

Public Review Draft

PACIFIC AIRSHOW HUNTINGTON BEACH PROJECT

Initial Study/Notice of Preparation

Prepared for
City of Huntington Beach
Office of the City Attorney

February 2024



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SECTION 1

Introduction

The Pacific Airshow (Airshow or Project) has historically been held annually in the City for three (3) days (Friday through Sunday), with aircraft flight familiarization and flight practice flyovers beginning as early as Monday of the week of the Airshow, during the fall season, typically towards the end of September/beginning of October. Future Airshows are anticipated to be held annually for three (3) days to up to five (5) days, generally Friday through Sunday or up to Wednesday through Sunday, with aircraft flight familiarization and flight practice flyovers beginning as early as Monday of the week of the Airshow. The Project would include an event program for the continuation of the Airshow for up to ten (10) additional years beginning from year 2024 through 2034 as permitted by the City's Specific Event Permit Process.

1.1 Statutory Authority and Requirements and Purpose

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 2100–21177) and pursuant to California Code of Regulations (CCR) Title 14, Section 15063, the City of Huntington Beach, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine if the Project would have a significant environmental impact. Pursuant to CCR Title 14, Section 15063(c)(3), the purpose of an Initial Study is to assist in the preparation of an Environmental Impact Report (EIR), if one is required, by focusing the EIR on the effects determined to be significant; identifying the effects determined not to be significant; explaining the reasons for determining that potentially significant effects would not be significant; and identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

This environmental documentation is intended as a document undertaken to provide an environmental basis for implementation of the Project. This environmental documentation and supporting analysis are subject to a public review period to provide the public and responsible agencies with information about the potential environmental impacts associated with the Project. During this review, comments on significant environmental issues raised by the public or public agencies would be addressed by the City. Following review of any comments received, the City would consider these comments as part of the Project's environmental review and include them within the Final EIR for consideration by the City Council.

The determination by the City is that the preparation of an EIR is the appropriate environmental review document to address the potential environmental issues associated with the Project. Therefore, this Initial Study/Notice of Preparation (IS/NOP) identifies the effects determined to be potentially significant, and, therefore, would be analyzed in detail in the EIR. Further, this IS/NOP identifies the effects determined not to be significant and, therefore, would not be further addressed in the EIR.

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SECTION 2

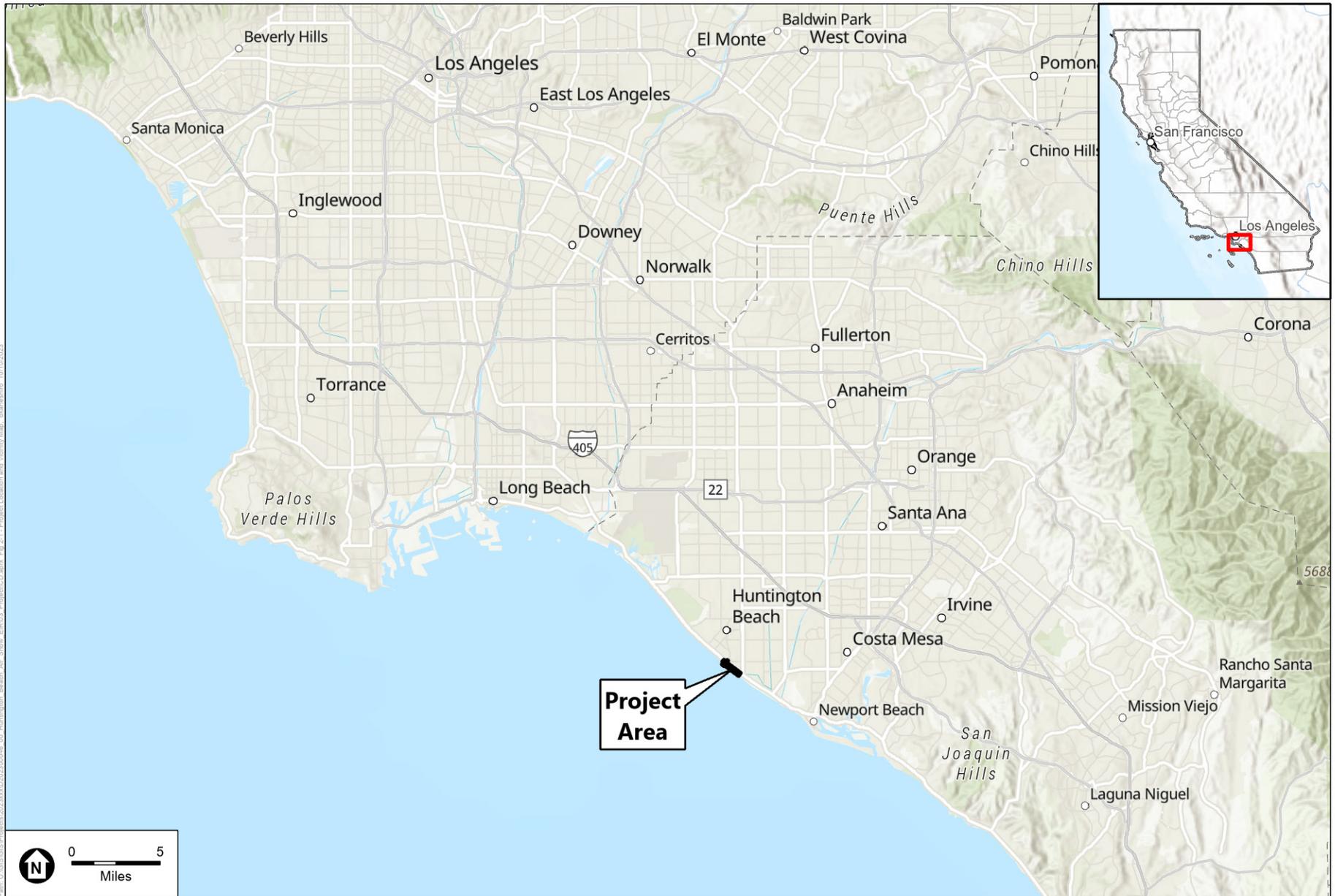
Project Description

2.1 Project Location

Regionally, the Airshow is located in the City of Huntington Beach, which is in coastal Orange County in Southern California; refer to **Figure 1, Project Location and Vicinity Map**. The Show Center Area is the location where primary on-the-ground events and activities of the Airshow take place. Locally, the approximate boundaries of the Show Center Area from northwest to southeast are 7th Street and Pacific Coast Highway (State Route 1 or SR-1) to Beach Boulevard (State Route 39 or SR-39) and Pacific Coast Highway to the Pacific Ocean including a portion of the Huntington Beach Pier landward of the State Lands Commission mean high tide line; refer to **Figure 2, Show Center Area**. The Airshow Performance Area, the primary area for civilian and military aircraft flybys and aerial acrobatics, is located adjacent to the Show Center Area over the Pacific Ocean with an east-west length of approximately 3,000 feet from the shoreline and a north-south length of approximately 12,000 feet; refer to **Figure 3, Airshow Performance Area**. A majority of the civilian and military aircraft flybys and aerial acrobatics occur within approximately 500 and 1,500 feet from the shoreline. The Airshow Performance Area, or the aerobatic box, is identified by 16 buoys placed in the ocean that identify this area. However, many of the aircraft maneuvers, particularly for the military, spill out into the temporary flight restriction (TFR) airspace controlled by the Airshow. The TFR, as issued by the Federal Aviation Administration (FAA) for the Airshow, is a five nautical mile (NM) ring centered on the center of the Airshow's aerobatic box. The restricted airspace within the ring extends from the surface to 15,000 feet above mean sea level (MSL). The Show Center Area and Airshow Performance Area collectively comprise of the Project Site. For the purposes of the technical analysis within this Draft Environmental Impact Report (EIR), a broader study area may be defined that extends beyond the Project Site to reflect the potential impacts associated with civilian and military aircraft flybys and aerial acrobatics traveling to/from the Airshow Performance Area.

2.2 Existing Site Conditions and Surrounding Land Uses

The Show Center Area consists of the beach, the Huntington Beach Pier landward of the State Lands Commission mean high tide line, parking lots, commercial/restaurant uses, bicycle and walking trails along Pacific Coast Highway. Land uses surrounding the Show Center Area comprise of commercial/restaurant uses, hotel uses, parking lots, bicycle and walking trails, Pacific Coast Highway, and the beach.

