

Palm/Goldenwest Specific Plan Amendment Project

Draft Environmental Impact Report

SCH No. 2026020245

LSA

Submitted to:
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

AUGUST 2026

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DRAFT
ENVIRONMENTAL IMPACT REPORT

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HUNTINGTON BEACH, CALIFORNIA

STATE CLEARINGHOUSE NO. 2026020245

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, before taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide both the public and local and State governmental agency decisionmakers with an analysis of potential environmental consequences to support informed decision making.

This Executive Summary has been prepared according to *State CEQA Guidelines* Section 15123 for the Draft EIR for the proposed Palm/Goldenwest Specific Plan Amendment Project (proposed project) at 20101 Goldenwest Street in Huntington Beach, California. This Draft EIR has been prepared for the City of Huntington Beach (City) to analyze the proposed project's potential impacts on the environment; to propose mitigation measures for identified potentially significant impacts that would minimize, offset, or otherwise reduce or avoid those environmental impacts; and to discuss alternatives that could reduce the potentially significant impacts of the proposed project.

This EIR has been prepared pursuant to the requirements of CEQA and the *State CEQA Guidelines*. The City is the Lead Agency, and as such, has reviewed all submitted drafts, technical studies, and reports for consistency with applicable City regulations and policies and has commissioned the preparation of this EIR to reflect its own independent judgment.

Data for this EIR were obtained from on-site field observations; discussion with affected agencies; review of adopted plans and policies; review of available studies, reports, and data; and specialized environmental assessments prepared for the project (e.g., Air Quality and Health Risk Assessment modeling; Biological Resources Assessment; Jurisdictional Delineation; Historic Resources Assessment; Archaeological Survey Report; Energy Use Modeling; Geotechnical Investigation Report; Paleontological Resources Assessment; Phase I Environmental Site Assessment [ESA]; Phase II ESA Reports, Water Supply Assessment; Noise modeling; Traffic Impact Assessment; Vehicle Miles Traveled [VMT] Memorandum; and Tribal Consultation Record).

The Executive Summary is intended to highlight the major areas of importance in the environmental analysis for the proposed project as required by *State CEQA Guidelines* Section 15123. The Executive Summary includes a brief description of the proposed project, areas of controversy known to the City, including issues raised by agencies and the public, a summary of the significant unavoidable impacts of the proposed project, and a summary of alternatives evaluated in the EIR. This Executive Summary also provides a table summarizing (1) the potential environmental impacts that would occur as a result of project implementation and operation; (2) the level of significance prior to implementation of mitigation measures; (3) standard conditions and mitigation measures that avoid or reduce the significant impacts of the proposed project; and (4) the level of significance after mitigation measures are implemented.

1.2 SUMMARY OF LOCATION AND SETTING

The project site is located at 20101 Goldenwest Street, comprising approximately 92 acres of the 146-acre Palm/Goldenwest Specific Plan (PGSP) Area. The City's General Plan Land Use Element currently designates the entire project site for Commercial Visitor (CV) land uses with a Specific Plan overlay. Zoning of the project site is governed by the Palm/Goldenwest Specific Plan, which designates the project site for a mix of Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. The project site is also located within the California Coastal Zone, as defined by the California Coastal Act of 1976.

The project site is currently developed with industrial (oil and gas production) uses as well as a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands. Vehicular access to the existing project site is provided via secure full-access driveways, including one driveway along Goldenwest Street and one driveway along Seapoint Street. Currently, no points of vehicular entry to the project site exist along Pacific Coast Highway (PCH) or Palm Avenue. The portion of the project site north of Seapoint Street is currently accessible via a third secure all-access driveway along Seapoint Street.

1.3 SUMMARY OF PROJECT DESCRIPTION

The proposed project approvals would facilitate the future redevelopment of the 92-acre project site, including the demolition and removal of existing oil and gas production infrastructure and the future construction of up to 800 residential units, up to 350 hotel rooms or other permitted visitor-serving uses, and various open space and park areas. Future buildout of the site would include new vehicular access points and internal circulation roadways, informational signage, utility and infrastructure connections, and multi-use paths. In order to facilitate these future improvements, the proposed project includes physical modifications to the project site such as demolition, remediation, and site preparation activities.

Under the proposed PGSP Amendment, the project site would be divided into three planning areas: Planning Area 1 (16 acres of Commercial Visitor uses), Planning Area 2 (53.2 acres of Medium Density Residential uses, which would be subdivided into Planning Areas 2A [30.8 acres] and 2B [22.4 acres]), and Planning Area 3 (22.8 acres of open space/park uses, which would be subdivided into Planning Area 3A [19.7 acres] and 3B [3.1 acres]).

Project-specific design details for future residential and commercial development within the project site are unknown at this time. Each future discretionary project within the project site would be subject to a project-specific CEQA review at the time it is proposed for consideration by the City. In order to streamline the process of future CEQA review, the proposed project conservatively analyzes a "worst-case" scenario of development, or the maximum allowable scale of future development allowed under applicable development standards as set forth in the Draft Amended PGSP.

1.4 AREAS OF CONTROVERSY

Pursuant to *State CEQA Guidelines* Section 15123, this Draft EIR acknowledges the areas of controversy and issues to be resolved that are known to the City or that were raised during the scoping process. A Notice of Preparation (NOP) for an EIR was circulated and public comments on the Initial Study were solicited for a period of 30 days, starting on February 6, 2026, and ending on March 9, 2026. A scoping meeting was held on February 18, 2026. The material environmental issues and concerns raised in response to the Notice of Preparation (NOP) or at the scoping meeting included:

- Aesthetics
- Air Quality
- Biological Resources
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation
- Utilities and Service Systems

Please note that this is not an exhaustive list of areas of controversy but rather key issues that were raised during the scoping process and public review period for the Draft EIR. This EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures and/or alternatives designed to reduce or eliminate potentially significant impacts. Appendix A to this EIR includes the NOP, copies of written comments received in response to the NOP, and comments received at the Public Scoping Meeting. Appendix A also includes a comment summary.

1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the *State CEQA Guidelines* requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. The following is a summary of the impacts that are considered significant adverse and unavoidable after all mitigation is applied. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures.

1.5.1 Air Quality

As discussed in Section 4.2, Air Quality, implementation of the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans because the proposed project would result in significant and unavoidable long-term operational pollutant emissions of VOCs. Even with implementation of MM AQ-1, the proposed project would result in a significant and unavoidable cumulatively considerable impact related to air quality.

1.5.2 Greenhouse Gas Emissions

As discussed in Section 4.7, Greenhouse Gas Emissions, the proposed project would generate mass emissions and per service population emissions of greenhouse gases in excess of South Coast Air Quality Management District (SCAQMD) thresholds of significance. In addition, the proposed project would not fully demonstrate consistency with the transportation- and VMT-related objectives of the 2022 Scoping Plan (refer to the discussion under Transportation below) and therefore would not achieve the level of GHG reductions necessary to demonstrate consistency with the State's long-term GHG reduction goals for 2030 and carbon neutrality objectives for 2045. Even with implementation of MMs GHG-1 and TRA-1 through TRA-3, the proposed project would result in a significant and unavoidable cumulatively considerable impact related to GHG emissions.

1.5.3 Transportation

As discussed in Section 4.15, Transportation, the commercial component of the proposed project would result in total daily VMT per service population in excess of the threshold of significance established by the City. Additionally, the residential component of the project would result in VMT per capita in excess of the threshold of significance established by the City. Even with implementation of MMs TRA-1 and TRA-2, the proposed project would result in a significant and unavoidable cumulatively considerable impact related to VMT.

1.6 ALTERNATIVES

1.6.1 Alternatives Evaluated in this EIR

Public Resources Code (PRC) Section 21100 and *State CEQA Guidelines* Section 15126 require an EIR to identify and discuss a No Project Alternative and a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant environmental impacts. The following alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the proposed project but that may avoid or substantially lessen any of the significant impacts of the proposed project. Therefore, the alternatives considered in this EIR include the following:

- **Alternative 1 – No Project Alternative:** CEQA requires analysis of a "No Project" Alternative. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. According to *State CEQA Guidelines* Section 15126.6(e)(3)(C), the lead agency should proceed to analyze the impacts of the No Project Alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. Under Alternative 1, the project site would remain in its current condition. No existing oil and natural gas production facilities would be removed and no development of a new buildings, site improvements, or ground disturbance would occur. Under Alternative 1, the existing oil and natural gas production facilities on site would remain operational.

- **Alternative 2 – Buildout of Existing Land Use Alternative:** This alternative assumes that the project site would be developed consistent with 1) the existing General Plan Land Use Designation of Commercial Visitor (CV) land uses with a Specific Plan overlay, and 2) the approved PGSP designation of Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. As such, the project site would be developed consistent with the applicable land use regulations, and would not include the development of residential uses. While this alternative would not require a General Plan Amendment, it would still require the establishment of development standards, and as such, would still require a Specific Plan Amendment as noted in the approved PGSP.

- **Alternative 3 – Reduced Project Alternative:** Alternative 3 assumes that the maximum allowable commercial development potential within Planning Area 1 of the project site would be substantially reduced, including a reduction in the maximum allowable building area for commercial development from 348,480 square feet to 3,000 square feet. The 3,000 square feet of commercial development would consist of low-cost, visitor-serving commercial stalls located in the central portion of Planning Area 1, with a pedestrian paseo linking Palm Avenue with PCH that would feature benches, landscaping, and public art. The remainder of Planning Area 1 would be dedicated to surface parking. Under Alternative 3, other components of the proposed project related to access, landscaping, infrastructure, amenities, and roadway and infrastructure improvements would remain the same except for the re-routing of the internal circulation road to provide access to increased surface parking area in Planning Area 1. Therefore, consistent with the proposed project, Alternative 3 would require a General Plan Amendment, Specific Plan Amendment, and Local Coastal Program Amendment, but would reflect the reduced development limits.

