternative, development of future developments would result in increased construction and operational energy demand from existing conditions. However, as identified in Section 3.5, Energy, of this Draft EIR, future developments under the Project would not result in significant increases in energy usage and impacts would be less than significant. Though future developments under this alternative would increase energy demand and consumption from existing conditions, as this alternative would result in development of less dwelling units than the Project, future developments under this alternative would not result in significant increases in energy usage. Therefore, impacts under this alternative would be similar to the Project.

Geology and Soils

Under this alternative, future developments would take place on Housing Opportunity Sites 1, 2, and 3. As identified in Section 3.6, Geology and Soils, of this Draft EIR, new ground disturbance that occurs in geologic units with high paleontological potential may encounter paleontological resources. This could occur at any depth in the Housing Opportunity Sites 1 and 3, and at depths greater than an estimated 5 feet at the Housing Opportunity Site 2. As such, future developments under this alternative would require similar mitigation as those identified for the Project and therefore, impacts under this alternative would be similar to the Project.

Greenhouse Gas Emissions

Under the No Project/Existing Zoning Alternative, rezoning of City land and increases in development density would not occur. The potential future development buildout under this alternative would be significantly less than compared to the Project and would result in lesser levels of GHG emissions compared to the Project. Future developments under this alternative would require similar mitigation measures to reduce potential GHG emissions; however, as this alternative would require significantly less construction and would result in development of significantly less dwelling units than the Project, GHG impacts under this alternative would be less than impacts of the Project.

Hazards and Hazardous Materials

Under this alternative, future developments would take place on Housing Opportunity Sites 1, 2, and 3. As identified in Section 3.8, Hazards and Hazardous Materials, of this Draft EIR, all Housing Opportunity Sites are located within the AIA for the Los Alamitos JFTB AELUP except for Housing Opportunity Site 8 and the southern half of Main Street Program. As future developments under this alternative would be developed in accordance with the existing zoning designation of the sites and would not propose General Plan or zoning code amendments, future developments under this alternative would not be subject to

review by the Orange County ALUC. The Project was determined to result in less than significant impacts to hazards and hazardous materials and as this alternative would result in less than significant impact, impacts under this alternative would be similar to the Project.

Hydrology and Water Quality

Housing Opportunity Sites 1, 2, and 3 are developed with existing uses and therefore, development of these sites under this alternative are not anticipated to interfere substantially with groundwater recharge. However, future developments under this alternative would result in increased water demand from existing conditions which may result in increased demand to groundwater pumping for the City to supply adequate water to its customers. Operation of future developments under this alternative could potentially increase the rate and amount of surface runoff and could create flood hazards. To prevent long-term impacts related to Project operation, new developments would be required to comply with City Municipal Code requirements related to stormwater management similar to the Project. However, as there are existing storm drainage capacity issues within portions of the City, future developments under this alternative may result in flooding related impacts due to the existing drainage system in the City not providing adequate capacity, similar to the Project. Therefore, future developments under this alternative would require implementation of similar mitigation measures identified for the Project to prepare an evaluation to determine the potential impacts the proposed development could have on the existing deficiencies to the City's storm drainage system and provide mitigation measures to resolve impacts to the City's storm drain infrastructure. Future developments under this alternative would require similar mitigation measures as those identified for the Project to reduce potential impacts to a less than significant level. Impacts under this alternative would be similar to the Project.

Land Use and Planning

Under this alternative, a total of 218 dwelling units would be planned for within the City, compared to the Project's 1,606 dwelling units across the eight Housing Opportunity Sites and Main Street Program. The six Housing Opportunity Sites identified for rezoning under the Project would not be rezoned and would remain its existing zoning designation. Additionally, the Main Street Program which proposes amendments to allow for development of second story dwelling units within the Main Street Specific Plan area would not be implemented. As the purpose of this Project is to plan for the future development of dwelling units to meet the City's share of regional housing needs, this alternative would not accomplish this goal. The City's has an RHNA of 1,243 dwelling units within the current planning period. This alternative would only provide for the planning of 218 dwelling units and would not meet the RHNA requirement for the City. Even with inclusion of anticipated ADUs and the residential component of the ORCC Specific Plan pipeline project identified by the City to meet RHNA, this alternative would not provide for the planning of enough units for the City to meet its RHNA. Therefore, this alternative would not contribute toward the City's RHNA numbers and would result in a greater land use and planning impact compared to the Project.

Noise

Future developments under this alternative would result in increased construction and operation noise in the vicinity of Housing Opportunity Sites 1, 2, and 3. The Project was determined to result in temporary and permanent increase in noise and vibration levels from future developments under the Project due to

construction and operational activities. However, all impacts were mitigated to a less than significant level with the implementation of mitigation measures identified in Section 3.11, Noise. Future developments under this alternative would be required to implement similar mitigation measures as those identified in this Draft EIR to reduce construction and operational noise as it would result in activities that would introduce new noise generating uses at the sites. However, future developments under this Project would require less construction activities and would result in a smaller increase in traffic noise within the City. Therefore, impacts under this alternative would be less than the Project.

Population and Housing

As identified in Section 3.12, Population and Housing, of this Draft EIR, the City has an average household size of 1.8 persons per household. This alternative would result in the planning of 218 dwelling units which would result in a population growth of 392 residents. This alternative would generate significantly less new residents compared to the Project's projected generation of 2,891 residents. Therefore, impacts under this alternative would be less than the Project.

Public Services

Under this alternative, increases in demand for public services including fire and police protection and parks from existing conditions would result due to increased population growth from future developments. However, the increase in demand would be less than what would result from future developments facilitated by the Project as this alternative would result in less population growth and development compared to the Project. Though the increase in demand for this alternative would be less than the Project, this alternative would still result in a significant and unavoidable impact to parks. As identified in Section 3.13, Public Services, of this Draft EIR, the City is not currently meeting its desired acreage requirements for parkland and excess park and recreation land does not exist to meet the forecasted demand that would be generated by future developments. The City is already at a deficit for park and recreation land and the increased population growth that would result from this alternative would increase the deficit. Therefore, impacts to public services under this alternative would be significant and unavoidable and would be similar to the Project.

Recreation

As stated above, under this alternative, increases in demand for park and recreational facilities would result due to increased population growth from future developments. Though the increase in demand would be less than what would result from future developments facilitated by the Project, this alternative would still result in a significant and unavoidable impact to parks. The City is not currently meeting its desired acreage requirements for parkland and excess park and recreation land does not exist to meet the forecasted demand that would be generated by future developments. The City is already at a deficit for park and recreation land and the increased population growth that would result from this alternative would increase the deficit. Therefore, impacts to recreation under this alternative would be significant and unavoidable and would be similar to the Project.

Transportation

Under this alternative. traffic conditions at the future development sites and in the vicinity would change from existing conditions and additional traffic would be generated from construction and operational activities. However, compared to future developments facilitated by the Project, this alternative would result in a smaller increase in additional traffic as future developments under this alternative would develop significantly less dwelling units.