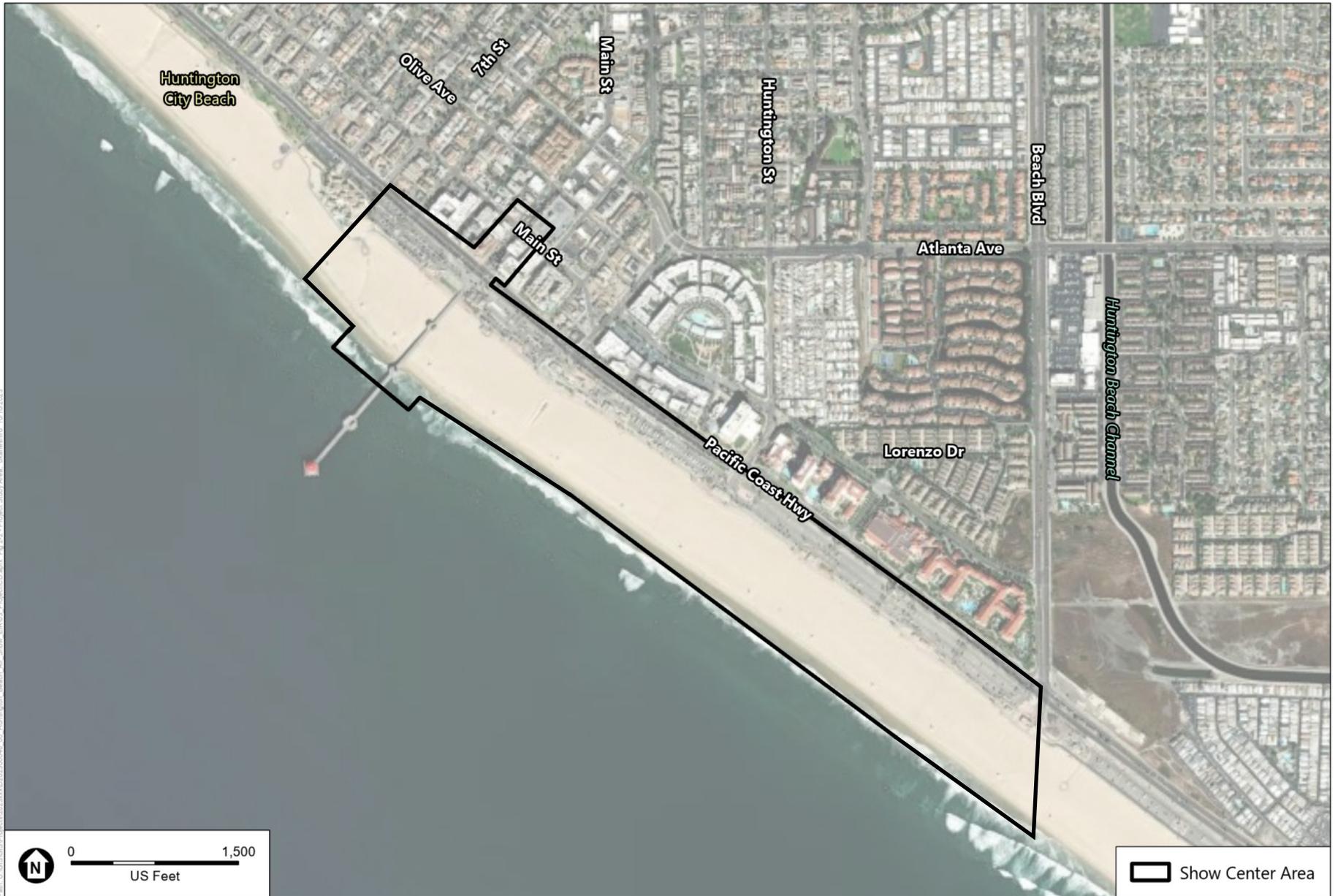


SOURCE: ESA, 2023

Pacific Airshow Huntington Beach

Figure 1
Project Location and Vicinity Map



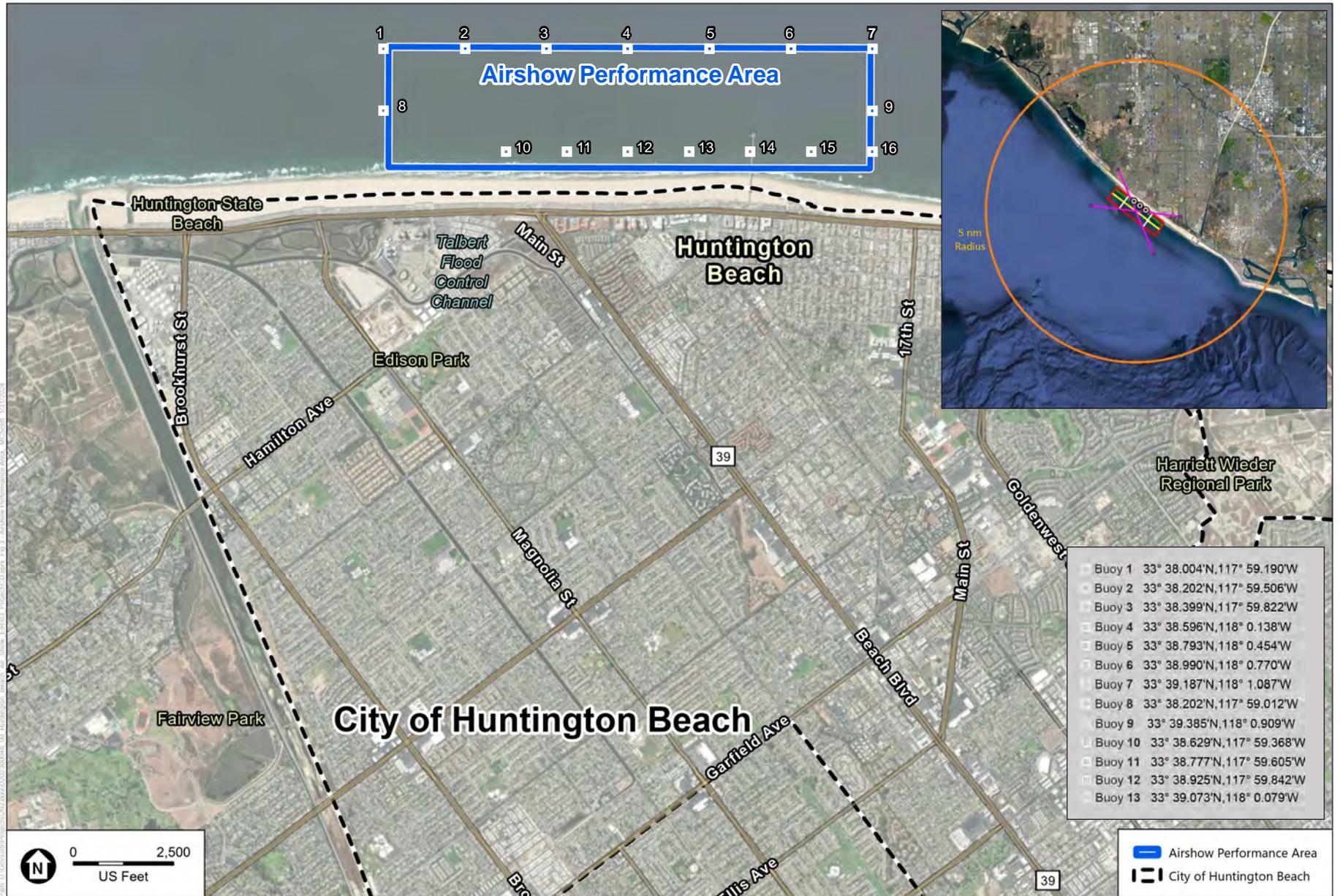


SOURCE: ESA, 2023

Pacific Airshow Huntington Beach

Figure 2
Show Center Area





SOURCE: ESA, 2023

Pacific Airshow Huntington Beach

Figure 3
Airshow Performance Area

2.3 Land Use and Zoning Designations

According to the City's General Plan Land Use Plan, the Project Site is located within the OS-S Shore land use designation. The Shore designation provides for coastal beaches operated by the City and state, and publicly or privately operated ancillary uses (e.g., food stands, recreational equipment rentals, and maintenance equipment storage).

According to the City's Zoning Map, the Project Site is located within the Specific Plan Designation, Specific Plan 5, Downtown. The Downtown Specific Plan (DTSP) is comprised of a 336-acre area that extends from the intersection of Goldenwest Street and Pacific Coast Highway and curves along the coastline, including the Huntington Beach Pier landward of the mean high tide line, down to Beach Boulevard. The purpose of the DTSP is to create a unique and identifiable downtown for the City that capitalizes on the unique location and features of the City's beachside downtown and is an economically vibrant and pedestrian-oriented destination for both residents and visitors. The goals of the DTSP are to establish the vision and create a land use plan for reuse of critical parcels so that the next phase of the community investment and improvement can begin; create an environment that promotes tourism to maximize public access and recreation; increase revenues to support community services; and transform the City's economy.

2.4 Project Background

As permitted by the City's Specific Event Permit Process, the Airshow has been held annually in the City for three (3) days during the fall season each year since 2016, except in 2020 during the COVID-19 pandemic. During the 2021 Airshow, an unrelated oil spill from a pipeline leak off the Orange County coast resulted in the cancelation of the final day to allow for cleanup efforts. The most recent Airshow took place from September 29 to October 1, 2023. A detailed description of the historic and anticipated future Airshow events, activities, and schedules are provided in Section 2.7, *Project Characteristics*.

2.5 Project Purpose and Objectives

A statement of Project objectives and a description of the underlying purpose of the Project is required by California Environmental Quality Act (CEQA) Guidelines Section 15124. The Project objectives and underlying Project purpose are established to guide the lead agency in developing a reasonable range of alternatives to evaluate in the Draft EIR and aid the decision makers in preparing findings or a statement of overriding considerations, if necessary.

The underlying purpose of the Project is to provide a spectacle-scale airshow in Huntington Beach that attracts attendees throughout the Southern California area (and perhaps beyond) and features civilian and military aircraft flybys and aerial acrobatics, air racing, helicopter landing/runway displays comprised of temporary acrylonitrile butadiene styrene (ABS) foundation (stadium flooring) or wood or aluminum flooring, electric vehicle (EV) and drone displays with hangars and aerial competitions and drone shows, displays of other emerging aviation/mobility technology, and visitor-serving entertainment, services, and amenities (e.g., variety of viewing areas, vehicle and aircraft demonstrations and displays, illustrations, flight

simulations, merchandise tents, concessions, food trucks, live music entertainment, wave pool surf competitions, skateboard and bicycle motocross (BMX) bowl competitions, sandcastle building competitions, art installations, and pyrotechnic shows).

The Preliminary Project objectives include:

- Continue to provide a family-oriented, safe, educational, fun, and entertaining Airshow experience with an emphasis on outdoor lifestyle and popular culture elements.
- Continue to provide a gathering place where locals and visitors can come together to enjoy civilian and military aircraft flybys and aerial acrobatics, illustrations, displays, food, and music.
- Prove an event that promotes careers and opportunities in the Defense Forces.
- Provide an event that promotes coastal access.
- Continue to promote awareness and use of the Huntington Beach Pier and beaches.
- Continue to promote awareness of the Downtown Huntington Beach hotels, restaurants, stores, and businesses.
- Continue to promote Huntington Beach and Southern California as a global tourism destination.
- Create a net positive direct economic impact on the City and surrounding communities as a result of spending by incremental visiting attendees, the event organizer, and event sponsors.
- Increase in tax revenues (i.e., sales tax and transit occupancy tax) to the City.
- Continue to provide temporary and full-time jobs associated with the Airshow.
- Provide an event that reduces potential impacts to the surrounding sensitive habitat including the Bolsa Chica Ecological Reserve, the Huntington Beach Wetlands, the Magnolia Marsh, and special-status wildlife species such as the federally endangered California least tern and western snowy plover.

2.6 Project Characteristics

2.6.1 Historic and Future Airshow Activities and Events Schedule

As discussed above, the Airshow has historically been held annually in the City for three (3) days (Friday through Sunday), with aircraft flight familiarization and flight practice flyovers beginning as early as Monday of the week of the Airshow, during the fall season, typically towards the end of September/beginning of October. The approximate times the TFR is in effect during the week of the Airshow are typically Tuesday 12:45 PM to 2:30 PM (to accommodate flight familiarization for the Thunderbirds), Friday 9:30 AM to 5:00 PM, Saturday 10:00 AM to 5:00 PM, and Sunday 10:00 AM to 5:00 PM. The hours of historic Airshow flights typically occurred between 10:00 AM and 5:00 PM; however, other Airshow-related activities have extended as late as 10:00 PM (Airshow performer private party and live music entertainment with nighttime flyovers by designated aircraft including parachute jumps onto the beach occurring during the evening hours of the of the music festival), as further described below. Future Airshows are

anticipated to be held annually for three (3) days to up to five (5) days, generally Friday through Sunday or up to Wednesday through Sunday, with aircraft flight familiarization and flight practice flyovers beginning as early as Monday of the week of the Airshow. New Airshow activities for future Airshows could also extend as late as 11:00 PM, as further described below. The City's Noise Ordinance, Chapter 8.40 Noise Control, Section 8.40.130 Permit Process, allows noise from temporary events to be exempt from provisions of the Ordinance if the event has a permit. As discussed above, the Project would include an event program for the continuation of the Airshow for up to ten (10) additional years beginning from year 2024 through 2034 as permitted by the City's Specific Event Permit Process.

Historic and Continued Airshow Activities and Events

The following activities and events have occurred in association with the Airshow since 2016 and are anticipated to generally continue as described for the next 10 years of future Airshows (through 2034).

After arrival to the aircrafts designated airports (airport locations further described below) for staging/maintenance/preparation, the aircraft conduct flight familiarization and flight practice flyovers throughout the Airshow Performance Area beginning as early as Monday of the week of the Airshow leading up to the opening day (Wednesday, Thursday, or Friday). Historically, the Airshow has attracted attendees throughout Southern California. Historical and future Airshows are anticipated to employ approximately 300 daily event staff and unpaid volunteers to assist with all event activities and Airshow operations.

On the day prior to the start of the Airshow, typically Thursday, the Airshow holds several events that are collectively referred to as "media day," which typically takes place at the Lyon Air Museum, located in Santa Ana, California, from approximately 10:00 AM to 12:00 PM for civilian performers and then relocates to the Joint Forces Training Base Los Alamitos Airfield, located in Los Alamitos, California, from approximately 1:00 PM to 4:00 PM for military performers. The media day events are considered private events. For all Airshow event days, which are open to the public, the Airshow admission, venue, and festival areas are open from 9:00 AM to 6:00 PM with civilian and military aircraft flybys and aerial acrobatics performing from approximately 10:00 AM to 5:00 PM. Saturday night, a private party is hosted for the Airshow performers from 6:00 PM – 10:00 PM at a single private undisclosed location. During the Airshow, demonstrations and vehicle and aircraft displays, illustrations, flight simulations, sponsorship booths, merchandise tents, concessions, and food trucks are located throughout the venue. During the 2021 Airshow, the Afterburner Music Festival, the Official After Party of the Pacific Airshow, took place within the southernmost portion of the Show Center Area for two evenings following the Airshow (Friday, October 1, and Saturday, October 2, 2021). Nighttime flyovers by designated aircraft including parachute jumps onto the beach occurred during the evening hours of the of the music festival. The media day and Airshow performer party are private events that do not require approval by the City; as such, these events are not subject to CEQA and therefore, are not analyzed in this Draft EIR. Any potential noise impacts generated by these events would be regulated by the City's Noise Ordinance. The Airshow and all other associated events and activities that are open to the public are analyzed throughout this Draft EIR.

New Airshow Activities Anticipated for 2024 through 2034

In addition to the activities and events described above for historic and continued Airshows, the following new public activities and events are anticipated to take place during future Airshow weekends:

- Multi-day air racing (i.e., aircraft competing over a fixed course) to occur within the Airshow Performance Area during the hours of the Airshow.
- Helicopter landing/runway display on a temporary helipad to be generally located within an open area directly in front of the Main Hospitality Area (Area D) during the hours of the Airshow. The landing/runway area would be constructed from drivable ABS foundation (stadium flooring) to stabilize the sand and mitigate sand blowing.
- Aircraft static, EV, drone and other urban air mobility (UAM) technology displays and aerial competitions to occur within both the Show Center Area and Airshow Performance Area during the hours of the Airshow.
- Public viewing locations of the EV aircraft hangars to be generally located just north of the Main Hospitality Area (Area D).
- During the 2021 Airshow, the Afterburner Music Festival, the Official After Party of the Pacific Airshow, took place for two evenings following the Airshow. Now, becoming an annual component of the Airshow, a multi-day music festival would be located generally within the northernmost portion of the Show Center Area within Concert Area #1 (Area A) or alternatively the southernmost portion of the Show Center Area within Concert Area #2/Additional Seating/Activations Area (Area E). The multi-day music festival would occur following the conclusion of the Airshow up to 11:00 PM over three (3) days over the weekend directed towards the ocean (with separately sold tickets).
- During the Afterburn Music Festival in 2021, nighttime flyovers occurred. Now, becoming an annual component of the Airshow, nighttime flyovers or displays by designated aircraft including parachute jumps onto the beach within the Performance Area would be relatively quick in duration (similar to the 2021 Airshow), even if multiple flyovers occurred, during the evening hours simultaneously with the music or between music acts.
- Wave pool surf competitions to be generally located within the Seating/Activations Area (Area C) during the hours of the Airshow.
- Skateboard and BMX bowl competitions and motorcross demonstrations to be generally located within the Seating/Activations Area (Area C) during the hours of the Airshow.
- Sandcastle building competitions to be generally located within the Seating/Activations Area (Area C) during the hours of the Airshow.
- Art installations to be generally located throughout the Show Center Area.
- Vehicle ride and drive in generally located within the Parking/Potential Activations Area (Area F), Activations/Parking/RV Camping Area (Area G), or the Parking/Activations Area (Area H).
- Side-by-side ride and drive on the sand generally located within the Seating/Activations Area (Area C).
- Pyrotechnic nightly shows to be discharged from either aircraft (nighttime flyovers) or discharged from the Huntington Beach Pier or an ocean barge concluding by 11:00 PM each evening of the Airshow.

2.6.2 Airshow Performer Schedule

From prior years, typically each day the Airshow begins around 10:00 AM with the MV-22 Osprey streamer drop, then the Orange County Fire Authority (OCFA) water drop, followed by the Australian Anthem, Canadian Anthem, and the United States Anthem, and then followed by the U.S. Navy Leap Frog Parachute Team with American Flag banner tow. The official start of the Airshow is immediately after, at approximately 10:30 AM, when the below-mentioned Airshow civilian and military performers display aircraft flybys and aerial acrobatics in designated time slots with the final performer being the U.S. Air Force Thunderbirds or the U.S. Navy Blue Angels concluding by 5:00 PM. The Airshow performer schedule and the Airshow performers are subject to change each year for the Airshow.

The Applicant would conduct scheduled drone flights throughout the event days for capture of event promotional footage and documentation of event layouts in various areas. These drone flights would take place during the Airshow performance schedule within the Airshow Performance Area. In addition, the Applicant would also have aerial assets such as helicopters and jets with cameras conducting flights during the Airshow performance schedule within the Airshow Performance Area for the same purpose. In addition, the Applicant would have a photo flight (i.e., a flight made for the purpose of aerial photography, with a photographer manually taking pictures), which typically occurs on the Wednesday or Thursday between 3:00 PM and 6:00 PM prior to the Airshow. Further, there could potentially be other photo missions and flights such as a VIP experience or media flights.