1.6.2 Identification of the Environmentally Superior Alternative

CEQA requires the identification of an Environmentally Superior Alternative among the alternatives evaluated in an EIR. *State CEQA Guidelines* Section 15126.6(e)(2) provides that, if the No Project/No Build Alternative is the Environmentally Superior Alternative, then the EIR shall also identify an Environmentally Superior Alternative among the other alternatives. With the exception of Alternative 1, the environmentally superior alternative would be Alternative 3, the Reduced Project Alternative. Alternative 3 would result in similar or reduced environmental impacts compared to the proposed project because the project site would be developed at a reduced scale, thereby reducing most of the proposed project's environmental impacts. However, Alternative 3 would not reduce the significant impacts related to VMT or cumulatively considerable significant impacts related to air quality or GHG emissions to a less than significant level, and these impacts would remain significant and unavoidable. Although Alternative 3 would achieve all of the project objectives, it would not achieve those objectives to the same degree as the proposed project. Accordingly, it was determined that Alternative 3 is the Environmentally Superior Alternative because it would meet all of the project objectives and result in reduced environmental impacts as compared to the proposed project.

1.7 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A, below, identifies the potential environmental impacts, proposed mitigation measures, standard conditions, and level of significance after mitigation is incorporated into the proposed project. Table 1.A also identifies cumulative impacts resulting from the proposed project. Environmental topics addressed in this Draft EIR include: Aesthetics, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. Refer to Chapter 2.0, Introduction, of this Draft EIR for a discussion of additional effects found not to be significant through the NOP process.

1.7.1 Secondary Effects of Mitigation Measures

In accordance with *State CEQA Guidelines* Section 15126.4(a)(1)(D), if any mitigation measure would cause one or more significant effects in addition to those that would be caused by the proposed project, the effects of the mitigation measure shall be discussed. The mitigation measures proposed (as listed on Table 1.A) require developers of future residential and commercial development within the project site to provide the City or other agencies with construction plans or provide evidence that the project would adhere to existing programs, regulations, or recommendations in technical reports. The regulations and policies listed in the mitigation measures have been evaluated during their respective adoptions or approval processes. No secondary effects related to the proposed mitigation measures are expected to occur.

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
4.1: Aesthetics			
Threshold 4.1.1: The proposed project would not have a substantial adverse effect on a scenic vista.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Threshold 4.1.3: The proposed project would not conflict with applicable zoning and other regulations governing scenic quality.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Cumulative Aesthetics Impact: The proposed project would adhere to City and State regulations, as well as Palm/Goldenwest Specific Plan development standards and design guidelines, designed to reduce and/or avoid impacts related to aesthetics and therefore would not result in cumulative impacts to aesthetics.	Less than Significant Impact	No mitigation is required.	Less Than Significant Impact
4.2: Air Quality			
Threshold 4.2.1: The proposed project would potentially conflict with or obstruct implementation of the applicable air quality plan.	Potentially Significant Impact	**Mitigation Measure AQ-1:** Prior to issuance of building permits, the City of Huntington Beach shall identify project design details and specifications, where feasible, to document implementation and compliance with the following emission reduction measures. Implementation of the following measures, where applicable, are considered to be applicable, feasible, and effective in reducing criteria pollutant emissions generated by the project: • The project Applicant shall incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) at the proposed residential uses to minimize the potential impacts of air pollution on sensitive receptors.	Significant and Unavoidable Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		• The project Applicant shall incorporate fuel-efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and low or zero-emitting architectural coatings. The project Applicant shall only utilize Energy Star heating, cooling, and lighting devices, and appliances. • The project Applicant shall utilize energy-efficient design features, including use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling. • The project Applicant shall provide Class I and Class II bicycle parking/storage facilities on site. Bicycle parking facilities should be near destination points and easy to find. At least one bicycle parking space for every 20 vehicle parking spaces should be provided. • The project Applicant shall provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles. • The project Applicant shall install 240-volt electrical outlets or Level 3 chargers in parking lots that would enable charging of neighborhood electric vehicles (NEVs) and/or battery powered vehicles. • The project Applicant shall ensure the planting of trees in landscaping and ground floor parking lots provide shading coverage at a minimum of 25% • The project Applicant shall use light-colored paving and roofing materials. • The project Applicant shall use low-volatile organic compound (VOC) paints with 10 grams per liter or less.	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Threshold 4.2.2: The proposed project would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Potentially Significant Impact	Refer to **Mitigation Measure AQ-1.**	Significant and Unavoidable Impact
Threshold 4.2.3: The proposed project would not expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Cumulative Air Quality Impact: The proposed project's long-term operational emissions would exceed SCAQMD significance thresholds for VOCs. Therefore, the proposed project's cumulative air quality impacts would be potentially significant.	Potentially Significant Impact	Refer to **Mitigation Measure AQ-1.**	Significant and Unavoidable Impact
4.3: Biological Resources			
Threshold 4.3.1: The proposed project would potentially have a substantial adverse effect, either directly or through habitat modifications, on 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 Wildlife or U.S. Fish and Wildlife Service.	Potentially Significant Impact	**Mitigation Measure BIO-1: Pre-Construction Special-Status Plant Survey.** A pre-construction special-status plant clearance survey shall be conducted prior to ground-disturbing activities associated with the proposed project (including demolition, remediation, site preparation, and/or future development projects within the Palm/Goldenwest Specific Plan Area) to document the presence/absence of special-status plant species known to occur in the vicinity of the project site. Special attention shall be paid to the presence/absence of southern tarplant within the project site and adjoining properties, when accessible. The focused plant survey shall be conducted in accordance with protocols and guidelines that have been approved and recommended by the United States Fish and Wildlife's (USFWS) 1996 *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants*;	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		the California Department of Fish and Wildlife's (CDFW) 2018 *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*; and the California Native Plant Society's 2001 Botanical Survey. Due to the variation in blooming periods for special-status plant species known to occur in the vicinity of the site, up to three (3) site visits during the blooming season (March through June) are usually required to make observations during the appropriate phenological stage of the target plant species. Since emphasis will be placed on the presence/absence of southern tarplant within the project site, the surveys shall be conducted between March and November to correlate with the typical blooming time of southern tarplant, with at least one (1) of the 3 surveys being conducted during the peak blooming time for the species (May through November). Following the completion of the surveys, a letter report shall be prepared and submitted to the Director of the City of Huntington Beach's (City) Community Development Department, or designee, that includes a summary of the methods, conditions, and results of the surveys. An exhibit depicting the project site and survey area shall be included in the report that will also include the location of any special-status plant species, if found. If southern tarplant or other special-status plant species are detected and avoidance is not feasible, compensatory mitigation such as seed collection, topsoil salvage, plant salvage could be required. Recommended compensatory mitigation measures, if applicable, shall be included in the letter report. Each Applicant/Developer shall adhere to any such recommendations and provide evidence that these measures have been incorporated to the Director of the City's Community Development Department. **Mitigation Measure BIO-2: Pre-Construction Burrowing Owl Clearance Survey.** To avoid impacts to burrowing owl, a qualified Avian biologist shall conduct a pre-construction burrowing owl clearance survey no more than three (3) days prior to any construction activity (including	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		demolition, remediation, site preparation, and/or future development projects within the Palm/Goldenwest Specific Plan Area). The pre-construction survey will identify the presence and location of any burrowing owl within the boundaries of the project site and a 500-foot survey buffer. A report documenting the results of the survey shall be sent to the approving authority no more than 30 days after the survey. If burrowing owls are found within 150 feet of construction activities, all construction shall cease and consultation with the CDFW shall be required. Construction will only resume upon consultation with CDFW and when it is confirmed that the area is cleared of burrowing owl activity, or that construction activities shall not directly or indirectly affect the burrowing owls. If project activities are delayed for more than 30 days, a new clearance survey shall be conducted. **Mitigation Measure BIO-3: Bird Collision Avoidance.** Prior to the issuance of building permits for each future development project within the project site, the Director of the City's Community Development Department, or designee, shall verify that each project incorporates bird safe elements in architectural design to the extent feasible, including but not limited to non-reflective glass, patterned glass, and glass in the ultra-violet range to minimize potential bird collisions. **Mitigation Measure BIO-4: Environmental Awareness Strategies.** Prior to the issuance of occupancy permits for future residential developments within the project site, each project Applicant/Developer shall prepare an informational pamphlet and/or informational signage, subject to approval by the Director of the City's Community Development Department, that informs residents of the biological sensitivity of the surrounding areas (e.g., Bolsa Chica Ecological Reserve) and advises residents of methods to be used to prevent pets from inadvertently entering sensitive habitat areas. These include, but are not limited to, appropriate leashing practices and the use of gates at home entry/exit points. Upon approval, the pamphlet and/or signage shall be included in the Covenants, Conditions, and Restrictions (CC&Rs) of future Homeowners Associations	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		and distributed to each homeowner and/or tenant or displayed at strategic locations throughout the project site. **Standard Condition BIO-1: Compliance with Migratory Treaty Bird Act (MBTA).** Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). In order to protect migratory bird species, a nesting bird clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities associated with construction of the proposed project (including demolition, remediation, site preparation, and/or future development projects within the Palm/ Goldenwest Specific Plan Area) that may disrupt the birds during the nesting season. Bird nesting season generally extends from February 1 through August 31. To avoid impacts to nesting birds (both common and special status) during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird clearance survey, three (3) days prior to project-related activities to identify any active nests occur on or immediate adjacent to the project site. If project activities are delayed for more than 30 days, a new clearance survey will need to be conducted. Special attention shall be paid to the presence of California least tern, since known nesting colonies occur approximately 3,000 feet to the northwest within the Bolsa Chica Ecological Reserve. If no active nests are found, no further action shall be required. However, if an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer shall be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors shall be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest shall be established in the	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. Additionally, a biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. Although not anticipated, if California least tern are found within the project site, or 500-foot buffer during the pre-construction clearance survey, each Project Applicant/Developer shall coordinate with the California Department of Fish and Wildlife (CDFW) to determine if avoidance and impact prevention measures can be implemented to avoid any direct or indirect impacts to California least tern, or if an Incidental Take Permit Under Section 2081 of the California Endangered Species Act (CESA) will need to be prepared and approved by CDFW. Refer to **Mitigation Measures N-1 and N-2** (under Section 4.12, Noise) and **Standard Condition AES-1** (in the Initial Study [Appendix B]).	
Threshold 4.3.2: The proposed project would not 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 Wildlife or U.S. Fish and Wildlife Service.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Threshold 4.3.3: The proposed project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool,	Less Than Significant Impact	Refer to **Standard Conditions WQ-1, WQ-2, and WQ-4** (under Section 4.9, Hydrology and Water Quality).	Less Than Significant Impact