As identified in Section 3.15, Transportation, of this Draft EIR, individual development of the eight Housing Opportunity Sites and Main Street Program were determined to result in VMT generation that would be above the threshold of significance. Therefore, development of Housing Opportunity Site 1 under this alternative would continue to result in VMT generation that would be above the threshold of significance as this alternative would develop Housing Opportunity Site 1 with the same number of units as the Project. As identified in Section 3.15, Transportation, Housing Opportunity Site 2 was determined to generate VMT at below the threshold of significance and as development of Housing Opportunity Site 2 under this alternative would continue to develop the site with the same number of units as proposed under the Project, development of Housing Opportunity Site 2 under this alternative would generate VMT at below the threshold of significance. Development of Housing Opportunity Site 3 with 36 units under this alternative compared to the Project's 83 units would be anticipated to reduce VMT generated at the site to below the threshold of significance. Future developments under this alternative would require implementation of similar mitigation measures as identified for the Project. However, future development of Housing Opportunity Site 1 under this alternative would continue to generate VMT above the threshold of significance. Therefore, impacts to transportation under this alternative would be significant and unavoidable and would be similar to the Project.

Tribal Cultural Resources

Under this alternative, future developments would occur within Housing Opportunity Sites 1, 2, and 3. As identified in Section 3.16, Tribal Cultural Resources, of this Draft EIR, the NAHC SLF search resulted in a positive result for tribal cultural resources and the City is located in an area of high sensitivity for precontact Native American resources. Therefore, future developments under this alternative could require ground-disturbing activities in portions of the City that may have sensitive tribal cultural resources and may cause disturbance to tribal cultural resources by potentially unearthing previously unknown/unrecorded tribal cultural resources. As such, future developments under this alternative would require similar mitigation as those identified for the Project and impacts under this alternative would be similar to the Project.

Utilities and Service Systems

Under this alternative, future developments would result in increased demand for water supplies, wastewater treatment, and utility infrastructure from existing conditions. However, as this alternative would result in planning for significantly fewer number of dwelling units compared to the Project, the demand generated by this alternative would be less than the demand generated by the Project. As identified in Section 3.17, Utilities and Service Systems, with compliance with mandatory requirements under the City's various programs aimed at ensuring adequate supplies and service infrastructure are

available to serve the development and adherence to existing programs, requirements, and regulations, impacts would be less than significant. Additionally, adequate water supplies and wastewater treatment capacity was determined to be available to serve future developments facilitated by the Project. As future developments under this alternative would result in significantly fewer number of dwelling units compared to the Project and thereby less demand, there would be adequate water supplies, wastewater treatment capacity, and utility infrastructure to serve future developments under this alternative. As the increase in demand under this alternative would be less than compared to the Project, impacts under this alternative to utilities and service systems would be less than the Project.

Conclusion and Relationship to Project Objectives

The No Project/Existing Zoning Alternative would result in less impacts related to air quality, GHG, noise, population and housing, and utilities and service systems compared to the Project. However, the No Project/Existing Zoning Alternative would result in similar impacts as the Project to aesthetics, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, public services, recreation, transportation, and tribal cultural resources. Finally, the No Project/Existing Zoning Alternative would result in greater impacts to land use and planning than the Project. The No Project/Existing Zoning Alternative would not reduce the significant and unavoidable impacts to public services, recreation, and VMT and would not help the City meet its RHNA requirements as it would not plan for enough dwelling units. Additionally, the No Project/Existing Zoning Alternative would not meet the following Project objectives:

- Encourage new housing for households at all income levels and for households with a range of diverse housing needs.
- Amend land use standards and designations in the City's Zoning Code, Specific Plans, General Plan as needed to comply with state law and meet the required Regional Housing Needs Allocation.
- Remove undue constraints on new housing development, including for affordable housing development.
- Affirmatively further fair housing.

4.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines require the identification of an environmentally superior alternative (Section 15126.6(e)), which is the alternative that best avoids or lessens any significant impacts of the Project, even if the alternative would impede to some degree attainment of the Project objectives. If it is determined that the "no project" alternative would be the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other project alternatives (Section 15126.6(3)). The qualitative environmental effects of each alternative in relation to the Project are summarized in Table 4.6-1. To quantitatively identify an environmentally superior alternative a value has been applied to each environmental effect. Additionally, Table 4.6-2 provides a comparison of the

alternatives with the Project objectives. Accordingly, the alternative with the fewest amounts of impacts and the ability to achieve the most Project objectives is the environmentally superior alternative.

Table 4.6-1: Project Alternative Impact Comparison

Environmental Resource Topic	Project	No Project/Existing Zoning Alternative
Aesthetics	LTS	=
Air Quality	SU	-
Biological Resources	LTS/M	=
Cultural Resources	LTS/M	=
Energy	LTS	=
Geology and Soils	LTS/M	=
Greenhouse Gases	SU	-
Hazards and Hazardous Materials	LTS	=
Hydrology and Water Quality	LTS/M	=
Land Use and Planning	LTS	+
Noise	LTS/M	-
Population and Housing	LTS	-
Public Services	SU	=
Recreation	SU	=
Transportation	SU	=
Tribal Cultural Resources	LTS/M	=
Utilities and Service Systems	LTS	-

Notes:
Equal impact (=)
Less impact (-)
Greater impact (+)

Table 4.6-2: Project Alternatives Comparison to Project Objectives

Project Objective	Project	No Project/Existing Zoning Alternative
Protect and improve quality of life for current and future residents.	X	X
Encourage new housing for households at all income levels and for households with a range of diverse housing needs.	X	
Amend land use standards and designations in the City's Zoning Code, Specific Plans, General Plan as needed to comply with state law and meet the required Regional Housing Needs Allocation.	X	
Remove undue constraints on new housing development, including for affordable housing development.	X	
Affirmatively further fair housing.	X	

As shown above, the No Project/Existing Zoning Alternative would be the environmentally superior alternative as the significant impact of the Project related to air quality and GHG would be reduced. However, the No Project/Existing Zoning Alternative would increase potential impacts to land use and planning and would not meet the majority of the Project objectives.

As required by CEQA, if it is determined that the “no project” alternative would be the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other project alternatives (Section 15126.6(3)). As all other Project Alternatives were considered to be infeasible and rejected from further consideration, the Project is identified as the environmentally superior alternative as it would achieve all of the Project objectives and would help the City meet its RHNA requirements.

5.0 OTHER CEQA CONSIDERATIONS

This section describes the other statutorily required topics including growth inducing impacts, significant and unavoidable impacts, significant irreversible environmental changes, and mandatory findings of significance.

5.1 GROWTH-INDUCING IMPACT

PRC Section 21100(b)(5) specifies that the growth-inducing impacts of a project must be addressed in an EIR. Section 15126.2(e) of the State CEQA Guidelines provides the following guidance for assessing growth-inducing impacts of a project:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

A project can induce growth directly, indirectly, or both. Direct growth inducement could result if a project involved construction of new housing. Indirect growth inducement could result, for instance, if implementing a project resulted in substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a substantial construction effort with substantial short-term employment opportunities that indirectly generates the need for additional housing and services to support the temporary demand. Under CEQA, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

It should be noted that growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open space land to urban uses, and other effects. As such, to address this issue, potential growth-inducing effects were addressed by evaluating whether the Project would result in the following:

- Remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the Project area)?
- Expansion of public services to maintain desired levels of service?
- Encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Encourage or facilitate other activities that could significantly affect the environment?