2.6.3 Airshow Performers

The previous performers and anticipated performers for future Airshows include, but are not limited to, display teams from the United States Air Force (U.S. Air Force), United States Navy (U.S. Navy), United State Marine Corps (U.S. Marine Corps), the United States Army (U.S. Army), as well as performances by fan-favorite civilian performers. The performers typically include the following: U.S. Air Force Thunderbirds, U.S. Air Force F-15 Eagle, U.S. Airforce F-22 Heritage Flight, U.S. Airforce Rockwell B-1 Lancer Bomber, U.S. Air Force T-33 Ace Maker, U.S. Air Force Boeing C-17 Globemaster III, U.S. Air Force Boeing KC-135 Stratotanker, Red Bull U.S. Air Force Chambliss and Fitzgerald Jumpers, U.S. Navy Blue Angels, U.S. Navy F/A-18F Super Hornet (Rhino), U.S. Navy F-35C Lightning, U.S. Navy Growler Legacy Team, U.S. Navy Leap Frogs Parachute Team, U.S. Marine Corp MV-22 Osprey, U.S. Army Golden Knights, Royal Canadian Forces Snowbirds, Lyon Air Museum – Flybys C-47, FedEx Boeing B757, Tom Larkin SubSonex Mini Jet, Matt Hall & Emma McDonald Racing, Sammy Mason Edge 540 (N540SA), Michael Goulian Extra 330SC N821MG, Jet Waco N32KP, and OCFA water drop. As mentioned above, the Airshow list of performers is subject to change each year for the Airshow.

2.6.4 Airport Origin, Airshow Flight Paths, and Airshow Performance Duration.

As discussed above, future Airshows are anticipated to be held annually for three (3) days to up to five (5) days, generally Friday through Sunday or up to Wednesday through Sunday, with aircraft flight familiarization and flight practice flyovers beginning as early as Monday of the week of the

Airshow. A majority of the aircraft originate from, but are not limited to, the Joint Forces Training Base Los Alamitos Airfield (KSLI) located in Los Alamitos, California (approximately 12 aircraft in 2023) and John Wayne Airport (SNA) located in Santa Ana, California (approximately 9 aircraft in 2023). Other airports to originate one to two aircraft are March Air Reserve Base (RIV) located Riverside County (approximately 2 aircraft for 2023), Fullerton Municipal Airport (FUL) located in Fullerton, California (1 aircraft for 2023), Los Angeles International Airport (LAX) located in Los Angeles, California (1 aircraft for 2023), San Diego International Airport (SAN) located in San Diego, California (0 aircraft for 2023), Channel Islands Air National Guard Station located at Port Hueneme, California (1 aircraft for 2023), and Edwards Air Force Base (EDW) located in Kern County (1 aircraft for 2023). Many of the aircraft, particularly the larger ones, seldom fly over land and instead hold out over the water and only make a few passes in front of the Show Center Area before returning to their origin airports. Typically, the duration of the aircraft over the Show Center Area ranges between approximately two minutes to up to 45 minutes. The Airshow airport origins, Airshow flight paths, and Airshow performance durations are subject to change each year for the Airshow.

2.6.5 Show Center Area Layout and Event Viewing

The Show Center Area is collectively comprised of the Concert Area #1 (Area A), Pier Seating Area (Area B), Seating/Activations Area (Area C), Main Hospitality Area (Area D), Concert Area #2/Additional Seating/Activations Area (Area E), Parking/Potential Activations Area (Area F), Activations/Parking/RV Camping Area (Area G), and Parking/Activations Area (Area H; refer to **Figure 4, Overall Conceptual Site Plan**). Access to the pier ocean ward of the seating area shall remain open to the public. The Main Hospitality Area (Area D) for ticket purchases includes a tented pavilion comprised of all-inclusive premier club seating with unreserved seating and all-day hosted food and beverages; all-inclusive premiere club reserved tables for up to 10 guests with all-day hosted food and beverages; private-viewing and fully furnished cabanas for up to 20 guests; and fully furnished chalets for up to 85 to 135 guests (two size chalets available as standard and other sizes offered as customized packages). The ticketed general admission viewing areas with unreserved standing room access are located throughout the Seating/Activations Area (Area C). The Airshow offers a recreation vehicle (RV) camping area (Area G) with camping check-in offered on the day prior to the start of the Airshow check-out the Monday following the Airshow. Located throughout the Seating/Activations Area (Area C) are catering tents, food trucks, merchandise booths, bars serving beer, wine, and spirits, public safety stations, security check tables, volunteer tents, over one-hundred (100) portable and Americans with disability act (ADA) bathrooms and several restroom trailers, barricades, ABS foundation (stadium flooring) or wood or aluminum flooring helicopter landing/runways and walkways, and trash receptacles/dumpsters. Speakers for the public address (PA) system and generators are stationed throughout the venue to amplify the live Airshow broadcast. The amplified sound would occur between 9:00 AM and 5:00 PM for civilian and military aircraft flybys and aerial acrobatics and up to 11:00 PM for the music festival during the event days. In addition to the above-mentioned viewing areas, the event

is also available to the public. It is anticipated that public beach areas located beyond the Show Center Area would be used by both spectators and beachgoers, as well as boaters within the Pacific Ocean located beyond the Airshow Performance Area. The area in front of the Main Hospitality Area (Area D) is reserved for the parachute landing area/landing pad. Located throughout the venue are emergency vehicle staging areas and access lanes, first aid stations, and lost and found stations. The Parking/Activations Area (Area H) (free for the public) features vehicle and aircraft demonstrations and displays, illustrations, flight simulations, sponsorship booths, merchandise tents, concessions, and food trucks. The Activations/Parking/RV Camping Area (Area G) and the Parking/Potential Activation Area (Area F) could also include additional activations, vehicle and aircraft demonstrations and displays, and illustrations in addition to parking and RV camping. The Pier Seating Area (Area B) includes temporary seats for purchase and includes umbrellas, cocktail tables and two cash bars. All Pier Seating is landward of the State Lands Commission mean high tide line. Public access (for non-ticket holders) to the Pier would remain open during future Airshows. Only a portion of the Pier would be reserved for seated ticketholders and pier ingress and egress would still be provided. The Show Center Control Area located within the center of the Main Hospitality Area (Area D) includes the elevated show control and broadcast room, production and sound tents, and a public safety station. Following each future Airshow, the Show Center Area would be restored to pre-Project conditions. Access, Ingress/Egress, Road Closures, and Parking

The primary vehicular travel corridors to access the Show Center Area are from Interstate 405 (I-405) to either Beach Boulevard, Magnolia Street, Brookhurst Street, or Goldenwest Street; State Route 55 (SR-55) to Pacific Coast Highway; or Seal Beach Boulevard to Pacific Coast Highway. Based on previous Airshows, temporary changes to vehicular ingress and egress of the Airshow area are anticipated to result from the following restrictions: establishment of a staging area for emergency response personnel between the 200-300 block of southbound 1st Street; installation of staging equipment for the Airshow on Main Street between Walnut Avenue and Pacific Coast Highway; and temporary use of an auxiliary lane to facilitate exiting vehicles from the public parking lots on southbound Pacific Coast Highway approximately 300 feet before the intersection at Beach Boulevard. Future Airshows do not propose substantial or permanent changes to the existing circulation elements, or temporary road closures, which would affect transit vehicles, automobiles, bicycles, or pedestrians beyond what has occurred for historic Airshows.

Patrons arriving by vehicle are permitted to park within the Huntington Beach public parking areas, where the Applicant coordinates with the City to reserve parking spaces dedicated to Airshow attendees. Access to the public parking lots adjacent to the Show Center Area are located along Pacific Coast Highway at the intersection of 6th Street, 1st Street, Huntington Street, Beach Boulevard, and a right-in-right out driveway mid-block between Main Street and 1st Street. Additional public parking southeast of the Show Center Area can be accessed at Newland Street, Magnolia Street, and Brookhurst Street. On-street parking in the general vicinity is allowed except where the temporary restrictions are implemented along Pacific Coast Highway, along with other streets with temporary closures as described above. The Applicant and City could implement future event shuttle programs that would allow attendees to park at designated public locations and ride a free shuttle to the Show Center Area. It is anticipated the City would close the parking entrance located at Huntington Street and Pacific Coast Highway for the Airshow's

exclusive use during event set up, event days, and event breakdown. The RV camping lot at this location would be reserved for curation and sale of the Airshow's RV Camping Experience with camping check-in offered on the day prior to the start of the Airshow check-out the Monday following the Airshow. The Airshow would also have 15 RV camping spaces reserved for production use and set up beginning prior to the start of the Airshow up to the Friday following the end of the Airshow.

2.6.6 Airshow Set Up and Site Breakdown

The Airshow set up would be limited to the Show Center Area. Set up of event facilities is anticipated to begin up to two weeks prior to the start of the Airshow with a typical day of set up beginning at 6:00 AM and ending by 8:00 PM.

Site breakdown would involve removal of all equipment and temporary facilities. Required equipment would include rubber-tired loaders, forklifts, pick-up trucks with trailers, 4-wheel drive all-terrain carts, and construction light towers. All materials, trash, and debris would be removed from the beach and disposed of off-site daily and at the conclusion of the Airshow. Site breakdown would begin on the final event day (Sunday) following the end of the Airshow from 5:00 PM through 12:00 AM and would continue on the Monday through Friday, from 6:00 AM to 8:00 PM, each day following the Airshow until completed.

2.6.7 Event Security and Evacuation

In addition to foot and motor patrols provided by the City of Huntington Beach Police Department (HBPD) during the event days, private security would also be provided by the Applicant. The private security company would coordinate crowd control, internal security, venue safety, and emergency evacuation in coordination with the HBPD. In addition, HBPD motor officers and parking control officers would be deployed to maintain traffic flow along Pacific Coast Highway and to enforce parking restrictions in the vicinity. Fire and medical services would be provided by the Huntington Beach Fire Department (HBFD). Located throughout the venue are emergency vehicle staging areas and access lanes, first aid stations, and lost and found stations. Access lanes throughout the Show Center Area would be restricted for emergency vehicles and personnel throughout the Airshow.

2.6.8 Utilities

Trash/waste (i.e., general waste/trash, recycling waste, food waste, restroom waste), water, and wastewater are the responsibility of the Applicant to work directly with the City for coordination and execution. Consistent with the City's franchise agreement, the Applicant would contract and coordinate refuse needs with the City's waste management provider, Republic Services. Republic Services would provide cardboard general waste and recycling bins with lids to be located throughout the Show Center Area including the reserved parking lot areas and would place dumpster bins in accordance with expected attendance. Dedicated food waste bins would be placed in the hospitality areas throughout the venue. The Applicant would be responsible to replace all full trash can liners throughout the venue and to place the trash from the bins into the dumpsters to then be removed by Republic Services following the conclusion of the Airshow.

The Applicant would encourage all food vendors to avoid plastics (straws, cups, lids) and recommended to use paper straws or straw less lids. For non-potable water demand, the Applicant would use a water coupler to access the irrigation in the planters in the City's parking lots for the Airshow's parking lot activation activities. For potable water, the Applicant would bring in their own water tank and utilize it for filling the wave pool, luxury restroom trailers, washing stations, and catering. The water tank would be filled using the City's hydrants. Alternatively, through an agreement with the Utilities Division in the Public Works Department of the City, a water meter could be installed on the hydrants in the City's parking lots to allow the Airshow to connect directly into the hydrant for potable water to fill the Applicant's water tank and to pay the event's water bill according to Airshow usage on the meter. Restrooms available for the Airshow would consist of the existing restrooms, over one-hundred (100) portable and ADA bathrooms, and several restroom trailers located throughout the venue. All restroom facilities would be cleaned and serviced at the conclusion of the Airshow each day. Each of the single portable restrooms would sit in a containment tray on top of plywood (or other suitable flooring) and would not be within 50 feet of an existing storm drain. Wastewater generated from the Airshow would be hauled off by the Applicant's vendors (i.e., portable bathrooms and restroom trailers). Propane would be used for cooking and heating. Electrical power connections to the City's electric grid would be provided throughout the venue.

2.7 Review and Approvals

The Airshow is anticipated to require the following review and approval by the City of Huntington Beach:

- Certification of the Final Environmental Impact Report.
- Approval of the Specific Event Permit Application.

SECTION 3

Environmental Checklist/Initial Study

3.1 Project Details

- 1. **Project Title:** Pacific Airshow Huntington Beach Project
- 2. **Lead Agency Name and Address:** City of Huntington Beach
Office of the City Attorney
2000 Main Street, Fourth Floor
Huntington Beach, CA 92648
- 3. **Contact Person and Phone Number:** Michael E. Gates, City Attorney
(714) 536-5538
- 4. **Project Location:** City of Huntington Beach
- 5. **Project Sponsor's Name and Address:** Kevin Elliot
Pacific Airshow LLC
5252 Bolsa Avenue
Huntington Beach, CA 92649
- 6. **General Plan Designation(s):** OS-S Shore
- 7. **Zoning:** SP-5, Downtown
- 8. **Description of Project:**

Please refer above to Section 2, *Project Description*.

9. Surrounding Land Uses and Setting.

As described in Section 2, *Project Description*, the Show Center Area and Airshow Performance Area collectively comprise of the Project Site. Locally, the approximate boundaries of the Show Center Area from northwest to southeast are 7th Street and Pacific Coast Highway (State Route 1 or SR-1) to Beach Boulevard (State Route 39 or SR-39) and Pacific Coast Highway to the Pacific Ocean including a portion of the Huntington Beach Pier landward of the State Lands Commission mean high tide line. The Airshow Performance Area, the primary area for civilian and military aircraft flybys and aerial acrobatics, is located adjacent to the Show Center Area over the Pacific Ocean with an east-west length of approximately 3,000 feet from the shoreline and a north-south length of approximately 12,000 feet. A majority of the civilian and military aircraft flybys and aerial acrobatics occur within approximately 500 and 1,500 feet from the shoreline. Land uses surrounding the Show Center Area comprise of commercial/restaurant uses, hotel uses, parking lots, bicycle and walking trails, Pacific Coast Highway, and the beach.

10. Other public agencies whose approval is required

No other public agency's approval is required.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City would conduct consultation with California Native American tribes pursuant to Assembly Bill (AB) 52 to identify tribal cultural resources in or near the Project Site. The City would send notification letters via email to Native American contacts on their AB 52 Master List or whichever groups have previously notified the City that they would like to be contacted regarding proposed projects.