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
coastal, etc.) through direct removal, filling, hydrological interruption, or other means.			
Threshold 4.3.4: The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Less Than Significant Impact	Refer to **Standard Condition BIO-1.**	Less Than Significant Impact
Threshold 4.3.5: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less Than Significant Impact	**Standard Condition BIO-2: Mature Tree Replacement.** Prior to the issuance of grading or building permits for site preparation activities or future developments within the project site, each project Applicant/Developer shall comply with City of Huntington Beach (City) Memorandum CI-74, Tree Replacement for CEQA Compliance (City Memo C1-74), including demonstrating in each project's landscaping plan that the appropriate number of replacement trees (at a minimum 2:1 ratio) are provided to replace existing mature trees (i.e., exceeding 10 inches in diameter measured approximately 4 feet above grade, or as otherwise determined by the City) that would be removed to accommodate each proposed development. The landscaping plan shall be submitted to the Director of the City's Community Development Department, or designee, for review and approval for each future development project within the project site.	Less Than Significant Impact
Threshold 4.3.6: The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	No Impact	No mitigation is required.	No Impact

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Cumulative Biological Resource Impact: The proposed project would potentially contribute to a cumulatively significant impact related to biological resources.	Potentially Significant Impact	Refer to **Mitigation Measures BIO-1 through BIO-4**; **Mitigation Measure N-1** (under Section 4.12, Noise); **Standard Condition BIO-1**, and **Standard Condition AES-1** (in the Initial Study [Appendix B]).	Less Than Significant Impact
4.4: Cultural Resources			
Threshold 4.4.1: The proposed project would potentially cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	Potentially Significant Impact	**Mitigation Measure CUL-1: Archaeological Mitigation and Monitoring Plan.** Prior to the issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, a City of Huntington Beach (City)-approved archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for archaeology shall prepare an Archaeological Mitigation and Monitoring Plan (AMMP) for each individual project for review and approval by the City Director of Community Development, or designee. The AMMP shall include protocols for monitoring and mitigation of any finds through a Research Design and Recovery Plan outlining significance testing of the inadvertent finds, laboratory analyses, curatorial requirements, and reporting requirements. The AMMP shall include language that all work must be stopped within 100 feet of an archaeological find while the find is assessed by the archaeologist and any Native American monitors. As outlined in the AMMP, a City-approved archaeologist shall oversee archaeological monitoring of all construction-related ground disturbance for each future development project within the project site. Archaeological monitoring shall continue until the archaeologist determines that there is a low potential for encountering subsurface cultural resources. In the event that archaeological cultural resources are identified during ground-disturbing project activities, the protocols outlined in each project's AMMP shall be implemented.	Less Than Significant Impact
Threshold 4.4.2: The proposed project would potentially cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	Potentially Significant Impact	Refer to **Mitigation Measure CUL-1.**	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Cumulative Cultural Resource Impact: Potential impacts of the proposed project to unknown cultural resources, when combined with the impacts of past, present, and reasonably foreseeable projects in the City of Huntington Beach, would not contribute to a cumulatively significant impact to cultural resources with compliance with existing regulatory measures.	Potentially Significant Impact	Refer to **Mitigation Measure CUL-1.**	Less Than Significant Impact
4.5: Energy			
Threshold 4.5.1: The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Threshold 4.5.2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Cumulative Energy Impact: There are sufficient planned energy supplies to serve the proposed project and related projects. The proposed project's contribution to impacts related to the inefficient, wasteful, and unnecessary consumption of energy would not be cumulatively considerable.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
4.6: Geology and Soils			
Threshold 4.6.2: The proposed project would potentially result in substantial soil erosion or the loss of topsoil.	Less Than Significant Impact	Refer to **Standard Conditions WQ-1, WQ-2, WQ-4, and WQ-5** (under Section 4.9, Hydrology and Water Quality).	Less Than Significant Impact
Threshold 4.6.6: The proposed project would potentially directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant Impact	**Mitigation Measure GEO-1: Paleontological Resources Impact Mitigation Program.** Prior to issuance of each grading permit (i.e., site demolition, remediation, and preparation; and each future development project within the project site), each project Applicant/Developer shall provide a letter to the Director of Community Development Department, or designee, stating that they have retained a qualified paleontologist (defined as a practicing paleontologist who is recognized in the paleontological community and proficient in vertebrate paleontology) who is listed on the County of Orange list of certified paleontologists. Prior to the issuance of each grading permit, the qualified paleontologist shall submit to the City, a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. The PRIMP shall be consistent	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		with the guidelines of the Society of Vertebrate Paleontology. The City shall not issue a grading permit for the project until the letter and PRIMP, both referenced above, have been received. During construction, excavation and grading activities in deposits with high paleontological sensitivity shall be monitored by a paleontological monitor as defined by the PRIMP. No monitoring is required for excavations in deposits with no or low paleontological sensitivity (i.e., engineered fill soils). If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist shall be contacted to assess the find for significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution prepared by the Applicant-hired qualified paleontologist. Prior to the issuance of grading permits, a report of findings shall be prepared to document the results of the monitoring program prepared by the Applicant-hired qualified paleontologist. The report shall be provided to the Director of Community Development, or designee.	
Cumulative Geology and Soils Impact: Potential impacts of the proposed project to unknown paleontological resources and unique geologic features, when combined with the impacts of past, present, and reasonably foreseeable projects in the City of Huntington Beach, could	Potentially Significant Impact	Refer to **Mitigation Measure GEO-1.**	Less Than Significant Impact

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
contribute to a cumulatively significant impact due to the overall loss of paleontological remains unique to the region. However, when resources are assessed and/or protected as they are discovered, impacts to these resources are less than significant. The proposed project could contribute to regional seismic issues; however, implementation of Mitigation Measure GEO-1 as well as compliance with applicable codes and design standards would reduce cumulatively considerable impacts to a less than significant level.			
4.7: Greenhouse Gas Emissions			
Threshold 4.7.1: The proposed project would potentially generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Potentially Significant Impact	**Mitigation Measure GHG-1:** All development plans and permitting shall require Applicant incorporation of all feasible project-specific greenhouse gas reduction measures. Such measures shall include: • Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, as demonstrated through energy modeling or prescriptive compliance documentation. • Install on-site solar photovoltaic (PV) systems. • Install water-efficient fixtures (toilets, faucets, showers), water efficient landscape irrigation systems (drip irrigation with control panel and soil moisture sensors), and water efficient landscaping. • Install energy efficient appliances and high-efficiency electric hot water heaters. • Require all electric development, including space conditioning and water heating unless determined to be infeasible by the City's Engineer.	Significant and Unavoidable

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		• Provide End-of-Trip Bicycle Facilities. • Implement Commute Trip Reduction Marketing. • Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill 1383 requirements.	
Threshold 4.7.2: The proposed project would potentially conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Potentially Significant Impact	Refer to **Mitigation Measure GHG-1** and **TRA-1 through TRA-3** (under Section 4.15, Transportation).	Significant and Unavoidable Impact
Cumulative Greenhouse Gas Emissions Impact: The proposed project would generate emissions that would exceed applicable SCAQMD thresholds and would conflict with the plans and policies adopted for the purpose of reducing the emissions of GHGs, including the 2022 Scoping Plan. The project would therefore result in a significant cumulatively considerable impact related to GHG emissions when combined with cumulative projects. Impacts would significant and unavoidable.	Potentially Significant Impact	Refer to **Mitigation Measure GHG-1** and **TRA-1 through TRA-3** (under Section 4.15, Transportation).	Significant and Unavoidable Impact

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
4.8: Hazards and Hazardous Materials			
Threshold 4.8.1: The proposed project would potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Potentially Significant Impact	**Mitigation Measure HAZ-1: Demolition Plan.** Prior to the issuance of any demolition or grading permits, the Project Developer shall prepare and submit a Demolition Plan and a Storm Water Pollution Prevention Plan (SWPPP) to the Director of the City of Huntington Beach (City) Public Works Department, or designee, for review and approval. The Demolition Plan shall include the procedures for pre-demolition surveys and testing for hazardous building materials, including but not limited to asbestos and per- and polyfluoroalkyl substances (PFAS). All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations. All identified hazardous materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures. The Construction Contractor for demolition activities shall provide documentation (e.g., all required waste manifests, SWPPP O&M, sampling, and air monitoring analytical results) to the Director of the City Public Works Department, or designee, showing that abatement of hazardous building materials has been completed in full compliance with all applicable regulations. **Mitigation Measure HAZ-2: Soil Management Plan.** Prior to the issuance of any demolition or grading permits, a site-specific Soil Management Plan shall be developed and shall include measures for monitoring soil conditions for evidence of contamination and contingency measures in the event that contaminated soils are encountered during demolition, remediation, and site preparation activities, as evidenced by visual staining, olfactory perception, or field testing. The Soil Management Plan shall include contingency procedures for identification of potential contaminants through use of field screening equipment; sampling and laboratory analyses if necessary; soil segregation; temporary soil stockpiling specifications; on-site or off-site treatment and disposal options for soil in accordance with applicable law and a health and safety plan for workers involved in the earthwork phase of the project. The Soil Management Plan shall be submitted to the City of Huntington Beach Fire Department (HBFD) for review and approval.	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		Mitigation Measure HAZ-3: Hazardous Materials Remediation. Prior to the issuance of any grading permits for overall site preparation activities associated with the proposed project, the Project Developer shall obtain a "No Further Action" letter or other written concurrence from a state environmental agency, if any is involved, indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval. The "No Further Action" letter or written concurrence will service as proof that all required site assessment and remedial actions to address residual contamination in soil, soil gas, and groundwater has been implemented as prescribed by a state environmental oversight agency (if involved). **Standard Condition HAZ-1: Compliance with Well Abandonment Regulations.** Prior to any oil well abandonment activity commencing, the Project Developer shall obtain a permit from the California Geologic Energy Management Division (CalGEM) and the Huntington Beach Fire Department (HBFD) in accordance with the CALGEM Construction Site Review Program and City Specification No. 422 (Abandonment of Oil Wells). Specifically, the Project Developer shall submit a copy of the issued CalGEM permit, site plan, and other applicable documents electronically to the City of Huntington Beach's (City) online portal for each oil well being abandoned. Site plans shall also be provided, with building locations, well location, Geographical Information System (GIS) coordinates for the well(s), American Petroleum Institute (API) number(s), well name(s), well operator, property owner and any other pertinent information. Once the abandonment permit has been issued by the HBFD, abandonment work may commence. Well abandonment shall be conducted in accordance with current CalGEM standards. Upon completion of well abandonment activities, the Project Developer shall provide documentation to CalGEM for review. CalGEM will then issue a closure letter ("Report of Well Abandonment [Form OG159]") to the Project Developer, indicating that all site oil/gas wells have been abandoned or re-abandoned to the current adopted CalGEM requirements. A copy of the CalGEM-issued closure letter for	