5.1.1 Remove Obstacles to Growth

The implementation of the Project would not remove obstacles to additional growth in this manner as it would be undertaken in an area that currently is served by all utilities and services. Section 3.12, Population and Housing, analyzes the Project's overall effect on population and housing, including growth-inducing considerations.

In terms of housing, implementation of the Project would provide for development of 1,606 maximum dwelling units, resulting in approximately 2,891 residents. The addition of 2,891 residents would increase the City's existing population of 24,350 residents to 27,241 residents, representing an 11.9 percent increase. The maximum buildout of the Project with 1,606 dwelling units would increase the City's total dwelling units from 14,678 to 16,284, resulting in a 10.9 percent increase.

Additionally, this EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the proposed buildout of 167 dwelling units included within the City's site inventory as a pipeline site. Therefore, with the residential component of the ORCC Specific Plan Project incorporated, the resulting maximum buildout potential would increase to 1,773 dwelling units. The development 1,773 dwelling units would contribute an estimated population increase of 3,191 residents, which is an approximately 13.1 percent increase to the City's 2024 population of approximately 24,350 residents. Maximum buildout of these sites would increase the City's total dwelling units from 14,678 to 16,451. This growth would exceed the City's population projection for 2045 of 25,400 residents by 2,141 residents. The population growth associated with the Project and ORCC Specific Plan Project pipeline site would exceed SCAG's population 2045 projection for the City of 25,400 residents.

However, the maximum scenario is highly conservative as it is unlikely that 100 percent of sites would be developed at the capacity analyzed in this EIR. Therefore, a "realistic development capacity" was used to determine the most probable yield of units at sites in the City's Housing Element site inventory. This scenario assumed development of the five Housing Opportunity Sites being rezoned MC/RHD at 80 percent of maximum allowable density with the remaining three Housing Opportunity Sites at 70 percent of the maximum allowable density. Additionally, the site inventory includes the ORCC Specific Plan Project as a pipeline site that would provide 167 additional units. While under this scenario the Project and the residential component of the ORCC Specific Plan Project would provide for development of 1,332 dwelling units resulting in approximately 2,397 residents and a total population of 26,747 residents, the Project and the residential component of the ORCC Specific Plan Project would increase the City's population by 9.8 percent and still exceed SCAG's 2045 population projection for the City.

The purpose of the Housing Element Update is to plan for and promote housing growth within the City to meet the housing needs of the region and the state. While the scenarios exceed the population projections identified by SCAG, it is important to note that the identification of Housing Opportunity Sites in the City's Housing Element Update does not mean that they will be developed at the estimated unit counts or level of affordability. Additionally, several laws passed in recent years, including the Housing Crisis Act of 2019 (SB 330), aimed to address the need for more housing and expedite approvals for housing projects in order to respond to the state's housing crisis. Implementation of the Project and future developments consistent with the Project would not directly induce substantial unplanned population growth but rather would address an existing need for housing and plan for future housing demand in the City. As such, the Housing Element Update is the City's proposed plan to accommodate anticipated future growth and would not induce unplanned population growth and the impact would be less than significant.

5.1.2 Expansion of Public Services

The Project would increase residents in the City. The Project is expected to incrementally increase the demand for public services for fire and police protections services, which would contribute to the needs to expand facilities to accommodate future growth. The need for additional or expansion of existing public services as a result of future discretionary developments would need to go under CEQA review at a project-specific level. In the event new public service facilities or expansion of public services are required, they would be disclosed and mitigated, as feasible, at a project-specific level. As discussed in Section 3.13, Public Services, existing programs and policies would ensure that the increase in uses and impacts related to police and fire protection services would be less than significant.

5.1.3 Encourage or Facilitate Economic Effects

The construction of future development projects anticipated under the Project would create a number of design, engineering, and construction jobs. Jobs created by the Project would occur until construction of a Project is completed. Additionally, construction employees would be absorbed from the regional labor force, and the construction of future projects are not anticipated to attract new workers to the region. The Project would result in an increase in residents (see Section 3.12, Population and Housing). Future residents of the Project would seek economic opportunities within the City and surrounding area. This would create an increased demand for such economic goods and services and would, therefore, encourage the creation of new businesses and/or expansion of existing businesses that address these needs. Therefore, impacts would be less than significant.

5.1.4 Encourage or Facilitate Environmental Effects of Growth

As discussed, the Project would result in a zone change for six of the eight Housing Opportunity Sites. Implementation of the proposed zone change could further induce non-residential zoned sites to be zoned for residential uses. Future development proposals may change districts in the vicinity of the Project. However, these would require full environmental analysis of the impacts of such actions. The Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The Project would comply with all applicable City plans,

policies, ordinances, etc. and mitigation measures identified in this EIR to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the Project would not result in precedent-setting actions. The impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

5.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126(b) requires an EIR to "describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."

The Executive Summary contains Table ES-1, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While actions from the Project and mitigation measures, where feasible, would reduce the level of impact to less than significant, the following impacts would remain significant and unavoidable after mitigation measures are applied.

5.2.1 Air Quality

- *The Project would conflict with or obstruct implementation of the applicable air quality plan.*
- *The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.*
- *The Project would expose sensitive receptors to substantial pollutant concentrations.*
- *The Project would result in a cumulatively considerable impact related to air quality.*

5.2.2 Greenhouse Gas Emissions

- *The Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*
- *The Project would result in a cumulatively considerable impact related to greenhouse gases.*

5.2.3 Public Services

- *The Project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 parks and recreation.*
- *The Project would result in a cumulatively considerable public services impact related to parks and recreation facilities.*

5.2.4 Recreation

- *The Project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.*
- *The Project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.*
- *The Project would result in a cumulatively considerable impact related to parks and recreation facilities.*

5.2.5 Transportation

- *The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision(b).*
- *The Project would result in a cumulatively considerable transportation impact related to VMT.*

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Pursuant to Section 15126.2(c) of the CEQA Guidelines, an EIR must consider any significant irreversible environmental changes that would be caused by a project should it be implemented. Section 15126.2(c) states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Resources that would be permanently and continually consumed by implementation of the Project include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources. As discussed in Section 3.5, Energy, construction of future developments facilitated by the Project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of diesel and gasoline fuel from the use of off-road equipment (i.e., tractors, excavators, cranes) and on-road vehicles (i.e., construction employee commutes, haul trucks). Construction is not anticipated to require natural gas. Temporary electricity may be required to provide as-necessary lighting and electric equipment; such electricity demand would be met by portable generator sets and, possibly, local distribution. With respect to the operational activities associated with future developments facilitated by the Project, compliance with all state and local regulations, development standards, and applicable building codes would ensure that natural resources are conserved to the maximum extent practicable. As future construction and operational activities anticipated to occur under the Project would result in the

irretrievable commitment of non-renewable energy resources, consumption of such resources is associated with any development in the region and is not unique or unusual to the Project. Furthermore, new technologies or systems may emerge or become more cost-effective or user-friendly and would further reduce reliance upon nonrenewable energy resources.