3.2 Environmental Factors Potentially Affected

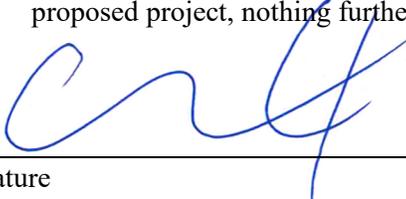
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Signature



 Date

 Signature

 Date

3.3 Environmental Checklist

I. Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS —				
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors. Scenic vistas within the City include views of the Pacific Ocean and associated beaches and the Bolsa Chica Ecological Reserve, which covers approximately 1,400 acres of wetland marshes containing wildlife (Atkins, 2017).

Future Airshows are anticipated to be held annually for three (3) days to up to five (5) days, generally Friday through Sunday or up to Wednesday through Sunday, with aircraft flight familiarization and flight practice flyovers beginning as early as Monday of the week of the Airshow. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures such as aircraft hangars, a wave pool, skateboard and BMX bowls, a music stage, cabanas, tents, canopies, booths, concessions, seating and tables, furnishings, portable bathrooms and restroom trailers, barricades, and ABS foundation (stadium flooring) or wood or aluminum flooring helicopter landing/runways and walkways, all of which would be removed immediately following the conclusion of the Airshow.. Views of the Pacific Ocean and Bolsa Chica Ecological Reserve would not be permanently blocked. While some of the beach area

would be occupied by the Airshow, it would bring people to the beach, where views to beaches to the north and south would still be available. Further, the civilian and military aircraft would not block mid-range views of the Pacific Ocean as the aircraft typically fly at altitudes of approximately 500 feet and higher. Therefore, the Airshow would result in less than significant impacts related to scenic vistas, and no further analysis of this issue in the EIR is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. Scenic resources are natural or manmade features that are visually pleasing and contribute to the definition of a community or a region. Scenic resources can include such features as trees and landscaping, rock outcroppings and historic buildings. The most prominent scenic resources within the City are the Pacific Ocean and associated beaches. There are no state-designated scenic highways located within the City. However, Pacific Coast Highway is eligible for designation as a state scenic highway by Caltrans. Further, Pacific Coast Highway is considered a major urban scenic corridor (Atkins, 2017).

The approximate boundaries of the Show Center Area from northwest to southeast are 7th Street and Pacific Coast Highway (State Route 1 or SR-1) to Beach Boulevard (State Route 39 or SR-39) and Pacific Coast Highway to the Pacific Ocean including a portion of the Huntington Beach Pier landward of the State Lands Commission mean high tide line. The Project Site consists of the beach, the Huntington Beach Pier landward of the State Lands Commission mean high tide line, parking lots, commercial/restaurant uses, bicycle and walking trails along Pacific Coast Highway. As such, the Project Site is visible from an eligible state scenic highway, Pacific Coast Highway. The Project Site does not contain any rock outcroppings or historical buildings. Vegetation within the Project Site and surrounding areas consists of a mix of ornamental landscaping and trees, including palm trees.

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Therefore, views of the Pacific Ocean and associated beaches for vehicular passengers, bicyclists, and pedestrians along Pacific Coast Highway would not be substantially altered by the Airshow and impacts would be less than significant. No further analysis of this issue in the EIR is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of 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?

No Impact. The Airshow is located in an urbanized area and proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Therefore, the Airshow would not conflict with applicable zoning and other regulations governing scenic quality. No further analysis of this issue in the EIR is required.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less Than Significant Impact. The Project Site and immediate vicinity exhibits considerable ambient nighttime illumination levels due to the densely developed nature of the surrounding areas including hotel uses, commercial/restaurant uses, residential uses, parking lot lighting, security lighting, and incidental landscape lighting. Automobile headlights, streetlights, stoplights, and lighting of the bicycle/walking trails for visibility and safety purposes along the adjacent roadways contribute to the overall ambient lighting levels as well.

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow . Anticipated nighttime lighting for the Project would include security lighting throughout the Project Site; lighting associated with the multi-day music festival (stage lighting, and lighting of the concert venue and vendors, security lighting) located within the southernmost portion of the Show Center Area; nighttime fly-overs by designated aircraft including parachute jumps onto the beach during the evening hours simultaneously with the music festival; and pyrotechnic nightly shows to be discharged from either aircraft (nighttime flyovers) or discharged from the Huntington Beach Pier or an ocean barge following the conclusion of the Airshow each evening. All Project nighttime lighting would be temporary. The multi-day music festival would occur following the conclusion of the Airshow up to 11:00 PM over for up to three (3) days over the weekend directed towards the ocean. The nighttime flyovers would be relatively quick in duration (similar to the nighttime flyovers during the 2021 Airshow), even if multiple flyovers occurred. The pyrotechnic nightly shows would be limited to one (1) hour. The Project does not include highly reflective surfaces within the Project components other than the potential for aircraft to land temporarily on the beach. As a result, the Airshow would not create a new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area. No further analysis of this issue in the EIR is required.

References

Atkins, 2017. City of Huntington Beach General Plan Update, Program Environmental Impact Report, SCH No. 2015101032, Volume II – Final Program Environmental Impact Report, prepared August 2017, <https://www.huntingtonbeachca.gov/files/users/planning/Volume-II-Draft-Environmental-Impact-Report.pdf>.

II. Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURE AND FORESTRY RESOURCES —				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **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?**
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**
- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**
- e) **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 (a-e). The Project Site and surrounding areas do not contain agricultural uses or related operations and are not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (California Department of Conservation [DOC], 2020). No portions of the Project Site or surrounding land uses are zoned for agricultural, and no nearby lands are enrolled under the Williamson Act. No forest land or land zoned for timberland is present within the Project Site or in the surrounding areas. The Airshow would not involve the conversion of farmland or forestland to other uses, either directly or indirectly. As such, no impact would occur and no further analysis of this issue in the EIR is required.

References

DOC (California Department of Conservation), 2020. California Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed September 2023.

III. Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

The Project Site is located within the South Coast Air Basin (SCAB). Air quality planning for the SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Airshow would be subject to the SCAQMD’s Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

The 2022 AQMP provides the strategy and the underlying technical analysis for how the region would meet federal standards by the required dates and continue progress to achieve the state standards (SCAQMD 2022). In accordance with the SCAQMD’s CEQA Air Quality Handbook, the following criteria were used to evaluate the project’s consistency with the SCAQMD’s 2022 AQMP (SCAQMD 1993):

- Criterion 1: Will the project result in any of the following:
 - An increase in the frequency or severity of existing air quality violations; or
 - Cause or contribute to new air quality violations; or
 - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Criterion 2: Will the project exceed the assumptions utilized in preparing the AQMP?

Projects that would not conflict with assumptions used in the AQMP would not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that would not conflict with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if it would individually exceed the SCAQMD's regional numeric significance thresholds.

Criterion 1

With respect to the first criterion, as discussed under the analysis for Threshold c below, localized concentrations of nitrogen dioxide (NO₂) as nitrogen oxides (NO_x), carbon monoxide (CO), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) have been analyzed for the Project. While sulfur dioxide (SO₂) is a federal and state criteria air pollutant, SO₂ emissions would be negligible during construction and long-term operations as a result of federal and state ultra-low sulfur fuel regulations that have resulted in substantial reductions in the sulfur content of fuels and, therefore, would not have the potential to cause or effect a violation of the SO₂ ambient air quality standard. Since volatile organic compounds (VOCs) are not criteria pollutants, there are no ambient air quality standards or localized significance threshold for VOCs. However, VOCs contribute to regional ozone formation and are discussed in Threshold (b) below.

The Project's NO_x, CO, PM₁₀, and PM_{2.5} emissions during construction and operations were analyzed: (1) to ascertain potential effects on localized concentrations; and (2) to determine if there is a potential for such emissions to cause or contribute to new violations of the ambient air quality standards for NO₂, CO, PM₁₀, and PM_{2.5}. As discussed in Threshold (c) below, construction and operations would not cause or contribute to new violations of the ambient air quality standards for NO₂, CO, PM₁₀, and PM_{2.5}. As Project construction and operations would not cause or contribute to new violations of the ambient air quality standards, the Project would not delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Thus, Project construction and operations would not conflict with Criterion 1 and impacts would be less than significant. No further analysis of this issue in the EIR is required.

Criterion 2

Construction

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly conflict with or obstruct implementation of an applicable air quality plan and that a project not conflict with assumptions (typically land-use related) upon which the air quality plan is based. The Airshow consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance generating net new emissions or net new increase in short-term construction employment. Therefore, the Project would not result in any increase in short-term construction employment and would not result in construction-related conflicts with the long-term employment or population projections upon which the AQMPs are based, and impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operation

The Airshow does not include residential or commercial development. That would generate a permanent increase in population or employment. As further discussed in Section XIV, Population and Housing, the Project would not induce a net new increase in long-term population, housing, or employment within the Project area. Therefore, the Project would not conflict with growth projections in the AQMP, and impacts would be less than significant. No further analysis of this issue in the EIR is required.

- b) 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?**

Less Than Significant Impact (Construction); Potentially Significant Impact (Operations). As discussed in Threshold (a), the Project Site is located in the SCAB. The California Ambient Air Quality Standards (CAAQS) and federal National Ambient Air Quality Standards (NAAQS) are exceeded in many parts of the SCAB for ozone and PM_{2.5}, including those monitoring stations nearest to the Project area, and is designated a State and federal non-attainment area for these pollutants. The SCAB is also designated as a State non-attainment area for PM₁₀.

Construction

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance generating a considerable net increase in emissions of ozone precursors (VOC and NOX), PM₁₀, and PM_{2.5}. Thus, the Project would not require construction that 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 and impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operation

During the Airshow events, the Project would continue to have aircraft staging, maintenance, preparation activities, aircraft flight familiarization and flight practice flyovers, and performance flyovers throughout the Airshow Performance Area as have occurred during previous Airshows since 2016 (except in 2020). The competitions and art installations would not result in new emissions from on-site activities. The temporary event structures would also be similar in scale and location to previous Airshows since 2016 (except in 2020) and would not result in new emissions from on-site activities. The multi-day music festival located within the Project Site following the conclusion of the Airshow each evening would include the use of amplified speakers but would not result in new emissions from on-site activities. The temporary Airshow pyrotechnic display would occur over water, similar to the City's annual 4th of July Fireworks Over The Ocean and would not result in permanent effects on the environment.

As discussed in Section XVII, Transportation, the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of future Airshow events compared to the prior and existing Airshow events that have occurred each year since 2016 (except in 2020). Thus, these

activities anticipated to take place during future Airshow events could generate mobile source emissions of ozone precursors (VOC and NOX), PM10, and PM2.5 that may result in a cumulatively considerable net increase in event-related emissions and would be further evaluated in the EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) childcare centers; and (9) athletic fields. Sensitive receptors within a quarter-mile radius of the Project boundary include residential uses located to the northeast of the Project Site on the northeast side of Pacific Coast Highway and on the northeast side of Pacific View Avenue (to the northeast of Pacific Coast Highway).

As discussed in Threshold (b), the Project Site is located in the SCAB, which is designated as nonattainment for the State and federal air quality standards for ozone and PM2.5. The SCAB is also designated as a State non-attainment area for PM10. The SCAQMD Localized Significance Threshold Methodology (SCAQMD 2008) establishes localized significance thresholds applicable to emissions of NO_x, CO, PM10, and PM2.5, which are typically generated by on-site construction equipment, fugitive dust (PM10 and PM2.5) from construction earthmoving activities, natural gas combustion, and landscaping equipment. For NO_x and CO, the thresholds are based on the ambient air quality standards. For PM10 and PM2.5, the thresholds are based on requirements in SCAQMD Rule 403 (Fugitive Dust) for construction and Rule 1303 (New Source Review Requirements) for operations. The localized significance thresholds are applicable to emission occurring on a project site. The SCAQMD's Localized Significance Threshold Methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs" (SCAQMD 2008).

Construction

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance generating substantial localized emissions. Thus, the Project would not require construction that would result in exposure of sensitive receptors to substantial pollutant concentrations and impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operation

During the Airshow events, the Project would continue to have aircraft staging, maintenance, preparation activities, aircraft flight familiarization and aircraft flight practice flyers, and performance flyovers throughout the Airshow Performance Area as have occurred during

previous Airshows since 2016 (except in 2020). The competitions and art installations would not result in new emissions from on-site activities. The temporary event structures would also be similar in scale and location to previous Airshows since 2016 (except in 2020) and would not result in new emissions from on-site activities. The temporary Airshow pyrotechnic display would occur over water, similar to the City's annual 4th of July Fireworks Over The Ocean and would not result in permanent effects on the environment. Thus, Project operations would not result in exposure of sensitive receptors to substantial pollutant concentrations and impacts would be less than significant. No further analysis of this issue in the EIR is required.

Carbon Monoxide Hotspot

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. Projects may worsen air quality if they increase the percentage of vehicles in cold start modes by two percent or more; substantially increase traffic volumes over existing volumes; and/or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at Level of Service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F.¹ Ambient concentrations of CO decreased dramatically in the SCAB with the introduction of the automobile catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the SCAB in recent years and the SCAB is currently designated as a CO attainment area for both the CAAQS and NAAQS.