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		each well shall be submitted to the HBFD prior to the oil well abandonment permit final inspection approval. If, during any of the oil well abandonment or project development processes, any previously unknown oil well or soil contamination is discovered, CalGEM and the HBFD shall be notified immediately. **Standard Condition HAZ-2: Compliance with the Federal Hazardous Materials Transportation Act.** During construction activities, the Project Developer shall ensure that all transport of hazardous materials and wastes complies with the United States Department of Transportation (USDOT) Regulations, Title 49 Code of Federal Regulations [CFR] (Hazardous Materials Transportation Act), including the following provisions: • All hazardous materials and hazardous wastes shall be transported only by properly licensed, registered, and trained hazardous materials carriers in compliance with Hazardous Materials Transportation Act requirements, including applicable registration with the USDOT Pipeline and Hazardous Materials Safety Administration and adherence to USDOT safety standards. • All hazardous materials shipments shall be properly classified, packaged, marked, labeled, and accompanied by appropriate shipping papers and/or hazardous waste manifests in accordance with 49 CFR Parts 172 and 173. • Transport of hazardous materials shall follow designated or approved transportation routes to the extent feasible, minimizing travel through densely populated or environmentally sensitive areas. Loading and unloading activities shall be conducted in a manner that minimizes the risk of spills, releases, or accidents. • All personnel involved in the transportation of hazardous materials shall receive required training, including general awareness, function-specific, safety, and emergency response training. Transporters shall carry emergency response information consistent with the Emergency Response Guidebook and maintain appropriate spill response materials.	

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		• Any transportation-related release or incident involving hazardous materials shall be reported in accordance with federal requirements (49 CFR Parts 171.15 and 171.16). The transporter and applicant shall coordinate with local emergency responders and implement immediate containment and cleanup actions. The Project Developer shall maintain documentation demonstrating compliance with the requirements presented above, and shall make this documentation available to the Director of the City Public Works Department, or designee, for review and approval prior to final inspection. **Standard Condition HAZ-3: Compliance with City Methane Regulations.** In accordance with City Specification No. 429 and Sections 17.04.170 and 17.56.080 of the City's Municipal Code, prior to development of each future project on the project site, the Project Developer shall hire a California Registered Professional Engineer (PE) or Registered Professional Geologist (PG) ("Licensed Professional") to prepare a site-specific soil gas investigation work plan shall for submittal to the HBFD for review and approval, in accordance with the details specified below: • Methane testing shall be performed in accordance with the Los Angeles Department of Building and Safety (LADBS) Public/ Building Code 2020-101 "Site Testing Standards for Methane" or its most current update. • The work plan, site investigation, and final reporting shall be performed under the direct supervision of a Registered Professional. The Licensed Professional shall prepare all environmental reports that will determine if the site is in compliance with City Specification No. 429, but the HBFD will make the final determination on compliance with City Specification No. 429. • The work plan shall contain a detailed description of the proposed site investigation including (at a minimum): site background and operational history; results of any existing soil gas or soil testing data; proposed investigation, gas probe installation, and sampling	

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		methodologies; map showing existing and proposed structures; locations, numbers, and depths of proposed soil gas sampling points; data collection techniques utilized. • Following development of the work plan and completion of the investigation, a soil gas investigation report shall analyze the results of the investigation. The investigation report will state if the site's soil vapor is compliant with this specification. To the degree possible, the source(s) of any anomalous levels of methane shall be identified. The Licensed Professional shall provide a recommendation for the proposed level of methane mitigation warranted, pursuant to this guideline. The HBFD will make the final determination of the appropriate methane mitigation measures for the project. • The final investigation report must be included within the architectural set of building plans submitted to the Community Development Department. The final investigation report shall be submitted to the HBFD for review. • The HBFD review of project work plans, reports, and methane barrier/mitigation plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the HBFD to recover consultant fees from the applicant, developer, or other responsible party. • Methane soil gas testing results are valid for five years from date tested. Additional testing may be required if construction of the methane mitigation system is not complete within five years of initial testing. In the event the soil gas investigation work plan determines that methane mitigation is required, a site-specific Mitigation Plan shall be prepared and approved by the HBFD prior to development of each future project on the project site. The Mitigation Plan shall include measures contained in Section 3 of City Specification No. 429, as applicable and feasible. Prior to the installation of a soil gas/methane mitigation system, plans shall be submitted in accordance with the HBFD's current Fire Construction Plan submittal requirements. All proposed designs shall be reviewed/ stamped by a Licensed Professional prior to installation.	

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Threshold 4.8.2: The proposed project would potentially 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.	Potentially Significant Impact	Refer to **Mitigation Measures HAZ-2 through HAZ-3** and **Standard Conditions HAZ-1 through HAZ-3.**	Less Than Significant Impact
Threshold 4.8.4: The proposed project is 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, it would not create a significant hazard to the public or the environment.	Potentially Significant Impact	Refer to **Mitigation Measures HAZ-2 and HAZ-3.**	Less Than Significant Impact
Threshold 4.8.6: The proposed project would potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Potentially Significant Impact	Refer to **Mitigation Measure TRA-3** (under Section 4.15, Transportation).	Less Than Significant Impact
Cumulative Hazards and Hazardous Materials Impact: The proposed project would potentially contribute to a cumulatively significant impact related to hazards or hazardous materials.	Potentially Significant Impact	Refer to **Mitigation Measures HAZ-1 through HAZ-3** and **TRA-3** (under Section 4.15, Transportation); and **Standard Conditions HAZ-1 through HAZ-3.**	Less Than Significant Impact