The Project would not be expected to result in environmental accidents that have the potential to cause irreversible damage to the natural or human environment. The Project primarily involves the planning for development of future residential projects, which do not generate substantial hazardous materials. Future construction activities associated with the development projects anticipated under the Project would result in the limited use, transport, storage, and disposal of common hazardous materials. However, all activities would comply with applicable federal and state laws related to hazardous materials transport, use, and storage, which would significantly reduce the likelihood and severity of accidents that could result in irreversible environmental damage. As the Project does not involve substantial environmental hazards or unreasonably consume non-renewable resources, the irreversible environmental changes that would result from the implementation of the Project would be less than significant.

6.0 EFFECTS NOT FOUND TO BE SIGNIFICANT

Pursuant to CEQA and the CEQA Guidelines, the discussion of the potential effects on the physical environment is focused on those impacts that may be significant or potentially significant. CEQA allows a lead agency to limit the details of discussion of the environmental effects that are not considered potentially significant (CEQA Guidelines Section 15126.2[a] and 15128). CEQA requires that the discussion of any significant effects on the environment be limited to substantial or potentially substantial adverse changes in physical conditions that exist within the affected area, as defined in the PRC Section 21060.5 (Statutory definition of "environment").

Effects determined to be insignificant or unlikely to occur need not be discussed further in the Draft EIR unless the lead agency subsequently receives information inconsistent with the finding (CEQA Guidelines Section 15143).

The Initial Study and NOP were circulated for public review between November 16, 2023 and December 15, 2023 and is contained in Appendix A of this Draft EIR. The Public Scoping Meeting on the Draft EIR for the Project was held on December 6, 2023.

It was determined that implementation of the Project would result in no impact or less than significant environmental impacts with or without mitigation related to the resource topics listed below in the Initial Study prepared for the Project. Analysis supporting the conclusions for these resource topics is included in Appendix A as part of the Initial Study and NOP. It should be noted that the Initial Study evaluated 13 Housing Opportunity Sites and included 1,833 dwelling units, which exceeds this EIR's assumptions of 1,773 dwelling units (eight Housing Opportunity Sites, Main Street Program, and the residential component of the ORCC Specific Plan Project) by 60 dwelling units. As detailed in Section 2.0, the Project evaluated for the purposes of CEQA within this EIR only includes the eight Housing Opportunity Sites and the Main Street Program. This EIR evaluated the Project (eight Housing Opportunity Sites and the Main Street Program) and programmatically discussed the residential portion of the ORCC Specific Plan Project as the 167 proposed units are included within the City's RHNA totals. As the Main Street Program and the residential portion of the ORCC Specific Plan Project were identified as Housing Opportunity Sites 13 and 10, respectively, within the Initial Study, all components of the Project (eight Housing Opportunity Sites and the Main Street Program) and the residential portion of the ORCC were considered within the Initial Study and are therefore considered in the analysis included below. As such, reference to "the Housing Opportunity Sites" herein includes the Housing Opportunity Sites, the Main Street Program, and the residential component of the ORCC Specific Plan Project. The following resources are not discussed at further length in this Draft EIR.

6.1 AESTHETICS

6.1.1 Scenic Vistas

The General Plan does not identify or designate specific scenic resources; nor are there any specific policies related to the preservation of scenic resources. However, several of the Housing Opportunity Sites are in proximity to the Pacific Ocean and open space areas, which can be considered scenic vistas. A substantial adverse effect on a scenic vista would occur where the majority of an existing view would be blocked or substantially interrupted. Individual developments developed under the Housing Element Update would be required to be designed and constructed in accordance with the development standards of the applicable zoning district, including building heights, setbacks, and appropriate placement of buildings. Adherence to the City's design guidelines and standards would minimize and reduce potential impacts to existing views and scenic resources. Implementation of the Project would not result in substantial adverse effect on a scenic vista and impacts would be less than significant.

6.1.2 Scenic Resources within a State Scenic Highway

There are no state designated or eligible scenic highways located near the Project site nor are there any City-designated scenic highways or roadways identified by the City in its General Plan. The closest state designated scenic highway is SR 91, from its intersection with SR 55 to the northeast for approximately 4 miles along the Santa Ana River, and it is the only state designated scenic highway within the entire County. The closest Housing Opportunity Site is located more than 14 miles southwest of this portion of SR 91 and therefore, the Project would not substantially damage scenic resources within a state scenic highway and there would be no impact.

6.1.3 Light and Glare

Implementation of the Project would occur primarily in areas designated for redevelopment of currently underutilized parcels in the City. The Housing Opportunity Sites are located within illuminated areas. While the increased density associated with Project implementation would introduce new sources of light and glare in their immediate surroundings, all new development would be required to comply with City guidelines and Municipal Code requirements, including Chapter 11.4.10.020, related to exterior security lighting, exterior fixture compatibility, outdoor illumination levels, minimization of light spillover and glare, and light standard heights. Therefore, the Project would not result in a new source of substantial light or glare and impacts would be less than significant.

6.2 AGRICULTURE AND FORESTRY RESOURCES

6.2.1 Prime Farmland

None of the proposed Housing Opportunity Sites have been identified as Prime, Unique, or Farmland of Statewide Importance. Implementation of the Project would not have the potential to cause impacts to Prime, Unique, or Farmland of Statewide Importance, nor does it have the potential to convert farmland to

non-agricultural uses. As such, the Initial Study identified that implementation of the Project would have no impact.

6.2.2 Agricultural Zoning

The Project does not have the potential to conflict with any existing zoning for agricultural use. According to the City's Zoning Map Index and Orange County's Public Works Land Records Map, none of the Housing Opportunity Sites are under existing zoning designations that allow agricultural uses onsite and none of the proposed Housing Opportunity Sites are under a Williamson contract. Therefore, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and there would be no impact.

6.2.3 Forest Land and Timberland Zoning

There are no designated Timber Production Zones or agriculturally designated parcels within the Housing Opportunity Sites. Implementation of the Project does not have the potential to conflict with existing zoning for forest land or timberland zoned for Timberland Production. As such, there would be no impact.

6.2.4 Loss or Conversion of Forest Land

The parcels proposed for rezoning have various designations, and there are no forest lands located on or near the Project area. Therefore, development of the Project would not result in the loss of forest land or conversion of forest land to non-forest uses, and there would be no impact.

6.2.5 Change to Existing Environment

Development of the Project would require rezoning of the Project area to accommodate low- and moderate-income residential uses in areas throughout the City. None of the Housing Opportunity Sites are zoned for agricultural use nor were any of the Housing Opportunity Sites identified to include important farmland. The Project would not involve rezoning from agricultural to non-agricultural use or conversion of forest land to non-forest use, and there would be no impact.

6.3 BIOLOGICAL RESOURCES

6.3.1 Local Policies or Ordinances

Future developments on identified Housing Opportunity Sites resulting from Project implementation may require the removal of trees, including street trees. However, all resulting development would be required to comply with the City Municipal Code Section 9.40, Trees, which includes limitations and permit requirements related to the removal of trees, particularly eucalyptus trees. Future developments resulting from Project implementation would be required to abide by this regulation and ensure the Project does not lead to removal of designated landmark trees. Therefore, future developments resulting from Project implementation would not conflict with local policies and ordinances protecting biological resources, and there would be no impact.