Construction

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance generating substantial localized emissions. Thus, the Project would not require construction that would result in exposure of sensitive receptors to CO hotspots and impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operation

As discussed in Section XVII, Transportation, the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of future Airshow events compared to the prior and existing Airshow events that have occurred each year since 2016 (except in 2020). However, CO concentrations are substantially below the CAAQS and NAAQS. SCAQMD monitoring data from 2021 at the monitoring site located nearest to the Project indicates a maximum CO concentration of 2.3 parts per million (ppm) (1-hour) compared to the 20 ppm (1-hour) CAAQS and the 35 ppm (1-hour) NAAQS and a maximum concentration of 1.7 ppm (8-hour) compared to the 9.0 ppm (8-hour) CAAQS and the 9 ppm (8-hour) NAAQS (SCAQMD 2021). CO concentrations have declined primarily as a result of improvements in vehicle emissions standards. As vehicle emissions continue to decline from improvements in vehicle emissions

¹ Level of Service (LOS) operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the peak hour, calculated using a ratio of its traffic volume and its intersection capacity and based on intersection geometrics peak-hour volumes, turning movements and signal phasing. The level of service of a facility is designated with a letter, A to F, with A representing the best operating conditions and F the worst.

standards and zero emissions vehicles (e.g., electric vehicles), the Project would not cause or contribute to CO hotspots from Project vehicle trips, vehicle miles traveled, or vehicle congestion on major roadways or intersections. Thus, the Project would not result in exposure of sensitive receptors to CO hotspots and impacts would be less than significant. No further analysis of this issue in the EIR is required.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs) are also used as indicators of ambient air quality conditions. TAC emissions are commonly generated by fossil fuel combustion, such as diesel fuel combustion from construction equipment and diesel-fueled trucks. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health.

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance generating substantial TAC emissions.

During the Airshow events, the temporary Airshow pyrotechnic display would occur over water, similar to the City's annual 4th of July Fireworks Over The Ocean and would not result in permanent effects on the environment. Given the Project would continue as an annual temporary event and proposes no new development, the Project would not result in exposure of sensitive receptors to substantial TAC emissions and impacts would be less than significant. No further analysis of this issue in the EIR is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance generating other emissions (such as those leading to odors) adversely affecting a substantial number of people.

During the Airshow events, the temporary Airshow pyrotechnic display would occur over water, similar to the City's annual 4th of July Fireworks Over The Ocean and would not result in permanent effects on the environment. The activities anticipated to take place during future Airshow events would not introduce new sources of substantial odors compared to the prior and existing Airshow events as the Project proposes no new development. Food preparation activities associated with the Project would be similar to the prior and existing Airshow events and trash receptacles would be provided and trash collected would be in accordance with City requirements. Thus, the Project would not generate other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant. No further analysis of this issue in the EIR is required.

References

South Coast Air Quality Management District (SCAQMD). 1993. 1993 California Environmental Quality Act (CEQA) Air Quality Handbook, April 1993.

SCAQMD. 2008. Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.

SCAQMD. 2021. Historical Data By Year, 2021 Air Quality Data Tables, Source Receptor Area No. 17 (Central Orange County and I-5 Near Road). https://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq_card_2021_final.pdf?sfvrsn=7, accessed October 11, 2023.

SCAQMD. 2022. 2022 Air Quality Management Plan, December 2, 2022.

IV. Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES —				
Would the project:				
a) 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 U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **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 U.S. Fish and Wildlife Service?**

Potentially Significant Impact. A broader study area has been defined that extends beyond the Project Site to reflect the potential impacts to biological resources associated with civilian and military aircraft flybys and aerial acrobatics traveling to/from the Airshow Performance Area. For the purposes of this analysis, the study area is defined as the approximately 121.01-acre Show Center Area footprint, including a 500-foot buffer around the Show Center area, as well as a broader 3,647.07-acre study area that includes the potential flight paths and variable buffer areas around the potential flight paths. Since the Bolsa Chica Ecological Reserve and the Magnolia Marsh potentially occur within the flightpath of the aircraft between the airfields and the Project Site, there is potential for airstrike (direct collision with birds), sound pollution, as well as

potential for debris from aircraft falling into these habitat areas causing a substantial adverse effect on candidate, sensitive, or special-status species. As such, impacts in these regards would be potentially significant and would be further evaluated in the EIR.

b) 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 U.S. Fish and Wildlife Service?

No Impact. Four sensitive natural communities occur within the study area: southern coastal foredune, coastal salt marsh, cismontane alkali marsh, and coastal bluff scrub; however, none were found within the Project Site during the 2023 Airshow. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Following each future Airshow, the Project Site would be restored to pre-Project conditions. As such, no impacts to sensitive natural communities are expected. No further analysis of this issue in the EIR is required.

c) 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?

No Impact. No jurisdictional wetlands, flood control channels, or tidal sand bars occur within the Project Site. As such, no further analysis of this issue in the EIR is required.

d) 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?

Potentially Significant Impact. The Airshow may temporarily impact movement of native resident or migratory fish or wildlife species within the Project Site as a result of noise associated with the civilian and military aircraft flybys and aerial acrobatics, increased visitation (human disturbance) and the associated traffic and trash accumulation along the beaches. This increased presence could disrupt local movement and displace wildlife within the Project Site. As such, impacts in these regards would be potentially significant and would be further evaluated in the EIR.

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

No Impact. The Airshow is located within the City of Huntington Beach Local Coastal Program (LCP) and is within the Coastal Zone of the City's General Plan. The Airshow would be compliant with the LCP, the City's General Plan, and the City's Municipal Code Section 9.52, which protects trees in the public right-of-way. There would be no removal of habitat, no permanent structures built, and the Airshow does not include changes in land use. The Shore designation within the City's General Plan includes beaches and bays with goals outlined for protection and enhancement of natural resources while also acknowledging the conflicting user

needs. The General Plan Coastal Element outlines policies to ensure environmentally conscious beach maintenance while continuing to improve its recreational, economic, and ecological value and acknowledges Bolsa Chica and coastal marshes as areas of designated conservation. To ensure compliance with the goals outlined in the City's General Plan, the City conducted a pre-project biological assessment including an analysis of potential impacts and provided on-site biological monitors during the 2023 Airshow with the option to provide biological monitoring Airshow activities. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Following each future Airshow, the Project Site would be restored to pre-Project conditions. As such, no further analysis of this issue in the EIR is required.

f) 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. The Airshow does not occur within an adopted Habitat Conservation Plan or other approved conservation plan. As such, no further analysis of this issue in the EIR is required.

V. Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**
- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**
- c) **Disturb any human remains, including those interred outside of dedicated cemeteries?**

No Impact (a-c). The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Although the Huntington Beach Pier was listed on the National Register of Historic Places in 1989, it was demolished and completely rebuilt in 1992 (construction began in 1990) (Galvin, 2014). Its current National Register status code is *7NI – Needs to be evaluated – may become eligible for National Register with restoration or when meets other specific conditions* (Galvin, 2014). Since the pier was constructed in 1992, it does not meet the age threshold to be considered a historical resource under CEQA (e.g., 45 years of age) and, therefore, does not qualify as a historical resource. Moreover, any other historical resources would not be impacted by the Airshow since only temporary event structures would be erected and immediately removed following the event. In addition, the erection of the temporary event structures would be at or near-grade on the sand. There would not be excavation to depths that would impact archaeological resources or human remains. The Airshow would not include any construction excavations, grading, trenching, or ground disturbance causing a substantial adverse change in the significance of historical resources, archaeological resources, or human remains. As such, no impact would occur and no further analysis of this issue in the EIR is required.

References

Galvin, 2014. Galvin Preservation Associates, Inc. 2014. City of Huntington Beach Historic Context and Survey Report. Prepared for the City of Huntington Beach. On file at the City of Huntington Beach

VI. Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the Project:

- a) **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. This analysis addresses the Project’s potential consumption of energy resources, including transportation fuel, and whether the Project would result in wasteful, inefficient, or unnecessary consumption of energy resources.

Construction

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Since the Project would not require the construction of any new facilities, there would be no potential for construction or construction-related ground disturbance resulting in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operations

The Project would continue to have aircraft staging, maintenance, preparation activities, aircraft flight familiarization and flight practice flyovers, and performance flyovers throughout the Airshow Performance Area as have occurred during previous Airshows since 2016 (except in 2020). The competitions and art installations would not result in substantial net new energy demand from on-site activities. The temporary event structures would also be similar in scale and location to previous Airshows since 2016 (except in 2020) may require the use of small hand-held power tools (some of which may be battery or electric powered) but and would require temporary power demand and not result in substantial net new energy demand from on-site activities. The multi-day music festival located within the Project Site following the conclusion of the Airshow each evening would include the use of amplified speakers and stage lighting; however, energy demand would temporary and only required for the portion of the day in which the music festival would occur. The Project would require temporary energy for general lighting, which would be used for security and wayfinding and turned off each night at the close of each Airshow event night. The Project may also

include flyovers and displays of electric-powered aircraft requiring temporary power during the Airshow events. The temporary Airshow pyrotechnic display would occur over water, similar to the City's annual 4th of July Fireworks Over The Ocean and would not result in substantial net new energy demand or permanent effects on the environment. The temporary energy demand for hand-tools, speakers, lighting, and electric powered aircraft would be used to operate the Airshow events, which, as discussed below, would achieve City objectives for the community that would not render the energy demand as wasteful, inefficient, or unnecessary consumption of energy resources.

As discussed in Section XVII, Transportation, the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of future Airshow events compared to the prior and existing Airshow events that have occurred each year since 2016 (except in 2020). However, the increase in vehicle trips and vehicle miles traveled and associated transportation fuel demand would be temporary and limited to the temporary multi-day Airshow events. Parking spaces with electric vehicle supply equipment are currently available at public parking lots along Pacific Coast Highway and would continue to be available for the Airshow. Thus, the Project would not result in wasteful, inefficient, or unnecessary consumption of transportation resources.

The Project objectives include continuing to provide a family-oriented safe, educational, fun, and entertaining Airshow experience; continuing to provide a gathering place where locals and visitors can come together to enjoy civilian and military aircraft flybys and aerial acrobatics, illustrations, displays, food, and music; continuing to create an awareness of the Downtown Huntington Beach hotels, restaurants, stores, and businesses; continuing to create a net positive direct economic impact on the City as a result of spending by incremental visiting attendees, the event organizer, and event sponsors; continuing to provide tax revenues (i.e., sales tax and transit occupancy tax) and assessment revenues to the City, and continuing to provide temporary jobs associated with the Airshow. Thus, while the Project would require energy and transportation fuels, the Project would achieve City objectives for the community that would not render the energy demand as wasteful, inefficient, or unnecessary consumption of energy resources.

In summary, the Airshow would not be anticipated to generate a substantial increase in energy and transportation energy resources and would achieve various City objectives. As such, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. This analysis addresses the Project's potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The California Air Resources Board (CARB) published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) in November 2022. While the 2022 Scoping Plan was adopted to achieve the State's greenhouse gas emissions reduction goals, it also includes Appendix D, Local Actions, which has renewable energy and energy efficiency strategies that local governments may support and implement.

Construction

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance resulting in conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operations

The 2022 Scoping Plan includes renewable energy and energy efficiency strategies that local governments may support and implement. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Thus, permanent building electrification strategies in the 2022 Scoping Plan (Appendix D, Local Actions) would not apply to the Project. Nonetheless, electricity would be supplied with an increasing mix of renewable energy sources as required by State law as required in Senate Bill 100 and incorporated into the 2022 Scoping Plan, which requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. The Project would not conflict with the ability of utility providers to supply the requisite mix of renewable energy to the Project. Further, given the Project would continue as an annual temporary event as permitted by the City's Specific Event Permit Process, the Project would not generate an on-going or long-term burden on energy demand and would not result in conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency.

The 2022 Scoping Plan (Appendix D, Local Actions) includes strategies for local governments to encourage transportation electrification. CARB approved the Advanced Clean Cars II rule, which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the California Energy Commission to analyze and examine charging needs to support California's electric vehicles and to support decision-makers allocation of resources to install new electric vehicle chargers where they are needed most. As discussed in Threshold (a), parking spaces with electric vehicle supply equipment are currently available at public parking lots along Pacific Coast Highway and would continue to be available for the Airshow. Thus, the Project would not conflict with or obstruct a state or local plan for renewable transportation energy or transportation energy efficiency. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

VII. Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS —				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of 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? Refer to Division of Mines and Geology Special Publication 42**

Less Than Significant Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those that show evidence of surface displacement within the last 11,000 years (Holocene-age).

Potentially active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive. In addition, there are buried thrust faults, which are low angle reverse faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS has established earthquake fault zones known as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults to assist cities and counties in planning, zoning, and building regulation functions. These zones, which extend from 200 to 500 feet on each side of a known active fault, identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures.

One active fault, the Newport-Inglewood Fault, is located within the City. The Newport-Inglewood Fault Zone is an active right-lateral fault system consisting of a series of fault segments located mostly parallel to the coastline. It extends from the Santa Monica Mountains southeastward through the western portion of Orange County to the offshore area near Newport Beach (Atkins, 2017). The Newport-Inglewood Fault is located approximately 1.3 miles north of the Project Site (CGS, 2022). The Project Site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. However, no currently known active surface faults traverse the Project Site and the Site is not located within a designated Alquist-Priolo Earthquake Fault Zone. The Airshow is an existing airshow performance comprised of civilian and military aircraft flybys and aerial acrobatics. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. As such, a less than significant impact would occur and no further analysis of this issue in the EIR is required. However, further analysis of emergency evacuation for natural disasters (e.g., earthquakes) would be included in the Transportation section of the EIR.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Seismicity is the geographic and historical distribution of earthquakes, including their frequency, intensity, and distribution. The level of ground shaking at a given location depends on many factors, including the size and type of earthquake, distance from the earthquake, and subsurface geologic conditions. The type of construction activities also affects how particular structures and improvements perform during ground shaking.

The Newport-Inglewood Fault is located approximately 1.3 miles north of the Project Site (CGS, 2022). Strong seismic ground shaking is anticipated to be the strongest nearest the Newport-Inglewood Fault. Due to the proximity to this active fault, the Project Site could experience strong seismic ground shaking. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. As such, a less than significant impact would occur and no further analysis of this issue in the EIR is required. However, further analysis of emergency

evacuation for natural disasters (e.g., earthquakes) would be included in the Transportation section of the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon in which loosely deposited, granular soils and fine-grained soils located below the water table undergo rapid loss of shear strength when subjected to strong earthquake-induced ground shaking. Ground shaking of sufficient duration can result in a loss of grain-to-grain contact due to a rapid rise in pore water pressure causing the soil to behave as a fluid for a short period. Liquefaction is known generally to occur in saturated or near-saturated cohesionless soils at depths shallower than 50 feet below the ground surface. Factors known to influence liquefaction potential include composition and thickness of soil layers, grain size, relative density, degree of saturation, groundwater level, and both duration and intensity of ground shaking.