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Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
4.9: Hydrology and Water Quality			
Threshold 4.9.1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Potentially Significant Impact	**Standard Condition WQ-1: Construction General Permit.** Prior to issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, each developer shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTs). Each developer shall provide the Waste Discharge Identification Number (WDID) to the Director of the City of Huntington Beach (City) Public Works Department, or designee, to demonstrate proof of coverage under the Construction General Permit. Construction of each project shall not be initiated until a WDID is received from the SWRCB and is provided to the Director of the City's Public Works Department, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs. **Standard Condition WQ-2: Erosion and Sediment Control Plan.** In compliance with the requirements of Title 17 Buildings and Construction, Chapter 17.05 Grading and Excavation Code, subsection 17.05.320 Erosion Control Plans of the Huntington Beach Municipal Code, each developer shall submit a grading plan and Erosion and Sediment Control	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		Plan to the Director of the City Public Works Department, or designee, for review and approval prior to issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area. Each developer shall also submit Erosion and Sediment Control Plans annually to the Director of the City Public Works Department, or designee, for review and approval by September 15 of each year during construction. **Standard Condition WQ-3: Groundwater Discharge Permit.** If groundwater dewatering is required during demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, each developer shall obtain coverage under the appropriate groundwater discharge permit from the Santa Ana Regional Water Quality Control Board (RWQCB), based on site conditions, as follows: • Prior to any ground disturbing activities, if groundwater is contaminated, the applicant shall obtain coverage under the *General Groundwater Cleanup Permit for Discharges to Surface Waters of Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Petroleum Hydrocarbons and/or Solvents* (Order No. R8-2012-0027, NPDES No. CAG918001). Groundwater dewatering activities shall comply with all applicable provisions in the permit, including requirements for treatment prior to discharge and adherence to all monitoring, reporting, and notification requirements. Upon completion of groundwater dewatering activities, the developer shall notify the Santa Ana RWQCB that dewatering has ceased, adhere to permit closure requirements, and provide all final monitoring reports. • Prior to any ground disturbing activities, if groundwater is not contaminated, the applicant shall obtain coverage under the Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) to the Santa Ana	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		RWQCB at least 60 days prior to the start of excavation activities and anticipated discharge of dewatered groundwater to surface waters. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB. **Standard Condition WQ-4: Orange County MS4 Permit**. Prior to issuance of grading or building permits for individual development projects within the Palm/ Goldenwest Specific Plan Area, each project developer shall prepare and submit a project-specific Final Water Quality Management Plan (WQMP) to the City Engineer, or designee, for review and approval in compliance with the requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). The Final WQMP shall be prepared consistent with the requirements of the Technical Guidance Document for Water Quality Management Plans (December 2013) and the Water Quality Management Plan template, or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the project design to target pollutants of concern in runoff from the project area. The City Engineer, or designee, shall ensure that the BMPs specified in the Final WQMP are incorporated into the final project design of the individual development project within the Palm/Goldenwest Specific Plan Area. **Standard Condition WQ-5: Hydrology Report.** Prior to issuance of grading permits for individual development projects within the Palm/Goldenwest Specific Plan Area, each developer shall submit and obtain approval of a Final Hydrology Report to the City Engineer, or designee, and the Orange County Flood Control District (OCFCD). The Final Hydrology Report shall be prepared consistent with the requirements of the Orange County	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		Hydrology Manual (Orange County Environment Agency 1986) and Orange County Hydrology Manual Addendum No. 1 (Orange County Environment Agency 1996), or subsequent guidance manuals. The Final Hydrology Report shall confirm that the on-site storm drains, on-site detention basins, and any other drainage structures are appropriately sized to accommodate stormwater runoff from the design storm so that the peak flow of stormwater discharge from the project site is less than the existing Q25 flow rate (from the existing site). The Final Hydrology Report shall also demonstrate that the detention facilities meet the hydromodification requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). In compliance with the hydromodification requirements, the post-project runoff discharge volume for the 2-year storm shall not exceed that of the predevelopment condition by more than 5 percent, and the time of concentration of post-development runoff for the 2 year storm event shall not be greater than 5 percent less than that of the predevelopment condition. The City Engineer, or designee, shall ensure that the drainage facilities specified in the Final Hydrology Report are incorporated into the final project design of the individual development project within the Palm/Goldenwest Specific Plan Area. Refer to **Mitigation Measures HAZ-1 through HAZ-3** (under Section 4.8, Hazards and Hazardous Materials).	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Threshold 4.9.2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Potentially Significant Impact	Refer to **Mitigation Measures HAZ-1 through HAZ-3** (under Section 4.8, Hazards and Hazardous Materials) and **Standard Condition WQ-3.**	Less Than Significant Impact
Threshold 4.9.3(i): The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	Less Than Significant Impact	Refer to **Standard Conditions WQ-1, WQ-2, WQ-4, and WQ-5.**	Less Than Significant Impact
Threshold 4.9.3(ii): The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.	Less Than Significant Impact	Refer to **Standard Conditions WQ-1, WQ-4, and WQ-5.**	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Threshold 4.9.3(iii): The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	Potentially Significant Impact	Refer to **Mitigation Measures HAZ-1 through HAZ-3** (under Section 4.8, Hazards and Hazardous Materials) and **Standard Conditions WQ-1, WQ-2, WQ-4, and WQ-5.**	Less Than Significant Impact
Cumulative Hydrology and Water Quality Impacts: The proposed project and other related projects would comply with applicable NPDES and City requirements; therefore, cumulative hydrology and water quality impacts would be less than significant. Therefore, the proposed project would not contribute to a cumulatively significant impact related to hydrology and water quality.	Potentially Significant Impact	Refer to **Mitigation Measures HAZ-1 through HAZ-3** (under Section 4.8, Hazards and Hazardous Materials) and **Standard Conditions WQ-1 through WQ-5.**	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
4.10: Land Use and Planning			
Threshold 4.10.2: The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Potentially Significant Impact	Refer to **Mitigation Measures AQ-1** (under Section 4.2, Air Quality), **BIO-1 through BIO-4** (under Section 4.3, Biological Resources), **CUL-1** (under Section 4.4, Cultural Resources), **GEO-1** (under Section 4.6, Geology and Soils), **HAZ-2 and HAZ-3** (under Section 4.8, Hazards and Hazardous Materials), **N-1 and N-2** (under Section 4.12, Noise), **TRA-1 and TRA-3** (under Section 4.15, Transportation), and **UTL-1 through UTL-3** (under Section 4.17, Utilities and Service Systems) are required to reduce potentially significant impacts related to land use and planning to a less than significant level. Refer to Standard Conditions **AES-1** (under Section 4.1, Aesthetics, of the IS [Appendix B]), **BIO-1 and BIO-2** (under Section 4.3, Biological Resources), **CUL-1** (under Section 4.5, Cultural Resources, of the IS [Appendix B]), **GEO-1** (under Section 4.7, Geology and Soils, of the IS [Appendix B]), **HAZ-1** (under Section 4.8, Hazards and Hazardous Materials), **WQ-1 through WQ-5** (under Section 4.9, Hydrology and Water Quality), **N-1** (under Section 4.12, Noise), **PS-1 and PS-2** (under Section 4.14, Public Services), and **PS-3 and PS-5** (refer to Section 4.15, Public Services, of the IS [Appendix B]) are required for the proposed project.	Less Than Significant Impact
Cumulative Land Use & Planning Impact: The proposed project would not contribute to a cumulatively significant impact related to land use and planning.	Potentially Significant Impact	Refer to **Mitigation Measures AQ-1** (under Section 4.2, Air Quality), **BIO-1 through BIO-4** (under Section 4.3, Biological Resources), **CUL-1** (under Section 4.4, Cultural Resources), **GEO-1** (under Section 4.6, Geology and Soils), **HAZ-2 and HAZ-3** (under Section 4.8, Hazards and Hazardous Materials), **N-1 and N-2** (under Section 4.12, Noise), **TRA-1 and TRA-3** (under Section 4.15, Transportation), and **UTL-1 through UTL-3** (under Section 4.17, Utilities and Service Systems) are required to reduce potentially significant impacts related to land use and planning to a less than significant level. Refer to Standard Conditions **AES-1** (under Section 4.1, Aesthetics, of the IS [Appendix B]), **BIO-1 and BIO-2** (under Section 4.3, Biological Resources), **CUL-1** (under Section 4.5, Cultural Resources, of the IS [Appendix B]), **GEO-1** (under Section 4.7, Geology and Soils, of the IS [Appendix B]), **HAZ-1** (under Section 4.8, Hazards and Hazardous	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		Materials), **WQ-1 through WQ-5** (under Section 4.9, Hydrology and Water Quality), **N-1** (under Section 4.12, Noise), **PS-1 and PS-2** (under Section 4.14, Public Services), and **PS-3 and PS-5** (refer to Section 4.15, Public Services, of the IS [Appendix B]) are required for the proposed project.	
4.11: Mineral Resources			
Threshold 4.11.1: The proposed project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Threshold 4.11.2: The proposed project 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.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Cumulative Mineral Resource Impacts: The proposed project would have no impact on mineral resources and therefore would not contribute to a cumulatively significant impact related to mineral resources.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
4.12: Noise			
Threshold 4.12.1: The proposed project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant Impact	**Mitigation Measure N-1: Project-Specific Construction Analysis.** Prior to the issuance of demolition, grading, and/or construction permits, the construction contractor shall conduct a project-level construction noise analysis to evaluate potential impacts on off-site sensitive land uses adjacent to the project site. The project-level construction noise analysis shall be prepared, reviewed, and approved by the City of Huntington Beach. Measures shall be implemented to reduce construction noise to the FTA construction noise criteria or below if construction noise impacts are identified. Measures may include, but are not limited to the installation of temporary construction barriers. **Mitigation Measure N-2: Project-Specific Operational Noise Study.** A project specific noise study shall be prepared by a qualified acoustical consultant to determine the noise levels generated from long-term operations of the proposed project and measures necessary to reduce noise levels and ensure compliance with the City's stationary noise standards. The project specific noise study shall be submitted to the City for review and approval. Noise reduction measures may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or soundwalls) or by using equipment that has a quieter rating.	Less Than Significant Impact
Threshold 4.12.2: The proposed project could result in the generation of excessive groundborne vibration or groundborne noise levels.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Cumulative Noise and Vibration Impact: The proposed project would not contribute to a cumulatively significant impact related to noise and vibration.	Potentially Significant Impact	Refer to **Mitigation Measures N-1 and N-2.**	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
4.13: Population and Housing			
Threshold 4.13.1: The proposed project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Cumulative Population and Housing Impacts: The proposed project would not contribute to a cumulatively significant impact related to population and housing.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
4.14: Public Services			
Threshold 4.14.1(i): The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	Less Than Significant Impact	**Standard Condition PS-1: Payment of Fire Facilities Development Impact Fee.** Prior to issuance of building permits, the City of Huntington Beach (City) Director of Community Development, or designee, shall confirm that developers of individual development projects within Planning Areas 1 and 2 of the Palm/Goldenwest Specific Plan have paid all required Fire Facilities Development Impact Fees in accordance with Chapter 17.74.040, Fire Facilities Development Impact Fee, of the Huntington Beach Municipal Code.	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Threshold 4.14.1(ii): The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.	Less Than Significant Impact	**Standard Condition PS-2: Payment of Police Facilities Development Impact Fee.** Prior to issuance of building permits, the City of Huntington Beach Director of Community Development, or designee, shall confirm that developers of individual development projects within Planning Areas 1 and 2 of the Palm/Goldenwest Specific Plan have paid all required Police Facilities Development Impact Fees in accordance with Chapter 17.75.040, Police Facilities Development Impact Fee, of the Huntington Beach Municipal Code.	Less Than Significant Impact
Cumulative Public Services Impacts: The proposed project would not contribute to a cumulatively significant impact to fire services, police protection, school services, public libraries, or public transportation.	Less Than Significant Impact	Refer to **Standard Conditions PS-1 and PS-2.**	Less Than Significant Impact
4.15: Transportation			
Threshold 4.15.1: The proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation

Threshold 4.15.2: The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b).	Potentially Significant Impact	**Mitigation Measure TRA-1: Commute Trip Reduction (CTR) Program.** Prior to the issuance of a certificate of occupancy for any future hotel development project within the project site, each developer shall prepare a Commute Trip Reduction (CTR) Program for review and approval by the City of Huntington Beach (City) Director of Community Development, or designee. The CTR Program shall include measures to encourage hotel guests to use alternative modes of transportation, such as offering on-site bicycles, providing bicycle parking for both guests and employees, incorporating shuttle services to transport guests to nearby destinations such as the Downtown/Pier Area, and making public transit information readily available in the hotel lobby and on the hotel website. The CTR Program shall also encourage participation from employees in carpooling, transit use, or biking, with established trip reduction targets, compliance measures, and monitoring procedures to ensure effectiveness.
		
		The program shall include the following measures:
		