6.4 CULTURAL RESOURCES

6.4.1 Burial Sites

Although unlikely, future Project construction activities could result in unknown human remains being unearthed during moving activities. Future developments under the Housing Element Update would be required to comply with California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98, in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into 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 Section 5097.98 of the PRC. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. Although construction activities associated with future developments could result in the discovery of human remains, compliance with existing laws would ensure that significant impacts to human remains would not occur. Therefore, compliance with existing laws and regulations would ensure that future developments resulting from Project implementation does not disturb any human remains, and impacts would be less than significant.

Information related to Tribal outreach is included in Section 3.16, Tribal Cultural Resources, of this EIR.

6.5 ENERGY

6.5.1 Energy Plan

The Project is intended to be consistent with the implementing General Plan Housing Element Update and future individual development projects resulting from Project implementation would be required to comply with current and future iterations of the Building Energy Efficiency Standards and the California Green Building Code. Additionally, future developments would be required to comply with and implement goals and policies identified in the Housing Element Update that support energy conservation opportunities, including Title 24 energy efficiency standards and the statewide goal of transitioning the electricity grid to renewable sources. With implementation of Housing Element Update policies and compliance with existing standards and regulations related to renewable energy, future developments resulting from Project implementation would not conflict with or obstruct state or local plans for renewable energy or energy efficiency and impacts would be less than significant.

6.6 GEOLOGY AND SOILS

6.6.1 Seismic Hazard

The City and Project site are located in the seismically active Southern California region. The currently designated Newport-Inglewood Alquist-Priolo Earthquake Fault Zone traverses through the City. Within this fault zone is the Seal Beach Fault. All of the Housing Opportunity Sites are located to the north and south of this zone and not within it. Future developments resulting from Project implementation would be required to comply with the City's General Plan policies related to geology and geologic hazards. Mandatory compliance with existing regulations, including preparation and submittal of geotechnical studies and reports prior to approval of grading and development plans, would be required. Therefore, future developments resulting from Project implementation would have less than a significant impact related to rupture of a known earthquake fault.

While there is no way to avoid ground shaking and earthquake hazards, compliance with CBC requirements, including specific provisions for seismic design, would mitigate and minimize the effects of earthquakes on new future construction. The Project would require that future developments be designed in accordance with the CBC requirements and statewide regulations to minimize the effects of ground shaking to the greatest degree feasible. Therefore, future developments resulting from Project implementation would have a less than significant impact related to seismic ground shaking.

Geological and groundwater conditions are prevalent in the City and surrounding areas. Housing Opportunity Sites 2, 4, 5, 6, and 8 as well as the residential component of the ORCC Specific Plan Project (identified as Housing Opportunity Sites 2, 5, 6, 7, 9, and 10 in the Initial Study) are within a liquefaction zone, while Housing Opportunity Sites 1, 3, and 7 (identified as Housing Opportunity Sites 1, 4, and 8 in the Initial Study) do not appear to be within a liquefaction zone. Although a majority of the Housing Opportunity Sites are within a liquefaction zone, the Project area is developed with existing commercial, residential, and industrial uses, all of which required proper soil compaction and grading prior to construction, consistent with mandatory regulations and requirements that existed at the time of development. The Project would comply with the General Plan policies and would be constructed in accordance with CBC requirements and all applicable regulations pertaining to safety and stability related to seismic activity. Therefore, future developments resulting from Project implementation would have a less than significant impact from seismic related ground failure.

The Housing Opportunity Sites are at sea level. Seal Beach is relatively flat with an average elevation of 15 feet above sea level and the highest point reaching approximately 70 feet above sea level, as such, there are no hills (typically considered to be over 100 feet above the average elevation) or mountains adjacent to them, though the area backing up to Housing Opportunity Site 7 (identified as Housing Opportunity Site 8 in the Initial Study) is often referred to as a "hill," by Seal Beach residents. There are no known landslides near the Housing Opportunity Sites, nor are they located in an identified landslide zone. Future developments resulting from Project implementation would involve grading and earthwork; however, mandatory compliance with existing regulations, including the preparation and submission of soil engineering studies, geotechnical evaluations, and seismicity reports for new developments would ensure that potential landslide impacts would remain less than significant. Additionally, the Project would

be required to comply with applicable policies and CBC design standards related to seismic and geologic hazards. Therefore, future developments resulting from Project implementation would not cause substantial adverse effects related to landslides, and impacts would be less than significant.

6.6.2 Erosion

Onsite soils during Project implementation and construction can be prone to erosion during construction activities, such as site grading. To reduce the potential for erosion during construction activities, a SWPPP, which specifies BMPs for temporary erosion control measures, would be required. Standard erosion control measures would be implemented as part of the SWPPP to minimize the risk of erosion or sedimentation during construction. Additionally, the SWPPP would be required to include an erosion control plan that describes measures such as phased grading, limiting areas of disturbance, and diverting runoff from disturbed areas. Construction of future developments resulting from Project implementation would require the preparation and implementation of a SWPPP and erosion control plans to minimize potential soil erosion impacts. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

6.6.3 Unstable Geologic Unit or Soil

The General Plan identifies that the City's Grading and Stormwater Pollution Prevention Implementation Manual and Chapter 9.50.020 of the City's Municipal Code require a geotechnical report to be prepared and filed for all projects in which a grading permit is required. Compliance with this requirement would minimize impact resulting from unstable geologic or soil conditions. The recommendations included in the geotechnical reports would be required to be included in the grading plans and implemented during future Project implementation and development. Furthermore, compliance with CBC design requirements and additional review and approval of grading plans would minimize impacts resulting from unstable geologic or soil conditions. Compliance with existing regulations, including the preparation and implementation of site-specific soil engineering and geotechnical evaluations, would reduce potential impacts to less than significant levels. Therefore, future developments resulting from Project implementation would not be located on a geologic unit or soil that is unstable or that would become unstable, and impacts would be less than significant.

6.6.4 Expansive Soil

Future developments resulting from Project implementation would be required to prepare and submit a soil engineering report and geotechnical evaluations as required by Municipal Code Chapter 9.50.020. Recommendations in the geotechnical reports would be required to be implemented into grading plans and during construction activities related to future developments resulting from Project implementations. Additionally, future developments resulting from Project implementation would be required to comply with CBC guidelines and grading regulations that would minimize the risks associated with development proposed in areas containing expansive soils. With implementation of recommendations included in geotechnical reports and adherence to existing regulations related to development in areas with expansive soils, impacts would be less than significant.

6.6.5 Septic Tanks

The General Plan identifies the City as completely "built out" and necessary infrastructure such as water, wastewater, and drainage systems are fully constructed to withstand City system demands. Therefore, future developments resulting from Project implementation would not require the use of septic tanks or alternative waste disposal systems, and there would be no impact.