Liquefaction typically occurs in areas where the groundwater table is less than 50 feet from the ground surface and where the soils are composed of predominantly poorly consolidated fine sand. According to Figure 4.5-3, Seismic Hazard Zones, of the City's General Plan EIR, portions of the Project Site and areas adjacent to the Site are susceptible to high liquefaction potential (Atkins, 2017). The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction, grading, or ground disturbance that would discover liquefaction zones. As such, a less than significant impact would occur and further analysis of this issue in the EIR is not required.

iv) Landslides?

No Impact. Earthquake-induced landslides often occur in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical and subsurface groundwater conditions are conducive to permanent ground displacements. According to Figure 4.5-3, Seismic Hazard Zones, of the City's General Plan EIR, the Project Site is not located within an earthquake induced landslide zone (Atkins, 2017). The Project Site is located in a relatively flat and highly urbanized area of the City, which consists of the beach, the Huntington Beach Pier, parking lots, commercial/restaurant uses, bicycle and walking trails along Pacific Coast Highway. As such, no impact would occur and no further analysis of this issue in the EIR is required.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact. Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in a project area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms.

The Project Site is located in a relatively flat and highly urbanized area of the City, which consists of the beach, the Huntington Beach Pier, parking lots, commercial/restaurant uses, and bicycle and walking trails along Pacific Coast Highway. Due to the relatively flat nature of the Project Site, the Site won't be subject to soil erosion. Further, the Project Site does not have topsoil. There would be no potential for construction, grading, or ground disturbance that could create the potential for erosion to occur. As such, no impact would occur and no further analysis of this issue in the EIR is required.

c) 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?

Less Than Impact. The City's General Plan EIR and General Plan do not map unstable soils. As previously discussed in Threshold (a.iii) and (a.iv) above, liquefaction hazards were concluded to have a less than significant impact and landslide hazards were concluded to have no impact. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to the combination of gravity and earthquake shaking. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to a lesser extent on ground surfaces with a very gentle slope. Subsidence occurs when a void is located or created underneath a surface, causing the surface to collapse. Common causes of subsidence include withdrawal of groundwater or oil resources or wells beneath surface. Groundwater would not be extracted as part of the Project. Further, no oil wells are located within the Project Site. According to Figure 4.5-5, Areas Prone to Subsidence, of the City's General Plan EIR, portions of the Project Site and areas adjacent to the Site are not prone to subsidence (Atkins, 2017). As such, no impact would occur and no further analysis of this issue in the EIR is required.

d) 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?

No Impact. The City's General Plan EIR and General Plan do not map expansive soils. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction, grading, or ground disturbance that could encounter expansive soils. As such, no impact would occur and no further analysis of this issue in the EIR is required.

e) 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?

No Impact. The Project does not propose the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. In addition, the erection of the temporary event structures would be at or near-grade on the sand. There would not be construction excavations, grading, or trenching to depths that would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. As such, no impact would occur and no further analysis of this issue in the EIR is required.

References

Atkins, 2017. City of Huntington Beach General Plan Update, Program Environmental Impact Report, SCH No. 2015101032, Volume II – Final Program Environmental Impact Report, prepared August 2017, <https://www.huntingtonbeachca.gov/files/users/planning/Volume-II-Draft-Environmental-Impact-Report.pdf>.

CGS, 2022. California Geological Survey, CGS_Alquist_Priolo_Fault_Traces, 2022.

VIII. Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the Prot:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant Impact. This analysis addresses the Project’s generation of greenhouse gas (GHG) emissions and the potential for the Project’s GHG emissions to have a significant impact on the environment. The Project would be anticipated to be held annually for three (3) days to up to five (5) days. As discussed in further detail below, the temporary nature of the Project would result in limited GHG emissions, and the Project would not result in GHG emissions that would have a significant impact on the environment.

Construction

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance resulting in GHG emissions that would have a significant impact on the environment. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operations

The Project would continue to have aircraft staging, maintenance, preparation activities, aircraft flight familiarization and flight practice flyovers, and performance flyovers throughout the Airshow Performance Area as have occurred during previous Airshows since 2016 (except in 2020). The competitions and art installations would not result in new emissions from on-site activities. The temporary event structures would also be similar in scale and location to previous Airshows since 2016 (except in 2020) may require the use of small hand-held power tools (some of which may be battery or electric powered) but would not result in new emissions from on-site activities. The multi-day music festival located within the Project Site following the conclusion of the Airshow each evening would include the use of amplified speakers and stage lighting; however, energy-related GHG emissions would be minor and temporary. The Project would require temporary energy for general lighting that would be used for security and wayfinding and turned off each night at the close of each Airshow event night. The Project may also include flyovers and

displays of electric-powered aircraft requiring temporary power during the Airshow events. The temporary Airshow pyrotechnic display would occur over water, similar to the City's annual 4th of July Fireworks Over The Ocean and would not result in permanent effects on the environment. The temporary energy demand, and associated energy GHG emissions, for hand-tools, speakers, lighting, and electric powered aircraft would be used to operate the Airshow events and would cease at the end of the Airshow events. Thus, the temporary nature of the Project would result in limited GHG emissions, and the Project would not result in a substantial net increase in energy related GHG emissions.

As discussed in Section XVII, Transportation, the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of future Airshow events compared to the prior and existing Airshow events that have occurred each year since 2016 (except in 2020). However, the increase in vehicle trips and vehicle miles traveled and associated transportation GHG emissions would be temporary and limited to the temporary multi-day Airshow events. Parking spaces with electric vehicle supply equipment are currently available at public parking lots along Pacific Coast Highway and would continue to be available for the Airshow to encourage GHG-efficient transportation. Thus, the Project would not result in a substantial net increase in transportation related GHG emissions.

Given the Project would continue as an annual temporary event as permitted by the City's Specific Event Permit Process, the Project would not result in GHG emissions that would have a significant impact on the environment. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. This analysis addresses the Project's potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. The California Air Resources Board (CARB) published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) in November 2022. The 2022 Scoping Plan was adopted to achieve the State's greenhouse gas emissions reduction goals and includes Appendix D, Local Actions, which has electrification and transportation strategies that local governments may support and implement to reduce GHG emissions.

Construction

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance resulting in conflicts with or obstruction of applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

Operations

The 2022 Scoping Plan includes renewable energy and energy efficiency strategies that local governments may support and implement. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. Thus, permanent building electrification strategies in the 2022 Scoping Plan (Appendix D, Local Actions) would not apply to the Project. Nonetheless, electricity would be supplied with an increasing mix of renewable energy sources as required by State law as required in Senate Bill 100, which requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. The Project would not conflict with the ability of utility providers to supply the requisite mix of renewable energy to the Project. Further, given the Project would continue as an annual temporary event as permitted by the City's Specific Event Permit Process, the Project would not generate on-going or long-term energy-related GHG emissions and would not result in conflicts with or obstruction of applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs.

As discussed in Threshold (a) above, parking spaces with electric vehicle supply equipment are The 2022 Scoping Plan (Appendix D, Local Actions) includes strategies for local governments to encourage transportation electrification to reduce transportation related GHG emissions. CARB approved the Advanced Clean Cars II rule, which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the California Energy Commission to analyze and examine charging needs to support California's electric vehicles and to support decision-makers allocation of resources to install new electric vehicle chargers where they are needed most. Electric chargers are currently available at public parking lots along Pacific Coast Highway and would continue to be available for the Airshow. Thus, the Project would not conflict with or obstruct applicable plans, policies or regulations adopted for the purpose of reducing the emissions of transportation related GHGs. Impacts would be less than significant. No further analysis of this issue in the EIR is required.

IX. Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) **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 (a-b). The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures such as aircraft hangars, a wave pool, skateboard and BMW bowls, a music stage, cabanas, tents, canopies, booths, concessions, seating and tables, furnishings, portable bathrooms and restroom trailers, barricades, and ABS foundation (stadium flooring) or wood or aluminum flooring, helicopter landing/runways and walkways, all of which would be removed immediately following the conclusion of the Airshow. Hazardous materials during the Airshow would be limited to use of small quantities of common commercial cleaning products that would be used in accordance with the manufacturer’s instructions for use,

storage, and disposal of such products. All heavy equipment would be refueled in the parking lots. A drip pan would be placed below the equipment to catch potential stray fuel leakage and would be stored at least 4 inches above ground level. A spill kit would be available if needed during refueling. Four-wheel drive fuel carts would service the generators on the beach with each generator placed on plywood for stabilization. The fuel carts would be equipped with a spill kit and drip pan for fueling of generators. Spill kits would be available throughout the Project Site. The Applicant would ensure the spill kits contain adequate amount of absorbent and suitable containment materials at all times during the Airshow. Vehicles and equipment that cannot be fixed or repaired immediately onsite would be removed from the area. A fuel tank would be placed in the parking lot. Consistent with the City's franchise agreement, the Applicant would contract and coordinate refuse needs with the City's waste management provider, Republic Services. Republic Services would provide cardboard general waste and recycling bins with lids to be located throughout the Show Center Area including the reserved parking lot areas and would place dumpster bins in accordance with expected attendance. Dedicated food waste bins would be placed in the hospitality areas throughout the venue. The Applicant would be responsible to replace all full trash can liners throughout the venue and to place the trash from the bins into the dumpsters to then be removed by Republic Services following the conclusion of the Airshow. The Applicant would encourage all food vendors to avoid plastics (straws, cups, lids) and recommended to use paper straws or straw less lids. [As such, a less than significant impact would occur and no further analysis of this issue in the EIR is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The nearest school, Ethel Dwyer Middle School, is located approximately 0.75 miles northwest from the Project Site. As such, no impact would occur and no further analysis of this issue in the EIR is required.

d) 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?

No Impact. The Project Site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No further analysis of this issue in the EIR is required.

e) 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 residing or working in the project area?

Potentially Significant Impact. According to the City's General Plan EIR (Atkins, 2017) and Figure 1, Airport Land Use Commission for Orange County Airport Planning Areas, Figure 1, of the Airport Land Use Commission Airport Environs Land Use Plan for John Wayne Airport (ALUC, 2008), the Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. However, because the Project proposes a temporary helicopter landing/runway area located on the beach in front of the Main Hospitality Area (Area

D), the EIR will provide an analysis of wildlife hazards that could pose a risk to aircraft operational safety, including measures, as appropriate, that could mitigate wildlife attractants. The analysis will be provided in the form of a Wildlife Hazard Assessment that complies with the requirements of U.S. Department of Transportation Federal Aviation Administration Advisory Circular 150/5200-38 entitled “*Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans*” (USDOT. 2018).

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. In addition to foot and motor patrols provided by the City of Huntington Beach Police Department (HBPD) during the event days, private security would also be provided by the Applicant. The private security company would coordinate crowd control, internal security, venue safety, and emergency evacuation in coordination with the HBPD. In addition, HBPD motor officers and parking control officers would be deployed to maintain traffic flow along Pacific Coast Highway and to enforce parking restrictions in the vicinity. Fire and medical services would be provided by the Huntington Beach Fire Department (HBFD). Emergency vehicle staging areas and access lanes, first aid stations, and lost and found stations would be located through the venue. Access lanes throughout the Project Site would be restricted for emergency vehicles and personnel throughout the Airshow.

According to the Tsunami Inundation Map for Emergency Planning prepared for the Los Alamitos/Seal Beach and Newport Beach Quadrangles, the City, particularly the Sunset Beach area and low-lying areas close to the mouth of the Santa Ana River, are susceptible to tsunami inundation. Preferred evacuation routes are identified for the City, which generally includes movement from the beach line toward more inland areas and higher elevations along local roadways, heading both north and east (Atkins, 2007). The City has plans for evacuations in the case of an emergency (natural disaster or man-made) in the Project vicinity. In addition, the Airshow has prepared a Public Safety Plan for each annual event and is anticipated to continue doing so as part of the annual permit process. This Plan identifies the protocols for responding to the need for a beach evacuation related to natural or man-made events. While the Project would not block or meaningfully reduce any access to the primary routes that lead in/out of the City, the volume of people on and near the beach (including a few blocks inland) would be difficult to evacuate in a short-order. As a large number of people walk or bicycle to the event, the speed of their ability to evacuate may not be adequate, depending on the nature of the emergency.

While the CEQA Guidelines do not provide a protocol or threshold-of-significance to evaluate evacuation conditions for a temporary gathering of people, it is clear that the addition of a significant number of people to the City on a typical Airshow day will result in longer evacuation times for those already in the area (residents and employees in particular). As a result, the EIR may recommend additional provisions be included in the event’s annual Public Safety Plan or enhancements to the City’s generalized evacuation plans. This issue will be further analyzed in the Transportation Section of the EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The approximate boundaries of the Show Center Area from northwest to southeast are 7th Street and Pacific Coast Highway (State Route 1 or SR-1) to Beach Boulevard (State Route 39 or SR-39) and Pacific Coast Highway to the Pacific Ocean including a portion of the Huntington Beach Pier landward of the State Lands Commission mean high tide line . The Project Site consists of the beach, the Huntington Beach Pier, parking lots, commercial/restaurant uses, bicycle and walking trails along Pacific Coast Highway. According to the Fire Hazard Severity Zones Map, the Project Site is not located in a wildfire area (Cal Fire, 2022). As such, there is no potential of wildland fires. No further analysis of this issue in the EIR is required.

References

- Atkins, 2017. City of Huntington Beach General Plan Update, Program Environmental Impact Report, SCH No. 2015101032, Volume II – Final Program Environmental Impact Report, prepared August 2017, <https://www.huntingtonbeachca.gov/files/users/planning/Volume-II-Draft-Environmental-Impact-Report.pdf>.
- ALUC, 2008. Airport Land Use Commission. Airport Land Use Commission Airport Environs, Land Use Plan for John Wayne Airport, Amended, April 17, 2008.
- Cal Fire, 2022. Fire Hazard Severity Zones, State Responsibility Area Comparison Application, November 21, 2022, <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=fd937aba2b044c3484a642ae03c35677>.
- USDOT. U.S. Department of Transportation Federal Aviation Administration Advisory Circular Subject: Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans Date: 8/20/2018 Initiated By: AAS-300 AC No: 150/5200-38 Change.

X. Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the Project:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

No Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures such as aircraft hangars, a wave pool, skateboard and BMW bowls, a music stage, cabanas, tents, canopies, booths, concessions, seating and tables, furnishings, portable bathrooms and restroom trailers, barricades, and ABS foundation (stadium flooring) or wood or aluminum flooring helicopter landing/runways and walkways, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction, grading, or ground disturbance and thus does not need to comply with the water quality requirements of the National Pollutant Discharge Elimination System (NPDES) for preparation of a Storm Water Pollution Prevention Plan (SWPPP) or a Water Quality Management Plan (WQMP). Trash receptacles and dumpsters would be located throughout the Project Site and are currently located within public areas of the City. The Applicant would

coordinate refuse needs with the City's waste management provider, Republic Services. As such, the Airshow would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. No impact would occur and no further analysis of this issue in the EIR is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. The Project would not use groundwater supplies and is not located within a groundwater recharge area. As such, the Airshow would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the basin. No impact would occur and no further analysis of this issue in the EIR is required.

c) 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 off-site?

No Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. The Project Site would temporarily increase impervious surfaces with installation of ABS foundation (stadium flooring) or wood or aluminum flooring helicopter landing/runways and walkways. However, these walkways and runways are located within flat sandy beach area and therefore, won't substantially alter the existing drainage pattern and won't result in erosion or siltation. Further, where paved areas exist (e.g., parking lots and bicycle and walking trails) within the Project Site, there is no potential of erosion or siltation. No impact would occur and no further analysis of this issue in the EIR is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. Since most of the Project Site consists of flat sandy beaches, there is no potential for surface runoff. Further, where paved areas exist (e.g., parking lots and bicycle and walking trails) within the Project Site, adequate storm drain systems current exist. As such, the Airshow would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. No impact would occur and no further analysis of this issue in the EIR is required.

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?

No Impact. There would be no potential for construction, grading, or ground disturbance. The existing paved areas (e.g., parking lots and bicycle and walking trails) within the Project Site already have adequate drainage and the Project won't result in an increase in runoff. As such, the Airshow would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. No impact would occur and no further analysis of this issue in the EIR is required.

iv) Impede or redirect flood flows?

Less Than Significant Impact. According to Figure 4.8-2, Designated Floodplains within Planning, of the City's General Plan EIR, portions of the Project Site and areas adjacent to the Site are within a 100-year flood zone (Atkins, 2017). The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction, grading, or ground disturbance. As such, there would be low potential for the Airshow to impede or redirect flood flows. A less than significant impact would occur and no further analysis of this issue in the EIR is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. According to the flood insurance rate map (FIRM), portions of the Project Site and areas adjacent to the Site are classified as Zone VE, coastal flood with velocity hazard (wave action) (FEMA, 2009). Further, according to the Tsunami Inundation Map for Emergency Planning prepared for the Los Alamitos/Seal Beach and Newport Beach Quadrangles, the City, particularly the Sunset Beach area and low-lying areas close to the mouth of the Santa Ana River, are susceptible to tsunami inundation (Atkins, 2007). There would be no potential for construction, grading, or ground disturbance. The temporary pollutants used as part of the Project would be small quantities of common commercial cleaning products that would be used in accordance with the manufacturer's instructions for use, storage, and disposal of such products. As such, the Airshow could potentially risk the release of pollutants due to a flood hazard or a tsunami, but the release would be marginal due to small quantities of cleaning products. A less than significant impact would occur and no further analysis of this issue in the EIR is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. According to the City's General Plan EIR, groundwater wells typically support approximately two-thirds of the City's water, while the remaining one-third is imported (Atkins, 2017). The Orange County Water District (OCWD) has developed a groundwater management plan that incentivizes sustainable groundwater production and recharge practices. Local rainfall is the primary recharge source for the Orange County Groundwater Basin, but it also received water from the Santa Ana River, imported water percolated into the

basin, and reclaimed wastewater directly recharged into the basin. OCWD manages the groundwater basin within the City and conducts a comprehensive water quality monitoring program (Atkins, 2007, OCWD, 2015).

The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. The temporary event structures would be required to be designed and located to not violate water quality standards or waste discharge requirements and comply with the Orange County Water District Groundwater Management Plan, where applicable. There would be no potential for construction, grading, or ground disturbance. As such, a less than significant impact would occur and no further analysis of this issue in the EIR is required.

References

- FEMA, 2009. Flood Insurance Rate Map, Orange County, California and incorporated areas. Panels 242 and 244 of 539. Map numbers 06059C0242J and 06059C0244J. Maps revised December 3, 2009.
<https://www.huntingtonbeachca.gov/files/users/planning/Panel242December32009.pdf>, accessed January 2024.
<https://www.huntingtonbeachca.gov/files/users/planning/Panel244December32009.pdf>, accessed January 2024.
- OCWD, 2015. Orange County Water District Groundwater Management Plan 2015 Update, June 17, 2015, https://www.ocwd.com/wp-content/uploads/groundwatermanagementplan2015update_20150624.pdf.
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XI. Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

a) Physically divide an established community?

No Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures such as aircraft hangars, a wave pool, skateboard and BMW bowls, a music stage, cabanas, tents, canopies, booths, concessions, seating and tables, furnishings, portable bathrooms and restroom trailers, barricades, and ABS foundation (stadium flooring) or wood or aluminum flooring helicopter landing/runways and walkways, all of which would be removed immediately following the conclusion of the Airshow. The Project is located on publicly accessible area (e.g., the beach, Huntington Beach Pier, parking lots, and bicycle and walking trails along Pacific Coast Highway) and would continue to encourage pedestrian and vehicular access to Downtown and the beach. As such, the Airshow would not physically divide an established community. No further analysis of this issue in the EIR is required.

b) 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?

No Impact. The City’s General Plan, Local Coastal Program (LCP), Downtown Specific Plan (DTSP), and Zoning Ordinance would apply to the Project Site. According to the City’s General Plan Land Use Plan, the Project Site is located within the OS-S Shore land use designation. The Shore designation provides for coastal beaches operated by the City and state, and publicly or privately operated ancillary uses (e.g., food stands, recreational equipment rentals, and maintenance equipment storage) (Atkins, 2017). The Project would comply with Goal LU-14, Huntington Beach continues to attract visitors and provides a variety of attractions and accommodations during their stay by providing an Airshow and associated visitor-serving entertainment, services, and amenities for visitors and residents. The Project is compatible with the nature of acceptable land uses on the beach and in the vicinity of the downtown area as the Project promotes community and visitor attendance to the beach and downtown area. Further, the Project is consistent with the Shore land designation as the Airshow offers services and entertainment that are allowable under these designations. The Project does not include any developments or permanent structures or inconsistent land uses. The Project does not involve

changes in the existing land use for the Project Site or the surrounding area. As such, the Project would be consistent with the City's General Plan.

The City has a certified LCP that was amended in 2011 to incorporate the most recent comprehensive update to the DTSP and Land Use Plan. The City's LCP is comprised of two components, the Coastal Element, and the Implementation Program. The Coastal Element includes a land use plan and goals and policies to be used by the decision-makers when reviewing coastal issues and proposed development within the Coastal Zone boundary. The implementation program includes the Huntington Beach Zoning and Subdivision Ordinance, zoning map, and specific plans that include areas within the coastal zone. The Land Use Plan, as adopted in the LCP, sets forth goals related to coastal access and recreation, and new development policies that are consistent with the California Coastal Act findings, declarations and goals, including to develop a land use plan for the Coastal zone that protects and enhances coastal resources, promotes public access and balances development with facility needs; to provide coastal resource access opportunities for the public where feasible and in accordance with the California Coastal Act requirements; and to provide a variety of recreational and visitor commercial serving uses for a range of cost and market preferences (Atkins, 2017). The Project is located within the existing beach area and no new construction of permanent development is proposed. In addition, vertical and horizontal access to the coastline would be maintained throughout the duration of the event. The Project Site is located within the Coastal Zone and offers a family friendly Airshow and associated visitor-serving entertainment, services, and amenities for both visitors and residents. The project is consistent with the following goals, objectives and policies of the Coastal Element:

Goal C3 - Provide a variety of recreational and visitor commercial serving uses for a range of cost and market preferences.

Goal C2 – Provide coastal resource access opportunities for the public where feasible and in accordance with the California Coastal Act requirements.

Objective C2.5 – Maintain and enhance, where feasible, existing shoreline and coastal resource access sites.

As such, the Project would be consistent with the City's LCP.

According to the City's Zoning Map, the Project Site is located within the Specific Plan Designation, Specific Plan 5, Downtown (Atkins, 2017). The DTSP is comprised of a 336-acre area that extends from the intersection of Goldenwest Street and Pacific Coast Highway and curves along the coastline, including the Huntington Beach Pier, down to Beach Boulevard. The purpose of the DTSP is to create a unique and identifiable downtown for the City that capitalizes on the unique location and features of the City's beachside downtown and is economically vibrant and a pedestrian-oriented destination for both residents and visitors. The goals of the DTSP are to establish the vision and create a land use plan for reuse of critical parcels so that the next phase of the community investment and improvement can begin and to also create an environment that promotes tourism to maximize public access and recreation, increase revenues to support community services, and transform the City's economy (RRM, 2011). The Airshow would continue to provide a family-oriented safe, educational, fun, and entertaining Airshow experience; continue to provide a gathering place where locals and visitors can come together to enjoy

civilian and military aircraft flybys and aerial acrobatics, illustrations, displays, food, and music; continue to create an awareness of the Downtown Huntington Beach hotels, restaurants, stores, and businesses; create a net positive direct economic impact on the City as a result of spending by incremental visiting attendees, the event organizer, and event sponsors; increase in tax revenues (i.e., sales tax and transit occupancy tax) and assessment revenues to the City; and continue to provide temporary jobs associated with the Airshow. As such, the Project would comply with the City's DTSP.

As such, the Airshow 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. No further analysis of this issue in the EIR is required.

References

Atkins, 2017. City of Huntington Beach General Plan Update, Program Environmental Impact Report, SCH No. 2015101032, Volume II – Final Program Environmental Impact Report, prepared August 2017, <https://www.huntingtonbeachca.gov/files/users/planning/Volume-II-Draft-Environmental-Impact-Report.pdf>.

City of Huntington Beach, 2016. Zoning Map, City of Huntington Beach, <https://www.huntingtonbeachca.gov/files/users/planning/zoning-map.pdf>, accessed October 2023.

RRM Design Group, 2011. Huntington Beach Downtown Specific Plan No. 5, 2011, <https://www.huntingtonbeachca.gov/files/users/planning/Downtown-Specific-Plan-No-5.pdf>, accessed October 2023.

XII. Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. MINERAL RESOURCES — Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **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?**
- b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No Impact (a-b). The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. According to Figure ERC-5, Mineral Resource Zones, of the City’s General Plan, the Project Site is not located within a mineral land classification. No onsite oil drilling or oil extraction occurs within the Project Site or within the nearby vicinity. As such, the Airshow 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. Further, the Airshow would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No further analysis of this issue in the EIR is required.

References

Atkins, 2017. City of Huntington Beach General Plan Update, Program Environmental Impact Report, SCH No. 2015101032, Volume II – Final Program Environmental Impact Report, prepared August 2017, <https://www.huntingtonbeachca.gov/files/users/planning/Volume-II-Draft-Environmental-Impact-Report.pdf>.

XIII. Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE —				
Would the project result in:				
a) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **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?**

Potentially Significant Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. The Project would generate noise related to the assembly and disassembly of temporary structures such as aircraft hangars, a wave pool, skateboard and BMW bowls, a music stage, cabanas, tents, canopies, booths, concessions, seating and tables, furnishings, portable bathrooms and restroom trailers, barricades, and ABS foundation (stadium flooring) or wood or aluminum flooring helicopter landing/runways and walkways. The Project would not require heavy-duty off-road construction equipment, such as dozers, excavators or pile drivers, and would not generate noise from such equipment. Noise associated with assembly and disassembly of temporary structures would be generally confined to the event area and would not conflict with the City’s Noise Ordinance, Chapter 8.40 Noise Control, Section 8.40.130 Permit Process, which allows noise from temporary events to be exempt from provisions of the Ordinance if the event has a permit. There would be no potential for construction or construction-related ground disturbance causing a substantial adverse change in ambient noise.

During the Airshow events, the competitions and art installations would be located within the Project Site and generally located away from noise-sensitive uses east of Pacific Coast Highway. The temporary event structures would be similar in scale and location to previous Airshows since 2016 (except in 2020) and also generally located away from noise-sensitive uses east of Pacific Coast Highway. The temporary Airshow pyrotechnic display would occur over water, similar to

the City's annual 4th of July Fireworks Over The Ocean and would not result in permanent effects on the environment.

The multi-day music festival would be located generally within the northernmost portion of the Show Center Area within Concert Area #1 (Area A) or alternatively the southernmost portion of the Show Center Area within Concert Area #2/Additional Seating/Activations Area (Area E). The multi-day music festival would occur following the conclusion of the Airshow up to 11:00 PM over three (3) days over the weekend directed towards the ocean. In addition, the music festival would require sound checks during the day/evening prior to the music festival. The music festival would include the use of amplified speakers, which would be directed toward the ocean and away from noise sensitive uses located on Pacific Coast Highway. Nonetheless, the multi-day music festival with the use of amplified speakers may result in a temporary net increase in noise.

Since the Airshow results in aviation-related noise exposure is outside of the typical airport environs and is a temporary occurrence, an analysis and disclosure of noise levels and single-event noise metrics for Airshow aviation-related noise on noise sensitive land uses would be provided in an EIR to facilitate an understanding of noise exposure to the public and decision makers.

As discussed in Section XVII, Transportation, the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of future Airshow events compared to the prior and existing Airshow events that have occurred each year since 2016 (except in 2020). Thus, these events anticipated to take place during future Airshow events could generate traffic noise along some roadway segments that may result in a temporary net increase in event-related traffic noise and would be further evaluated in the EIR.

b) Result in the generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction or construction-related ground disturbance causing the generation of excessive groundborne vibration or groundborne noise levels.