		• Commute Trip Reduction Marketing. This measure shall ensure that employees are informed about available transportation options, thereby maximizing participation in the CTR Program and contributing to the reduction of traffic congestion.
		  ○ This measure shall be implemented through the Hotel's employer which would provide the following features, or similar alternatives:
		  • On-site or online commuter information services;
		  • Employee transportation coordinators;
		  • On-site or online transit pass sales; and/or
		  • Guaranteed ride home service.
		• Ridership Program. This measure shall provide transit passes or other incentives to employees, encouraging the use of public transportation.
		  ○ This measure shall be implemented through the Hotel's employer, which would promote the ridesharing program in a multifaceted approach that could include the following:
		  • Designating a certain percentage of desirable parking spaces for ridesharing vehicles;
			Significant and Unavoidable Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		• Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; and/or • Providing an app or website for coordinating rides. • Subsidized or Discounted Transit Program. This measure involves offering subsidized or discounted transit passes to employees. ○ This measure shall be implemented by the Hotel Employer, which would provide subsidies to employees for Orange County Transit Authority (OCTA) transit passes. There are four existing public transit stops on either side of the project site, and a possible future fifth public transit stop at the main entry drive to the project along the Pacific Coast Highway (PCH). All hotel employees shall be provided free OCTA transit passes. The subsidies provided to the employees for the OCTA transit fares should cover the cost of a single ride and/or a 30-day pass at the time of implementation. • End-of-Trip Bicycle Facilities. End-of-trip facilities, including bike racks, lockers, and showers, shall be provided to support employees who choose to bike to work. These facilities are necessary to facilitate and increase bicycle commuting. ○ This measure shall be implemented by installing and maintaining the bicycle facilities on site. • Employer-Sponsored Vanpool. This measure shall support a vanpool program, reducing single-occupancy vehicle use. The vanpool program is particularly applicable to the large workforce anticipated in the Business Park phases. ○ This measure shall be implemented by the Hotel Employer which will implement and monitor the vanpool. **Mitigation Measure TRA-2: Construct or Improve Bike Facility.** Prior to or concurrently with the time of the first application for a Coastal Development Permit (CDP) for residential or commercial development, the Project Applicant (California Resources Corporation [CRC]) shall provide circulation plans for verification by the City Director of Public Works Engineering, or designee, that the Class II bike lane currently under construction along the eastern curb of PCH would be maintained and	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		improved to safely align with project improvements. The Project Applicant shall also provide such plans to Caltrans and obtain approval for any proposed modifications to the existing Class II bike lane. These plans shall also demonstrate that a safe connection has been provided for bicyclists to travel between the on-site multi-use path, the pending Class II bicycle lane along PCH, and the Huntington Beach Bike Trail (Class I Bike Path) west of PCH.	
Threshold 4.15.3: The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Threshold 4.15.4: The proposed project would not result in inadequate emergency access.	Potentially Significant Impact	**Mitigation Measure TRA-3: Transportation Management Plan.** Prior to the issuance of demolition, grading or any construction permits, each developer shall submit a Transportation Management Plan for review and approval by the City Director of Public Works Engineering, or designee, and Caltrans (if PCH is identified as a haul route). The Transportation Management Plan shall be prepared consistent with the recommendations of the California Temporary Traffic Control Handbook and shall include, at a minimum, the following measures, which shall be implemented during all construction activities as overseen by each construction contractor associated with construction activity on the project site, including demolition, remediation, site preparation, and/or for future development projects within the project site: • Traffic controls shall be implemented for any street closure, detour, or other disruption to traffic circulation and will maintain emergency access to the site. • The routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to access the site shall be identified; traffic controls and detours shall be identified; and the proposed construction phasing plan for the project	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		shall be provided. • The hours during which transport activities will occur shall be specified. • Identify the haul route for the materials to be removed (i.e., concrete, soil, steel, etc.) and any temporary traffic controls necessary to facilitate hauling vehicle access during the demolition phase and/or soil import during the site preparation phase. • Subject to the direction of the City Director of Public Works Engineering, or designee, haul operations associated with the materials export/soil import may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.). • The Project Applicant shall keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Project Applicant shall clean adjacent streets, as directed by the City's Director Public Works Engineering, or designee, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the Director of Public Works Engineering, or designee. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays. • Use of residential neighborhood streets as haul routes shall be prohibited. • Haul trucks entering or exiting public streets shall at all times yield to public traffic.	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Cumulative Transportation Impact: The proposed project would result in a significant and unavoidable impact related to VMT which would contribute to significant and unavoidable cumulative transportation and traffic impacts.	Potentially Significant Impact	Refer to **Mitigation Measures TRA-1, TRA-2, and TRA-3.**	Significant and Unavoidable Impact
4.16: Tribal Cultural Resources			
Threshold 4.16.1: The proposed project would not 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 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).	Potentially Significant Impact	**Mitigation Measure TCR-1: Retention of a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** a. The Project applicant shall retain four Native American Monitors, one from, or approved by, the following tribes: Juaneño Band of Mission Indians, Acjachemen Nation-Belardes, Juaneño Band of Mission Indians, Acjachemen Nation 84A, Gabrieleño Band of Mission Indians - Kizh Nation, and Gabrieleño Tongva Indians of California Tribal Council. The monitors shall be retained prior to the commencement of any ground-disturbing activity for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitoring responsibilities shall be shared by the four tribes described above and conducted on a rotating weekly basis, as assigned by the Project applicant. b. A copy of the executed monitoring agreement shall be submitted to the City prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence ground disturbing activity. c. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the monitoring tribe. The monitor logs shall also identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. In the event that Native American human remains are discovered on the Project site during ground-disturbing activities and a Most Likely Descendant (MLD) is designated by the Native American Heritage Commission, the designated MLD shall have full rights and responsibility concerning those remains in accordance with State law. Copies of monitor logs shall be provided to the Project applicant upon written request to each tribe. d. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the monitoring tribes or tribal monitoring agencies from a designated point of contact for the Project applicant that all ground-disturbing activities and phases that may involve the Project are complete; or (2) a determination and written notification by the monitoring tribes or tribal monitoring agencies to the City of Huntington Beach Director of Community Development, or designee, that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact TCRs. **Mitigation Measure TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).** a. Upon discovery of any tribal cultural resources (TCRs) other than human remains and associated grave goods, which are addressed by Mitigation Measure TCR-3, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 100 feet) and shall not resume until the discovered TCR has been fully assessed by the monitoring tribe or tribal monitoring agency. The intent is to redeposit the object on the site. In the event redepositing on site is not possible, the consulting tribes shall agree on a plan.	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. a. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. b. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. In the event that a Most Likely Descendant (MLD) is designated by the Native American Heritage Commission, the designated MLD shall have full rights and responsibility concerning those remains. c. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). d. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. e. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	
Threshold 4.16.2: The proposed project would 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 a resource determined by the lead agency,	Potentially Significant Impact	Refer to **Mitigation Measures TCR-1, TCR-2, and TCR-3.**	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
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.			
Cumulative Tribal Cultural Resources Impact: The proposed project would not contribute to a cumulatively significant impact on tribal cultural resources.	Potentially Significant Impact	Refer to **Mitigation Measures TCR-1, TCR-2, and TCR-3.**	Less Than Significant Impact
4.17: Utilities and Service Systems			
Threshold 4.17.1: The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Potentially Significant Impact	**Mitigation Measure UTL-1: Water Capacity Analysis and Water Line Sizing.** Prior to issuance of the first grading permit (Rough or Precise), the Project Developer shall contract with a licensed civil engineer to prepare a Water Capacity Analysis that will be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. If the Water Capacity Analysis identifies water capacity deficiencies within the Palm/Goldenwest Specific Plan Area, the Project Developer shall revise the final water system design to reflect all on-site and off-site improvements necessary to comply with applicable City of Huntington Beach Public Works Department service standards. Such improvements may include, but are not limited to: • Constructing new or upsizing existing public water mains; • Replacing undersized water line segments; or • Installing new booster pump stations. Once compliant with the findings of the Water Capacity Analysis, the final water system design shall be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. The Project Developer shall be responsible for constructing all required improvements as described in the Water Capacity Analysis, to support its project and to mitigate all effects on the public water infrastructure.	Less Than Significant Impact

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
		Mitigation Measure UTL-2: Sewer Feasibility Study. Prior to issuance of the first grading permit (Rough or Precise), the Project Developer shall contract with a licensed civil engineer to prepare a Sewer Feasibility Study that will be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. The Sewer Feasibility Study shall include a review of the existing City sewer system that would serve the project site to confirm that it has available capacity to accept the wastewater flow generated by the proposed project's uses. Data from a fourteen (14)-day or longer flow test shall be included in the study. The location and number of monitoring test sites shall be determined by the Public Works Department. Any necessary improvements shall be identified in the Sewer Feasibility Study. The analysis, conclusions, and recommendations in the Sewer Feasibility Study shall be based on final design plans and shall be consistent with all applicable City requirements. In the event that the Sewer Feasibility Study identifies insufficient sewer capacity to serve the proposed project, the Project Developer shall be responsible for constructing all required sewer improvements to support its project and to mitigate all effects on the public sewer infrastructure. **Mitigation Measure UTL-3: Storm Water Discharge Approvals.** Prior to the issuance of the first grading permit (Rough or Precise), the Project Developer shall coordinate with the City's Public Works Department, Caltrans, and California State Lands Commission to obtain applicable discharge approvals and obtain written confirmation that the proposed project would be adequately served by existing and proposed stormwater drainage facilities. In the event that the City's Public Works Department, Caltrans, and/or California State Lands Commission identifies insufficient stormwater drainage facility capacity to serve the proposed project, the Project Developer shall be responsible for constructing all required drainage improvements to support its project and to mitigate all effects on the public storm drain infrastructure.	

Table 1.A: Summary of Potential Environmental Impacts, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Level of Significance Prior to Mitigation	Mitigation Measures and Standard Conditions	Level of Significance After Mitigation
Threshold 4.17.2: The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Threshold 4.17.3: The proposed project would 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.	Potentially Significant Impact	Refer to Mitigation Measure UTL-2.	Less Than Significant Impact
Threshold 4.17.4: The proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less Than Significant Impact	No mitigation is required.	Less Than Significant Impact
Cumulative Utilities and Service Systems Impact: The proposed project would not contribute to a cumulatively significant impact on wastewater, portable water, solid waste, electricity, natural gas, or telecommunications services.	Potentially Significant Impact	Refer to Mitigation Measures UTL-1, UTL-2, and UTL-3.	Less Than Significant Impact

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2.0 INTRODUCTION

2.1 OVERVIEW

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts that may result from construction and operation of the proposed Palm/Goldenwest Specific Plan Amendment Project ("proposed project" or "project") in the City of Huntington Beach (City). The City is the "public agency which has the principal responsibility for carrying out or approving the project" and, as such, is the "Lead Agency" for this project under the California Environmental Quality Act of 1970 (CEQA) (*State CEQA Guidelines for Implementation of CEQA* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. This Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. The anticipated project approvals associated with the proposed project are described in Chapter 3.0, Project Description.

An Initial Study (IS) (provided in Appendix B of this Draft EIR) was prepared in February 2026 for the proposed project. Following preparation of the IS, the City of Huntington Beach, as the Lead Agency, determined that the proposed project may have a significant effect on the environment and that an EIR would be required to more fully evaluate potential adverse environmental impacts that may result from development of the proposed project. As a result, this Draft EIR has been prepared in accordance with CEQA, as amended (Public Resources Code [PRC] Section 21000, et seq.), and the *State CEQA Guidelines for Implementation of CEQA* (California Code of Regulations [CCR], Title 14, Section 15000, et seq.). This Draft EIR also complies with the procedures established by the City for the implementation of CEQA.

Questions regarding the preparation of this Draft EIR and the City's review of the proposed project should be referred to the following:

Joanna Cortez, Principal Planner
City of Huntington Beach Planning Division, Community Development Department
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1547
Email: joanna.cortez@surfcity-hb.org

2.2 ENVIRONMENTAL REVIEW PROCESS

CEQA PRC Section 21000, et seq., requires that a public agency prepare an EIR when the public agency finds substantial evidence that the project may have a significant effect on the environment (PRC Section 21080 (d)). The basic purposes of CEQA are to:

1. Inform governmental decision makers and the public about the potential significant environmental effects of proposed activities;

2. Identify the ways that environmental damage can be avoided or significantly reduced;

3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

In compliance with the *State CEQA Guidelines,* the City has taken steps to maximize opportunities for the public and other public agencies to participate in the environmental review process. The City conducted the scoping process and held a public scoping meeting, prepared an IS, issued a Notice of Preparation (NOP) for the proposed project, and determined that an EIR was required to evaluate the potentially significant environmental effects of the proposed project and related actions. Further, this Draft EIR is subject to public review and comment. These topics related to the environmental review process are described in further detail below.