6.7 HAZARDS AND HAZARDOUS MATERIALS

6.7.1 Routine Transport, Use, or Disposal of Hazardous Materials

During the construction phase, limited amounts of hazardous materials would be used, including standard construction materials such as concrete, paints, solvents, and heavy construction equipment which would contain diesel fuels and oils. The use of hazardous materials during construction would be limited and temporary. Project construction activities would be required to adhere to all applicable federal, state, and local regulations, Orange County Hazardous Waste Management Plan, and General Plan policies relating to the transport, use, and disposal of hazardous materials. Therefore, with compliance with all applicable federal, state, and local regulations, impacts during construction would be less than significant.

The use of hazardous materials during operation of the Project would be limited to those commonly found at facilities such as solvents, cleaners, paints; chlorine and other chemicals for pool maintenance; and pesticides for landscape maintenance activities. These common household hazardous materials would be used in limited quantities and would not create a substantial hazard to the public or the environment. Therefore, impacts related to the routine transport, use, and disposal of hazardous materials during Project operation would be less than significant.

6.7.2 Accidental Release of Hazardous Materials

During construction activities, the transport, use, storage, and disposal of hazardous materials could result in accidental releases into the environment. However, compliance with applicable laws and regulations would minimize the potential for hazardous materials releases that could pose harm to the public or environment. Future Project implementation would establish additional residential housing opportunities throughout the City. Common materials associated with residential uses include small quantity hazardous material, such as cleaners and pesticides. Future developments resulting from Project implementation would not pose a substantial hazard to the public or environment through accidental releases. Therefore, by complying with existing laws, regulations, and General Plan policies, future developments resulting from Project implementation would not create a significant hazard through reasonably foreseeable upset and accident conditions, and impacts would be less than significant.

6.7.3 Emission of Hazardous Materials near a School

With the exception of two Housing Opportunity Site, all other Housing Opportunity Sites are located more than one-quarter mile of an existing or proposed school. Housing Opportunity Sites 1 and 7 (identified as Housing Opportunity Sites 1 and 8 in the Initial Study, respectively) is located within one-quarter mile of

McGaugh Elementary School, which is currently surrounded by existing residential development, Seal Beach Boulevard and the Seal Beach Naval Weapons Station. As stated under 6.7.1 above, construction activities required for future developments resulting from Project implementation would be required to comply with all applicable regulations, Orange County Hazardous Waste Management Plan, and General Plan policies that would minimize risks associated with the use of hazardous materials during construction activities. The same regulations that would protect onsite construction workers from potential risks related to the use of hazardous materials would also protect any nearby sensitive receptors, including schools. Future developments resulting from Project implementation would be required to comply with existing laws and regulations regarding hazardous materials, waste, and emissions to minimize the potential for hazardous emissions to occur. Adherence to federal, state, and local regulations and requirements would reduce potential impacts associated with the accidental release of hazardous materials. Therefore, future developments resulting from Project implementation would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

6.7.4 Hazardous Materials Sites

The Housing Opportunity Sites are not listed on the Hazardous Waste and Substances List (Cortese List). Several hazardous sites are identified within the City and individual development that occurs on the proposed Housing Opportunity Sites that may be located on or next to a hazardous materials site would be required to complete an ESA by a qualified professional to ensure that the future development projects would not disturb hazardous materials sites and that any proposed development would not create a substantial hazard to the public or the environment. Specifically, review of GeoTracker on March 14, 2025 demonstrates that Housing Opportunity Site 8 (identified as Housing Opportunity Site 9 in the Initial Study) was identified as an open site assessment in April 2024. Files available for review on GeoTracker identity the site as a Cleanup Program Site under Orange County Lead Oversight Program and the site's 2013 Phase I ESA notes oil use and storage to formerly occur onsite, along with aboveground storage tanks and piping. Compliance with laws and regulations for investigations and remediation would be required prior to issuance of building permits. Furthermore, any future developments resulting from any of the Housing Opportunity Sites, Main Street Program, or the residential component of the ORCC Specific Plan Project would be required to prepare and submit a Phase I ESA, as appropriate. If the Phase I identifies a recognized environmental condition, it would recommend preparation of a Phase II ESA, which would consist of sampling and testing of soil, soil vapor, and groundwater for hazardous materials and human health risks assessments based on concentrations of the hazardous materials identified. Future developments resulting from Project implementation would be required to implement the recommendations included in the ESAs to remediate hazardous materials before the City would issue building permits. If a new development that is developed under the Project is located on a property contaminated by hazardous substances, compliance with laws and regulations for investigations and remediation regulated at the local, state, and federal levels would be required. Additionally, future developments resulting from Project implementation would be required to implement General Plan policies that would minimize risks from hazardous materials sites. As future developments resulting from Project implementation would require adherence to General Plan policies, compliance with applicable

laws and regulations regarding hazardous materials sites, and preparation of ESAs, impacts would be less than significant.

6.7.5 Emergency Response or Evacuation Plan

The City has prepared an Emergency Operations Plan (EOP) and a Local Hazard Mitigation Plan (LHMP) to ensure protection of City residents in times of emergency and to identify local hazards and provide measures to address these hazards. All future developments resulting from Project implementation would be required to comply with applicable fire and building codes and would be required to be reviewed by the OCFA's Community Risk Reduction Division prior to approval. Additionally, Project implementation would be required to comply with policies identified in the General Plan to ensure effective emergency response. Compliance with General Plan policies, applicable fire and building codes, and the City's EOP and LHMP would ensure that Project implementation would not substantially impair an adopted emergency response plan or evacuation plan, and there would be no impact.

6.7.6 Wildland Fires

The Housing Opportunity Sites are located on different parcels located throughout the City and are not located in hillside areas or areas with urban-wildland interfaces. Project implementation would not occur within a State Responsibility Area (SRA) or Very High Fire Hazard Severity Zone (VHFHSZ). Future developments resulting from Project implementation would be required to adhere to a wide range of state and local codes pertaining to fire protection and would be required to abide by the City's EOP and LHMP. Adherence to the measures in these plans would minimize impacts to the extent possible and would ensure that new developments would not expose people or structures to significant risks associated with wildland fires. Additionally, future developments resulting from Project implementation would be required to implement General Plan policies identified to minimize risk from wildfire hazards. Therefore, with implementation of applicable state and local codes, future developments resulting from Project implementation would not expose people or structures to significant wildland fire risks, and impacts would be less than significant.

6.8 HYDROLOGY AND WATER QUALITY

6.8.1 Water Quality Standards

With the implementation of General Plan policies, adherence to NPDES and Construction General Permit requirements, and adherence to all relevant state and local regulations, construction activities associated future developments resulting from Project implementation would not violate water quality standards or waste discharge requirements.

With the adherence to federal, state, and local regulations and requirements and relevant General Plan policies, runoff associated with both construction and operation of future developments resulting from Project implementation would not violate any water quality standards or discharge requirements.