During the Airshow events, the Project would continue to have aircraft staging, maintenance, preparation activities, aircraft flight familiarization and flight practice overs, and performance flyovers throughout the Airshow Performance Area as have occurred during previous Airshows since 2016 (except in 2020). The competitions and art installations would not result in substantial groundborne vibration from on-site activities. The temporary event structures would also be similar in scale and location to previous Airshows since 2016 (except in 2020) and the setup and takedown of such temporary event structures would not result in substantial groundborne vibration or groundborne noise from on-site activities. The temporary Airshow pyrotechnic display would occur over water, similar to the City's annual 4th of July Fireworks Over The Ocean and would not result in permanent effects on the environment.

The multi-day music festival located within the Project Site following the conclusion of the Airshow each evening would include the use of amplified speakers, which would be directed away from noise sensitive uses each of Pacific Coast Highway. Amplified speakers have the potential to generate groundborne vibration and groundbourne noise. Thus, , the multi-day music festival with the use of amplified speakers may result in a temporary net increase in groundborne vibration or groundborne noise and would be further evaluated in the EIR.

- c) **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, expose people residing or working in the project area to excessive noise levels?**

No Impact. The Project is not located within an airport land use plan, is not within 2 miles of a public airport or public use airport, nor is it within the vicinity of a private airstrip. The nearest airport to the Project Site is John Wayne Airport located more than five miles to the northeast. Therefore, there would be no impacts to a private airstrip, a public airport, nor an airport land use plan. No further analysis of this topic in the EIR is required.

XIV. Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIV. POPULATION AND HOUSING — Would the project:				
a) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) 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)?**

No Impact. The Airshow proposes no new residential uses or permanent businesses and does not include the extension of roads or infrastructure. The Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. The Project is intended to accommodate existing residents and visitors to the area and would not induce substantial unplanned growth. No further analysis of this issue in the EIR is required.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. The Project does not propose the removal of any existing structures or housing and therefore would not displace people or housing. As such, no impact would occur and no further analysis of this issue in the EIR is required.

XV. Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES —				
a) 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 following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **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 following public services:**
- i) **Fire protection?**
 - ii) **Police protection?**

Less Than Significant Impact (ai and aii) In addition to foot and motor patrols provided by the City of Huntington Beach Police Department (HBPD) during the event days, private security would also be provided by the Applicant. The private security company would coordinate crowd control, internal security, venue safety, and emergency evacuation in coordination with the HBPD. In addition, HBPD motor officers and parking control officers would be deployed to maintain traffic flow along Pacific Coast Highway and to enforce parking restrictions in the vicinity. Fire and medical services would be provided by the Huntington Beach Fire Department (HBFD). Located throughout the venue are emergency vehicle staging areas and access lanes, first aid stations, and lost and found stations. Access lanes throughout the Show Center Area would be restricted for emergency vehicles and personnel throughout the Airshow. Since the Airshow is a temporary event and served by existing public emergency response personnel as well as private security provided by the Applicant, the Project would not interfere with the City’s regular public safety patrol operations and emergency response times. Therefore, the Project would not result in the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. No further analysis of this issue is required in the EIR.

iii) Schools?

No Impact. Impacts to schools would occur if project implementation resulted in an increase in population. The Project would not increase population and, therefore, would have no impact to schools. No further analysis in the EIR is required.

iv) Parks?

No Impact. Impacts to schools would occur if project implementation resulted in an increase in population. The Project would not increase population and, therefore, would have no impact to parks. No further analysis in the EIR is required.

v) Other public facilities?

No Impact. No other public facilities would be required to serve the Project that would require new or altered facilities. No further analysis in the EIR is required.

XVI. Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. RECREATION —				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **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?**

Less Than Significant Impact. The Project could increase the beach activity and beach users during the Airshow. However, this temporary beach activity and beach use would be negligible and would not cause substantial physical deterioration of the beach. Further, as demonstrated after the past Airshows, the beach and Project area would be cleaned after each public-use day and would be cleaned entirely following the conclusion of the Airshow to pre-project conditions. A less than significant impact would occur in this regard. No further analysis of this issue in the EIR is required.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Less Than Significant Impact. The recreational activities associated with the Airshow are temporary and would not require the construction or expansion of permanent recreational facilities that would have an adverse physical effect on the environment. A less than significant impact would occur in this regard. No further analysis of this issue in the EIR is required.

XVII. Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. TRANSPORTATION —				
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the Project:

- a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

No Impact. As an annual temporary event permitted by the City’s Specific Event Permit Process, the Airshow would not result in any sustained changes to the transportation system, and therefore it would not create any conflicts with the City’s Circulation Element of the General Plan. No roadways would be permanently altered, nor would any bicycle or pedestrian facilities. The transit system is unaffected by the Airshow. The City holds recurring, high-attendance events on or near the beach, including the US Open of Surfing. During such events, including the Airshow, the City manages traffic flow along Pacific Coast Highway and a few adjacent blocks. Management techniques include parking restrictions (i.e., on-street parking in the general vicinity is allowed except where temporary restrictions are implemented along SR-1, along with other streets with temporary closures), queue management, and/or turning restrictions. These activities are intended to minimize congestion and enhance safety. For the 2023 Airshow, the City took the following temporary actions on event days, which they anticipate continuing for future Airshows:

- Establishment of a staging area for emergency response personnel between the 200-300 block of southbound 1st Street.
- Installation of staging equipment for the Airshow on Main Street between Walnut Avenue and Pacific Coast Highway.
- Temporary use of an auxiliary lane to facilitate existing vehicles from the public parking lots on southbound Pacific Coast Highway approximately 300 feet before the intersection at Beach Boulevard.

Given the annual permit process would specify any unique conditions to which the Applicant must adhere, and that the Airshow does not create any permanent changes to transportation

infrastructure, it is not in the conflict with the Circulation Element of the City's General Plan. No further analysis of this issue in the EIR is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. Section 15064.3 of the CEQA Guidelines identifies the need for evaluating VMT changes associated with either a land development project or a permanent change in transportation infrastructure. The Guidelines do not identify whether and how VMT should be measured or evaluated for a seasonal or temporary event.

The Airshow would result in changes in travel patterns during event days. Many event attendees drive from other Southern California counties (outside OC) and a small percentage from beyond Southern California. However, many local residents (Huntington Beach, Seal Beach, Long Beach, Newport Beach) likely reduce their travel during event days in order to view the Airshow or avoid crowded streets. Moreover, the number of people using non-auto travel modes (bike, walk, TNC) was observed to be very high during the 2023 Airshow. The bicycle and walking trails along Pacific Coast Highway were used by thousands of cyclists during the event day. The proliferation of electric bicycles has facilitated a broader geographic reach of accessibility via bicycle. Hundreds of people parking several blocks from the event and then using bicycles for the final leg of their trip were also observed during the 2023 Airshow.

Any increase in vehicle miles traveled (VMT) during the course of the event would likely be deemed to be less than significant due to the limited number of days in which it occurs. However, this issue would be further evaluated in the EIR as it would provide quantification, to the extent data is available, to estimate the net change in VMT during event days.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Airshow would not result in any permanent changes to the transportation system and no structures or other features would block access or change geometric conditions. No further analysis of this issue in the EIR is required.

d) Result in inadequate emergency access?

Potentially Significant Impact. In addition to foot and motor patrols provided by the City of Huntington Beach Police Department (HBPD) during the event days, private security would also be provided by the Applicant. The private security company would coordinate crowd control, internal security, venue safety, and emergency evacuation in coordination with the HBPD. In addition, HBPD motor officers and parking control officers would be deployed to maintain traffic flow along Pacific Coast Highway and to enforce parking restrictions in the vicinity. Fire and medical services would be provided by the Huntington Beach Fire Department (HBFD). Located throughout the venue are emergency vehicle staging areas and access lanes, first aid stations, and lost and found stations. Access lanes throughout the Project Site would be restricted for emergency vehicles and personnel throughout the Airshow.

The Airshow has prepared a Public Safety Plan for each annual event and is anticipated to continue doing so as part of the annual permit process. This Plan identifies the protocols for responding to the need for a beach evacuation related to natural or man-made events. While the Project would not block or meaningfully reduce any access to the primary routes that lead in/out of the City, the volume of people on and near the beach (including a few blocks inland) would be difficult to evacuate in a short-order. As a large number of people walk or bicycle to the event, the speed of their ability to evacuate may not be adequate, depending on the nature of the emergency.

The CEQA Guidelines do not provide a protocol or threshold-of-significance to evaluate evacuation conditions for a temporary gathering of people (only land development). In the absence of such guidance and recognizing the difficulty of evacuating the volume of people in the area related to the Airshow, the EIR would likely find this to be a Potentially Significant Impact. The EIR may recommend additional provisions be included in the event's annual Public Safety Plan for enhancing the City's more generalized evacuation plans to apply more directly to the Airshow.

XVIII. Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project 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 a 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the Project:

- a) **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 a 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. In addition, the erection of the temporary event structures would be at or near-grade on the sand. There would not be construction excavations, grading, or trenching associated with the Airshow. Nonetheless, the City would conduct consultation with California Native American tribes pursuant to Assembly Bill (AB) 52 to identify tribal cultural resources in or near the Project Site. The City would send notification letters via email to Native American contacts on their AB 52 Master List or whichever groups have previously notified the City that they would like to be contacted regarding proposed projects. As such, tribal cultural resources would be further evaluated in the EIR.

XIX. Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIX. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Would the Project:

- a) **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?**

Less Than Significant Impact. The Airshow proposes no new permanent development, the construction of which would cause significant effects. The Airshow would use existing connections and facilities for water, wastewater, stormwater, electrical, natural gas, and telecommunications. As such, a less than significant impact would occur in this regard. No further analysis in the EIR is required.

- b) **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. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction, grading, or ground disturbance. For non-potable water demand, the Applicant would use a water coupler to access the irrigation in the planters in the City's parking lots for the Airshow's parking lot activation activities. For potable water, the Applicant would bring in their own water tank and

utilize it for filling the wave pool, luxury restroom trailers, washing stations, and catering. The water tank would be filled using the City's hydrants. Alternatively, through an agreement with the Utilities Division in the Public Works Department of the City, a water meter could be installed on the hydrants in the City's parking lots to allow the Airshow to connect directly into the hydrant for potable water to fill the Applicant's water tank and to pay the event's water bill according to Airshow usage on the meter. The water demand for the Airshow would be minimal and temporary. As such, a less than significant impact would occur in this regard. No further analysis in the EIR is required.

- c) 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?**

Less Than Significant Impact. The Airshow proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed immediately following the conclusion of the Airshow. There would be no potential for construction, grading, or ground disturbance. Restrooms available for the Airshow would consist of the existing restrooms, over one-hundred (100) portable and ADA bathrooms, and several restroom trailers located throughout the venue. Each of the single portable restrooms would sit in a containment tray on top of plywood (or other suitable flooring) and would not be within 50 feet of an existing storm drain. Wastewater generated from the Airshow is hauled off by the Applicant's vendors (i.e., portable bathrooms). Runoff generated by the Airshow would drain into the City's existing storm drain system. As such, a less than significant impact would occur in this regard. No further analysis in the EIR is required.

- d) 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. Historically, the Airshow has attracted attendees throughout Southern California. Historical and future airshows are anticipated to employ approximately 300 daily event staff and volunteers. There would be no potential for construction, grading, or ground disturbance. Due to the City's franchise agreement, the Applicant would contract and coordinate refuse needs with the City's waste management provider, Republic Services. Republic Services would provide cardboard general waste and recycling bins with lids to be located throughout the Show Center Area including the reserved parking lot areas and would place dumpster bins in accordance with expected attendance. Dedicated food waste bins would be placed in the hospitality areas throughout the venue. The Applicant would be responsible to replace all full trash can liners throughout the venue and to place the trash from the bins into the dumpsters to then be removed by Republic Services following the conclusion of the Airshow. The Applicant would encourage all food vendors to avoid plastics (straws, cups, lids) and recommended to use paper straws or straw less lids. As such, a less than significant impact would occur in this regard. No further analysis in the EIR is required.

e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Less Than Significant Impact. As discussed above, the Applicant would contract and coordinate refuse needs with the City's waste management provider, Republic Services. Republic Services would provide cardboard general waste and recycling bins with lids to be located throughout the Show Center Area including the reserved parking lot areas and would place dumpster bins in accordance with expected attendance. Dedicated food waste bins would be placed in the hospitality areas throughout the venue. The Applicant would be responsible to replace all full trash can liners throughout the venue and to place the trash from the bins into the dumpsters to then be removed by Republic Services following the conclusion of the Airshow. The Applicant would encourage all food vendors to avoid plastics (straws, cups, lids) and recommended to use paper straws or straw less lids. The Airshow would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. As such, a less than significant impact would occur in this regard. No further analysis in the EIR is required.

XX. Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Would the Project:

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) **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?**
- c) **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?**
- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact (a-d).

The Project Site is not located in a very high fire hazard severity zone or designated as a State Responsibility Area nor is the Project Site near a State Responsibility Area (CAL FIRE, 2020). As such, no impact would occur in this regard. No further analysis in the EIR is required.

References

CAL FIRE, 2020. California Department of Forestry and Fire Protection, California Fire Hazard Severity Zone Viewer. [online]: <https://egis.fire.ca.gov/FHSZ/>, accessed October 2023.

XXI. Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Does the Project:

- a) **Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. The EIR would further assess potential impacts to biological resources identified in this IS/NOP, such as any potential impacts to wildlife species resulting from bird strikes and/or increased noise. However, potential impacts are not expected to drop populations below self-sustaining levels or eliminate a species or restrict the range of a species. Further, the Project does not have the potential to eliminate important examples of the major periods of California history or prehistory.

- b) **Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact. Based on evaluations and discussions contained in this IS/NOP, it is not anticipated that the Airshow would have impacts that are cumulatively considerable as a result of the incremental effects of the Project in context of the effects of past, current and

probable future projects. However, the EIR would be prepared to further assess the potential impacts identified in this IS/NOP.

c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on evaluations and discussions contained in this IS/NOP, it is not anticipated that the Airshow would have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. However, the EIR would be prepared to further assess the potential impacts identified in this IS/NOP.

SECTION 4

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