2.2.1 Initial Study and Notice of Preparation

The City, as the Lead Agency, originally prepared an IS in February 2026 and issued an NOP for the EIR on February 6, 2026, which was distributed via the State Clearinghouse (SCH). The SCH issued a project number for the EIR (SCH No. 2026020245). The primary purpose of preparing the IS was to scope the environmental analysis and evaluate potential environmental impacts that may result from project approval. The IS was also used to scope out environmental issues that were determined to be "less than significant" or "no impact."

In accordance with the *State CEQA Guidelines,* Section 15082, the IS/NOP was circulated to responsible agencies and individuals for a period of 32 days (February 6, 2026, through March 9, 2026), during which time written comments were solicited pertaining to environmental issues and topics that the EIR should evaluate.

Responses to the IS/NOP were received from the following agencies:

- Native American Heritage Commission (NAHC)
- California Department of Fish and Wildlife (CDFW)
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- California Coastal Commission (CCC)
- California Geologic Energy Management Division (CalGEM)
- California Department of Transportation (Caltrans)
- Orange County Transportation Authority (OCTA)

The City also received responses to the IS/NOP from members of the public. The City received a total of 34 comment letters during the public review period of the IS/NOP. For a copy of the comment letters received during the IS/NOP public review period, refer to Appendix A of this Draft EIR.

2.2.2 Scoping Meeting and Areas of Controversy

The City held a public scoping meeting to present the project and to solicit input from interested individuals regarding environmental issues that should be addressed in the Draft EIR. The in-person scoping meeting was held at the City of Huntington Beach City Hall on Wednesday, February 18, 2026, from 6:30 p.m. to 7:30 p.m. No written comments were received at the scoping meeting. The material environmental issues and concerns raised in response to the NOP or at the scoping meeting included:

- Aesthetics
- Air Quality
- Biological Resources
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation
- Utilities and Service Systems

Please note that this is not an exhaustive list of areas of controversy, but rather key issues that were raised during the scoping process. This EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures and/or alternatives designed to reduce or eliminate potentially significant impacts. Appendix A to this EIR includes the NOP and copies of written comments received in response to the NOP. Appendix A also includes a comment summary.

2.2.3 Draft EIR

This Draft EIR is being distributed to numerous public agencies and other interested parties for review and comment as required by CEQA. The Draft EIR is also available at the following locations and on the City's website (https://www.huntingtonbeachca.gov/business_detail_T9_R682.php):

- Huntington Beach City Hall, Department of Community Development, 3rd Floor, 2000 Main Street, Huntington Beach, CA 92648; Monday–Friday, 8:00 a.m.–5:00 p.m.

- Huntington Beach City Hall, City Clerk, 2nd Floor, 2000 Main Street, Huntington Beach, CA 92648; Monday–Friday, 8:00 a.m.–5:00 p.m.

- Central Library, 7111 Talbert Avenue, Huntington Beach, CA 92648; hours vary, see website: https://www.huntingtonbeachca.gov/departments/library/contact_us_about/branch_information/index.php

All comments received from agencies and individuals on the Draft EIR will be accepted during the public review period, which will not be less than 45 days, in compliance with CEQA. All comments on the Draft EIR should be sent to the following City contact person:

Joanna Cortez, Principal Planner
City of Huntington Beach Planning Division, Community Development Department
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1547
Email: joanna.cortez@surfcity-hb.org

Comments will only be accepted in written form via email and/or hardcopy letter delivered to the above-referenced email and/or mailing addresses, respectively. After the public review and comment period, written responses to all comments received pertaining to environmental issues will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by responsible public agencies will be distributed to those agencies for review (in accordance with Section 15088 of the *State CEQA Guidelines*) at least 10 days prior to consideration and approval of the Final EIR by City Council. Upon completion of the Final EIR and other required documentation, the City Council may certify the Final EIR, adopt findings relative to the proposed project's environmental effects after implementation of mitigation measures, and approve or deny the project.

2.3 SCOPE OF THIS DRAFT EIR

As required by *State CEQA Guidelines* Section 15128, this EIR must identify the effects of the proposed project that are determined to be significant. Environmental topics addressed in this EIR include: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems.

2.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

As discussed above, an IS (provided in Appendix B of this Draft EIR) was prepared in February 2026 for the proposed project. The IS was used, in part, to scope out environmental issues that were determined to be "less than significant" or have "no impact." As required by *State CEQA Guidelines* Section 15128, this Draft EIR identifies the potential effects of the proposed project that were determined not to be significant and adverse, and therefore, not addressed in the Draft EIR. As determined in the IS, the proposed project would not result in adverse impacts related to the following environmental factors: agriculture and forestry resources, recreation, and wildfire. The proposed project was determined not to result in significant adverse impacts for some thresholds under the following environmental factors: aesthetics, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, and utilities and service systems. These factors are briefly discussed below. Please refer to the IS provided in Appendix B for the substantiation for why these

issues were determined not to be significant. A complete list of all applicable Standard Conditions can be found in Chapter 7.0, Mitigation Monitoring and Reporting Program, of this Draft EIR. The thresholds determined to be potentially significant in the IS are evaluated further in Chapter 4.0 of this Draft EIR. In addition, several factors and thresholds originally determined not to be significant in the IS were analyzed in this Draft EIR based on comments received from agencies and the public.

2.4.1 Aesthetics

As discussed in Section 4.1 of the IS, the proposed project would ultimately enhance the presence of scenic resources on the project site from existing conditions as experienced from the Eligible State Scenic Highway and a Major Urban Scenic Corridor adjacent to the project site and therefore would result in less than significant impacts to scenic resources within a State scenic highway (Threshold 4.1.b). Because nighttime lighting within the project site would be consistent with other existing sources of light in the project site vicinity, would be directed downward, and would be DarkSky approved, the proposed project would not create a new source of substantial light or glare (Threshold 4.1.d). Therefore, these topics are not evaluated further in this Draft EIR. As a condition of project approval, developers of future residential and commercial development within the project site would be required to comply with lighting standards described in project-specific Photometric Plans prepared for each project (Standard Condition AES-1) to ensure that impacts associated with new lighting would be less than significant.

2.4.2 Agricultural and Forestry Resources

As discussed in Section 4.2 of the IS, the project site is fully developed with oil and gas production infrastructure, with the exception of Planning Area 3B, and does not contain any farmland identified by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) (Threshold 4.2.a). The project site is not zoned for agricultural uses or under any current Williamson Act contracts (Threshold 4.2.b). Additionally, the project site does not contain any forestland or timberland resources (Threshold 4.2.c). The proposed project would not result in environmental changes that could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use (Thresholds 4.2.d and 4.2.e). Therefore, the proposed project would not result in impacts related to agricultural and forestry resources, and this topic is not evaluated further in this Draft EIR.

2.4.3 Air Quality

As discussed in Section 4.3. of the IS, the proposed project would not result in other emissions, such as those leading to odors, which would adversely affect a substantial number of people (Threshold 4.3.d), and this impact was determined to be less than significant. Therefore, this topic is not evaluated further in this Draft EIR.

2.4.4 Cultural Resources

As discussed in Section 4.5 of the IS, the project site is not located near or adjacent to any formal cemeteries, and there are no known human remains interred on the project site. Additionally, due to the developed nature of the developable portion of the project site (Planning Areas 1, 2, and 3A), the likelihood of encountering buried cultural resources within the developable portion of the

project site is very low. Therefore, such impacts are considered less than significant (Threshold 4.5.c). In the unlikely event that human remains are encountered during grading activities associated with construction of the proposed project, Standard Condition CUL-1 (a regulatory compliance measure based on State law related to the discovery of human remains) would be implemented to ensure that the proposed project has minimal impacts related to unknown buried human remains. Therefore, this topic is not evaluated further in this Draft EIR.

2.4.5 Geology and Soils

As discussed in Section 4.7 of the IS, with implementation of the recommendations outlined in the project-specific *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California* (Geotechnical Investigation Report)[1] as required in Standard Condition GEO-1, and compliance with the most current California Building Standards Code, the Uniform Building Code, the Huntington Beach Building and Construction Code, and HAZ-1 Policy A, the proposed project would result in less than significant impacts related to the rupture of a known earthquake fault, seismic ground shaking, and seismic related ground failure (Thresholds 4.7.a.i through 4.7.a.iii). The project site is relatively flat, and the California Geological Survey has not identified any Landslide Zones identified on the project site; therefore, the proposed project would result in less than significant impacts associated with landslides (Threshold 4.7.a.iv). Based on current site conditions and adherence to Standard Condition GEO-1, the proposed project would result in less than significant impacts with respect to ground stability (Threshold 4.7.c) and expansive soils (Threshold 4.7.d) and would not result in impacts related to soil capability to support the use of septic tanks (Threshold 4.7.e). Therefore, these topics are not evaluated further in this Draft EIR.

2.4.6 Hazards and Hazardous Materials

As described in Section 4.9 of the IS, the project site is greater than one-quarter mile from the nearest school and therefore would result in less than significant impacts related to emitting hazardous emissions or hazardous material within 0.25 mile of an existing or proposed school (Threshold 4.9.c). Additionally, the project site is not located within an airport land use plan or within 2 miles of a public or private airport and therefore would not result in safety hazards for people living or working in the area (Threshold 4.9.e). Lastly, the project site is not identified by the California Department of Forestry and Fire Protection (CAL FIRE) as a Very High Fire Hazard Severity Zone (VHFHSZ) and would comply with all applicable fire protection requirements. As such, impacts related to the exposure of people or structures to significant risk involving wildfires would be less than significant (Threshold 4.9.g). Therefore, project-related impacts with respect to hazards and hazardous materials are not evaluated further in this Draft EIR.

2.4.7 Hydrology and Water Quality

As described in Section 4.10 of the IS, the project site is not located within a flood hazard area as identified by the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps

[1] Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California*. February 28.