Construction activities related to Project implementation could impact water quality due to erosion and other pollutants entering construction site runoff, resulting in polluted runoff entering the City's stormwater

system. The City's General Plan Open Space, Recreation, and Conservation Element encourages reducing urban pollutant runoff through implementation of NPDES programs. Additionally, Chapter 9.30 Storm Water Management Program of the City's Municipal Code includes requirements for stormwater drainage systems, polluted runoff, control of water quality management, and enforcement and permit requirements. Any future developments associated with Project implementation that would disturb one acre or more of land would be required to comply with the Construction General Permit and all relevant NPDES requirements, including preparation of a SWPPP. The SWPPP would be required to include construction BMPs that address pollutant source reduction and provide measures of controls necessary to mitigate potential pollutant sources. The Project would also be required to implement General Plan policies that would ensure that new development minimizes potential water quality impacts. Therefore, with the implementation of General Plan policies, adherence to NPDES and Construction General Permit requirements, and adherence to all relevant state and local regulations, construction activities associated future developments resulting from Project implementation would not violate water quality standards or waste discharge requirements, and impacts would be less than significant.

Operation of future developments resulting from Project implementation could potentially create new sources of polluted runoff and increase post-construction pollutants. However, as identified in the Housing Element Update, all of the identified Housing Opportunity Sites, except for Housing Opportunity Site 8 (identified as Housing Opportunity Site 9 in the Initial Study), in developed areas; therefore, development of the Housing Opportunity Sites, the Main Street Program, and the residential component of the ORCC Specific Plan Project would not result in a substantial increase in polluted runoff and impervious surfaces. To prevent long-term impacts related to Project operation, new development related to Project implementation would be required to comply with City Municipal Code Chapter 9.20, Storm Water Management Program. Municipal Code Section 9.20.015, Controls for Water Quality Management, outlines water quality management requirements for all new development and significant redevelopment projects, including requiring compliance with the Orange County DAMP. Additionally, future developments resulting from Project implementation would be required to comply with development requirements and standards for storm drainage and stormwater runoff identified under City Municipal Code Section 11.4.10.020(H), Storm Drainage and Stormwater Runoff, including prevention of runoff, connection to the public drainage system, incorporation of design requirements and integration of BMPs, as required by the City's NPDES permit requirements.

Additionally, future developments resulting from Project implementation would be required to incorporate General Plan policies which ensure that new development minimizes potential water quality impacts. With the adherence to federal, state, and local regulations and requirements and relevant General Plan policies, runoff associated with both construction and operation of future developments resulting from Project implementation would not violate any water quality standards or discharge requirements, and impacts would be less than significant.

6.8.2 Erosion or Siltation

Implementation of the Project would result in changes to land uses which may result in an increase of impervious surfaces. However, except for Housing Opportunity Site 8 (identified as Housing Opportunity Site 9 in the Initial Study), the Housing Opportunity Sites identified under the Project are already

developed with existing uses and located in areas surrounded by existing developments and therefore, future developments resulting from implementation of the Project would be anticipated to utilize the existing drainage facilities in the City consistent with the existing sites. Project implementation would require construction activities that could result in increased potential for erosion and siltation to occur. The Project would be required to comply with City Municipal Code Chapter 9.20, Storm Water Management Program. City Municipal Code Section 9.20.015, Controls for Water Quality Management, outlines water quality management requirements for all new development and significant redevelopment projects, including requiring compliance with the Orange County DAMP. Additionally, the future developments resulting from Project implementation would be required to comply with development requirements and standards for storm drainage and stormwater runoff identified under City Municipal Code Section 11.4.10.020(H), Storm Drainage and Stormwater Runoff, including prevention of runoff, connection to the public drainage system, incorporation of design requirements and integration of BMPs as required by the City's NPDES permit requirements.

Future development projects would be required to prepare and implement a SWPPP, including standard erosion control measures and BMPs to minimize the risk of polluted runoff resulting from increased erosion and sedimentation. The SWPPP would include an erosion control plan that identifies measures, such as diverting runoff from disturbed areas and treatment measures to trap sediment, to ensure there is no polluted runoff. Additionally, future developments resulting from Project implementation would be required to incorporate General Plan policies which ensure that new development minimizes potential water quality impacts resulting from erosion and siltation. With the adherence to federal, state, and local regulations and requirements and relevant General Plan policies, runoff associated with both construction and operation of future developments resulting from implementation of the Project would not result in increased erosion or siltation on or offsite, and impacts would be less than significant.

6.9 LAND USE AND PLANNING

6.9.1 Established Community

The Project identified Housing Opportunity Sites within the City to allow for densified residential development, including low- and moderate-income housing units to help the City meet its RHNA allocation. Future developments resulting from Project implementation would occur within areas that are already developed and would not occur within any existing residential communities that could be divided. The identified Housing Opportunity Sites occur in a variety of locations throughout the City and therefore, development of these sites would not result in division of established communities, and this impact would be less than significant.

6.10 MINERAL RESOURCES

6.10.1 Loss of Resource

The General Plan does not indicate that any Housing Opportunity Sites are located within an area of locally important mineral resources. Housing Opportunity Site 8 (identified as Housing Opportunity Site 9 in the Initial Study) is zoned OE; however, it is a vacant lot with no oil extraction or production activities

present. The Project area does not encompass the City's identified resource areas and the Housing Opportunity Sites do not contain any known mineral resources that would be of value to the region or the residents of the state. Future developments resulting from Project implementation would not result in the loss of availability of any known mineral resources and there would be no impact.

6.10.2 Resource Recovery Site

The General Plan does not indicate that any Housing Opportunity Sites are located within an area identified as a locally important mineral resource recovery site. Housing Opportunity Site 8 (identified as Housing Opportunity Site 9 in the Initial Study) is zoned OE; however, it is a vacant lot with no oil extraction or production activities present. The Project area does not encompass the City's identified resource areas, which include Hellman Ranch, Esther Island, and the Seal Beach NWR. Housing Opportunity Site 3 (identified as Housing Opportunity Site 4 in the Initial Study) is the nearest site to one of the identified resources, Hellman Ranch, and is located approximately 0.3-mile to the northeast. None of the Housing Opportunity Sites are currently used for mineral extraction and do not contain any known or designated mineral resources. Future developments resulting from Project implementation would not have potential impacts associated with the loss availability of a locally mineral resource recovery site and there would be no impact.

6.11 POPULATION AND HOUSING

6.11.1 Displace Existing People or Housing

The Project sets the framework for future growth and development in the City by evaluating sites across the City that have the potential to develop new residential units. The purpose of the environmental review is to address the potential impacts resulting from buildout. However, the Project itself does not directly result in the development of any residential units. As such certification of the Project would not lead to the construction of new residential units. Instead certification of the Project allows for changes to the existing zoning designations and proposed use of the sites. Therefore, since the Project does not directly result in any new construction or development implementation would not require relocation of existing developments. However, if development or redevelopment at the Housing Opportunity Sites is proposed on an individual basis, displacement of existing people or housing could occur.

The Housing Opportunity Sites would likely be developed or redeveloped with a higher density residential development and provide for more residential units, as compared to existing conditions. Therefore, any existing housing that would be demolished as a result of future developments resulting from Project implementation could be replaced at a higher ratio of residential units. Therefore, future developments resulting from Project implementation would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.

6.12 PUBLIC SERVICES

6.12.1 Schools

As stated in the Housing Element Update, Project implementation would identify various Housing Opportunity Sites throughout the City to provide additional residential housing opportunities for low- and moderate-income households. Currently, a majority of the City's K-12 student population need to travel outside the City to attend school, and Los Alamitos Unified School District is anticipated to have adequate capacity to serve potential new students generated from Project implementation. Los Alamitos Unified School District schools generally have small class sizes and low student to teacher ratios. Pursuant to Government Code Section 65996, payment of school impact mitigation fees is deemed to provide full and complete school facilities mitigation. Future developments resulting from Project implementation would also be required to comply with policies in the General Plan pertaining to ensuring adequate school services. Therefore, with the payment of required fees and incorporation of General Plan policies, the Project would not result in the need for new or physically altered school facilities, and impacts would be less than significant.

6.12.2 Other Facilities

Other public facilities within the City include two County libraries. . Project implementation would create additional residential housing opportunities within the City to provide housing units to help the City meet its RHNA allocation. These additional units are not anticipated to result in an increase in demand on public facilities. The Leisure World Library, a privately funded and maintained library, is located in proximity to Housing Opportunity Site 2 and is available to residents and visitors to Leisure World. The Leisure World Library is outside of the proposed rezone portion of this site; therefore, no libraries would be removed as a result of future Project implementation. Additionally, future developments resulting from Project implementation would be required to comply with the General Plan that states that consistency with the County's Growth Management Plan would ensure adequate library services are provided. Therefore, Project implementation would not result in the need for new or physically altered public facilities, and impacts would be less than significant.

6.13 TRAFFIC AND TRANSPORTATION

6.13.1 Geometric Design Features or Incompatible Uses

Project implementation would result in the alteration and intensification of existing land uses in the City. Therefore, future developments resulting from Project implementation would require individual evaluations of the roadway alignments, intersection geometrics, and traffic control features. Roadway improvements would be made in accordance with applicable roadway design guidelines, as well as the Caltrans Roadway Design Manual, in addition to the General Plan Circulation Element policies pertaining to roadway design and improving the safety of all users of the transportation system. Therefore, with adherence to all applicable guidelines, policies and requirements related to roadway design, Project implementation would not substantially increase hazards due to a geometric design feature or incompatible use, and impacts would be less than significant.

6.13.2 Emergency Access

Project implementation would result in the alteration and intensification of existing land uses in the City which could result in inadequate emergency access if the new developments proposed under the Project are not designed to City standards and requirements. As such, future developments resulting from Project implementation would be subject to review and approval by the City's Public Works Department to evaluate roadway alignments, intersection geometrics, and traffic control features, which would be made in accordance with all applicable local and state requirements related to emergency access and the safety of all users of the transportation system. Therefore, with adherence to all applicable guidelines, policies and requirements related to roadway design and emergency access requirements, Project implementation would not result in inadequate emergency access, and impacts would be less than significant.

6.14 UTILITIES AND SERVICE SYSTEMS

6.14.1 Solid Waste

According to California Department of Resources Recycling and Recovery (CalRecycle), in 2022 the City's residential population had a solid waste disposal rate of 6.3 pounds per day per person, and the City had a total disposal amount of 28,468 tons annually. According to the DOF, as of January 2024, the City is estimated to have a persons per household rate of 1.8 persons per household. Therefore, as implementation of the Project would provide a maximum of 1,833 additional dwelling units to the City, the 1,833 additional units would be anticipated to result in a population of 3,354 people. Using the disposal rate provided by CalRecycle, the 3,354 residents would result in a generation of approximately 21,130 pounds per day (10.6 tons per day) of solid waste. This would result in an increase of 3,869 tons of solid waste generated by the City annually. As identified previously, the City had a total annual disposal amount of 28,468 tons in 2022. The potential increase in solid waste generated by implementation of the Project would represent a 14 percent increase in solid waste generated by the City per day and annually. Consistent with SB 1383, all dwelling units or complexes would be required to recycle food scraps and yard waste into green products with the goal of reducing the amount of solid waste sent to landfills. The additional dwelling units would be constructed over time resulting in a small increase year over year to existing solid waste generation and would be expected to generate less solid waste due to SB 1383 Therefore the increase in solid waste from the Project is not anticipated to result in significant impacts.

Future developments resulting from Project implementation would be required to comply with City Municipal Code Section 11.4.10.025, Recycling and Solid Waste Facilities, which includes standards for solid waste and recycling areas. Additionally, construction activities associated with development of the Housing Opportunity Sites identified in the Housing Element Update would be required to comply with all City construction and demolition waste requirements. City Municipal Code Chapter 9.65, Recycling and Diversion of Construction and Demolition Waste, outlines requirements such as preparation of a waste management plan, diversion requirements for construction and demolition debris, and reporting requirements. Future developments resulting from Project implementation would not generate solid waste in excess of standards or capacity of infrastructures and impacts would be less than significant.

6.14.2 Solid Waste Statutes and Regulations

The Project would comply with all federal, state, and local statutes and regulations related to solid waste and would comply with the City Municipal Code Section 11.4.10.025, Recycling and Solid Waste Facilities, and Chapter 9.65, Recycling and Diversion of Construction and Demolition Waste. Compliance with existing statutes and regulations would ensure that future developments resulting from Project implementation are constructed and operated in accordance with solid waste statues and regulations, and this impact would be less than significant.

6.15 WILDFIRE

6.15.1 Emergency Response

Project implementation would not occur within an SRA or VHFHSZ. Furthermore, the City has prepared an EOP and a LHMP to ensure protection of City residents in times of emergency and to identify local hazards and provide measures to address these hazards. Future developments resulting from Project implementation would be required to comply with applicable fire and building codes and would be required to be reviewed by OCFA's Community Risk Reduction Division prior to approval. Additionally, Project implementation would be required to comply with policies identified in the General Plan to ensure effective emergency response. Compliance with General Plan policies, applicable fire and building codes, and the City's EOP and LHMP would ensure that Project implementation would not substantially impair an adopted emergency response plan or evacuation plan, and there would be no impact.

6.15.2 Exacerbate Wildfire Risk

The Project proposes rezoning program to accommodate the planning of low- and moderate-income housing, as required by the state's RHNA allocation for the City. None of the identified Housing Opportunity Sites are located within an SRA or VHFHSZ. Future developments resulting from Project implementation would be required to adhere to a wide range of state and local codes pertaining to fire protection and would be required to comply with OCFA requirements. Adherence to City and County requirements and Project review by the OCFA would minimize impacts resulting from Project implementation to the extent possible and would ensure that new development would not exacerbate fire hazards and would not expose people or structures to significant risks associated with post-fire landslides, mudflows, and flooding.

6.15.3 Associated Infrastructure

Project implementation would result in the parcels being converted for new development and would result in construction and installation of associated infrastructure to accommodate new development. Associated infrastructure would be constructed in accordance with City and County requirements and regulations and would be required to adhere to the measures in the individual requirements for new infrastructure to minimize potential impacts. Additionally, future developments resulting from Project implementation would be required to implement General Plan policies identified to minimize risk from

wildfire hazards. With adherence to applicable building practices and requirements, infrastructure associated with Project implementation would not exacerbate fire risk, and there would be no impact.

6.15.4 Expose People or Structures

With the implementation of applicable state and local codes and adherence to the City and County requirements, the Project would not expose people or structures to significant risk, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts from wildfires would occur.

7.0 LIST OF PREPARERS

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