(FIRM) and therefore would not substantially alter the existing drainage pattern of the site or area in a manner that would affect flood flows (Threshold 4.10.b[iv]) or risk release of pollutants due to project inundation (Threshold 4.10.d). Additionally, implementation of the proposed project would not impact groundwater quality, interfere with groundwater recharge, or decrease groundwater supplies, and therefore would not conflict with or obstruct the implementation of applicable water quality control plans or sustainable groundwater management plans (Threshold 4.10.e). The proposed project would be required to comply with City and National Pollutant Discharge Elimination System (NPDES) regulations and implementation of construction and post-construction Best Management Practices (BMPs) as specified in Standard Conditions WQ-1, WQ-2, and WQ-3 to ensure that implementation of the proposed project would have less than significant impacts to receiving waters. Therefore, the topics discussed above are not evaluated further in this Draft EIR.

2.4.8 Land Use and Planning

As discussed in Section 4.11 of the IS, implementation of the proposed project would facilitate public access to the project site and therefore would not physically divide an established community (Threshold 4.11.a). This topic is not evaluated further in this Draft EIR.

2.4.9 Noise

As discussed in Section 4.13 of the IS, there are no private airstrips within 2 miles of the project site, and the project site is not within an airport land use plan. Therefore, implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels (Threshold 4.13.c). This topic is not evaluated further in this Draft EIR.

2.4.10 Population and Housing

As discussed in Section 4.14 of the IS, no housing is currently present on the project site, and therefore, there are no people living on the project site that would be displaced by implementation of the proposed project. Conversely, the proposed project would facilitate the development of up to 800 residential units. Therefore, the project would not result in a loss of housing or displace any persons living on the project site nor require or necessitate the development of replacement housing elsewhere (Threshold 4.14.b). Therefore, project-related impacts with respect to this topic are not evaluated further in this Draft EIR.

2.4.11 Public Services

Pursuant to California Education Code 17620(a)(1), developers of individual future development projects within the project site would be required to pay the current school facility development fees at the time a building permit is issued (Standard Condition PS-3). With implementation of Standard Condition PS-3, potential impacts to school services and facilities associated with implementation of the proposed project would be less than significant (Threshold 4.15.a.iii). Additionally, in accordance with Chapters 17.76.040 and 17.67 of the City's Municipal Code, developers of individual future development projects within the project site would be subject to payment of the current Park Impact Fee (Standard Condition PS-4) and Library Facility Impact Fee (Standard Condition PS-5), respectively. With implementation of Standard Conditions PS-4 and PS-5, potential project-related impacts to parks and recreational facilities and library facilities would be

less than significant (Thresholds 4.15.a.iv and 4.15.a.v). Therefore, these topics are not evaluated further in this Draft EIR.

2.4.12 Recreation

As discussed in Section 4.16 of the IS, with the development of both public and private recreational facilities and the implementation of Standard Condition PS-4 requiring payment of Park Impact Fees, the proposed project's contribution to deterioration of parks and recreational facilities would be less than significant (Threshold 4.16.a). Potential adverse effects associated with development of the proposed public and private recreational facilities are considered in the analysis of the project as a whole and therefore would not, in itself, result in a significant adverse physical effect on the environment (Threshold 4.16.b). Therefore, project-related impacts with respect to recreation are not evaluated further in this Draft EIR.

2.4.13 Utilities and Service Systems

As discussed in Section 4.19 in the IS, the proposed project would comply with all federal, State, and local management and reduction statutes and regulations related to solid waste (Threshold 4.19.e). Project-related impacts to this threshold would be less than significant. Therefore, this topic is not evaluated further in this Draft EIR.

2.4.14 Wildfire

As discussed in Section 4.20 of the IS, the project site and surrounding area are not located within a VHFHSZ, or within a State Responsibility Area (SRA). The proposed project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan (Threshold 4.20.a). Additionally, the project site is relatively flat, and the surrounding area does not contain significant natural or manufactured slopes. The majority of the project site and the surrounding area are currently developed, and therefore, lack the combustible materials and vegetation necessary for the uncontrolled spread of a wildfire. Therefore, due to slope and other factors, the proposed project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (Threshold 4.20.b). Additionally, the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk (Threshold 4.20.c) and would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes (Threshold 4.20.d). Therefore, project-related impacts with respect to wildfire are not evaluated further in this Draft EIR.

2.5 FORMAT OF THE EIR

This EIR contains the information and analysis required by CEQA and the *State CEQA Guidelines*, including Sections 15122–15131, and is generally organized as follows:

Chapter 1.0: Executive Summary

Chapter 1.0 contains the Executive Summary of the Draft EIR, listing all significant project impacts, feasible mitigation measures that have been recommended to reduce any significant impacts of the

proposed project, and the level of significance of each impact following implementation of feasible mitigation. The summary is presented in a tabular format.

Chapter 2.0: Introduction

Chapter 2.0 contains a discussion of the purpose and intended use of the Draft EIR. A summary discussion of effects found not to be significant and, therefore, not included in the Draft EIR analysis is also included in this chapter.

Chapter 3.0: Project Description

Chapter 3.0 includes a discussion of the proposed project's geographical setting, the project site's previous uses, existing land uses, the proposed project's objectives, characteristics, and components, and the identified discretionary and ministerial permits and approvals for the proposed project.

Chapter 4.0: Environmental Analysis, Impacts, and Mitigation Measures

Chapter 4.0 includes an analysis of the proposed project's environmental impacts. It is organized into the following topical sections: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems.

The environmental setting discussions describe the "existing conditions" of the environment at the project site and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the *State CEQA Guidelines*).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the proposed project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2[a] of the *State CEQA Guidelines*).

Chapter 4.0 also includes a discussion of the cumulative effects of the proposed project within the analysis of each environmental topic when considered in combination with other projects, causing related impacts as required by Section 15130 of the *State CEQA Guidelines*.

The discussions of mitigation measures identify and describe feasible measures that could minimize or lessen potentially significant impacts for each significant environmental effect identified in this EIR (*State CEQA Guidelines* Section 15126[e]). The levels of significance before and after mitigation are provided. Significant unavoidable adverse effects are identified where mitigation is not expected to reduce the effects to less than significant levels.

Chapter 5.0: Alternatives

In accordance with *State CEQA Guidelines* Section 15126.6, the alternatives discussion in Chapter 5.0 describes a reasonable range of alternatives that could feasibly attain the basic objectives of the

project (as identified in Section 3.0, Project Description) and that are capable of eliminating any significant adverse environmental effects or reducing them to a less than significant level.

Chapter 6.0: Other CEQA Considerations

Chapter 6.0 includes CEQA-mandated discussions required by Section 15126.2 of the *State CEQA Guidelines* regarding: (a) energy impacts; (b) growth-inducing impacts; and (c) significant irreversible environmental changes that would result from implementation of the proposed project.

Chapter 7.0: Mitigation Monitoring and Reporting Program

State CEQA Guidelines Section 15091(d) requires that public agencies adopt a mitigation monitoring and reporting program for any changes that it has either required in a project or made a condition of approval to avoid or substantially lessen significant environmental effects. Chapter 7.0 provides a list of all proposed project mitigation measures as identified in Chapter 4.0 of this Draft EIR, a list of all standard conditions identified in the IS, defines the parties responsible for implementation and review, and identifies the timing for implementation of each measure.

Chapter 8.0: List of Preparers and Persons Consulted

Chapter 8.0 provides a list of the preparers of the Draft EIR, as well as persons consulted during preparation of the Draft EIR.

Chapter 9.0: References

Chapter 9.0 provides the references cited in this Draft EIR.

2.6 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the *State CEQA Guidelines*, an EIR may reference all or portions of another document that is a matter of public record or is generally available to the public. Information from the documents that have been incorporated by reference has been briefly summarized in the appropriate sections of this Draft EIR, along with a description of how the public may obtain and review these documents. These documents include:

- City of Huntington Beach General Plan Elements (as amended) (website: https://www.huntingtonbeachca.gov/departments/community_development/planning_zoning/general_plan.php);

- City of Huntington Beach Municipal Code and other titles referenced herein (website: https://ecode360.com/HU4937); and

- City of Huntington Beach Palm/Goldenwest Specific Plan (as amended) (website: https://www.huntingtonbeachca.gov/business_detail_T9_R682.php).

Documents that are incorporated by reference are available for review at the website links noted above and at the City of Huntington Beach, Community Development Department, 2000 Main Street, Huntington Beach, California 92648.

3.0 PROJECT DESCRIPTION

This section describes the proposed Palm/Goldenwest Specific Plan Amendment Project ("proposed project" or "project") that is evaluated in this Draft Environmental Impact Report (EIR) in conformance with the California Environmental Quality Act (CEQA) Guidelines.[1] The following includes a description of the geographic setting, project location, project setting, relevant City of Huntington Beach (City) General Plan and zoning designations, project characteristics, project objectives, and discretionary actions required to implement the proposed project. The project description is used as the basis for analyzing the proposed project's impacts on the existing physical environment provided in Section 4.0 of this Draft EIR.

3.1 PROJECT OVERVIEW

The project site consists of 92 net acres of land situated in Huntington Beach, Orange County, California. The entirety of the project site is located within an area subject to the City's Palm/Goldenwest Specific Plan (PGSP), which has governed the zoning of the 146-acre PGSP Area since its adoption by the City and certification by the California Coastal Commission (Coastal Commission) in 2000. The PGSP designates 88.9 acres of the project site for Commercial Visitor uses, and the remaining 3.1 acres are designated for open space. The project applicant (California Resources Corporation [CRC]), herein referred to as the Applicant, is proposing to repurpose the project site by demolishing the existing oil and natural gas production facilities, remediating the project site, preparing the project site for future development (i.e., rough grading and primary utility installation), and amending the General Plan, Specific Plan, and Local Coastal Program to allow for residential uses in addition to the already approved commercial and open space/park uses. The approved PGSP specifically envisions redevelopment and reuse of the project site as oil operations are phased out.

To accomplish this redevelopment plan, the Applicant is requesting a General Plan Amendment, a Specific Plan Amendment, and a Local Coastal Program (LCP) Amendment to amend the City's General Plan Land Use Element, PGSP, and LCP to allow for the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for the development of up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the Huntington Beach Zoning & Subdivision Ordinance (HBZSO); and (3) 22.8 acres of open space/park uses, including preservation of the existing 3.1-acre open space area north of Seapoint Street. Buildout of the PGSP under the proposed project would be consistent with applicable development and design standards for the proposed land uses under the PGSP and the City's General Plan.

Under the proposed Draft Amended PGSP,[2] the project site would be divided into three planning areas: Planning Area 1 (16 acres of Commercial Visitor uses), Planning Area 2 (53.2 acres of Medium Density Residential uses, which would be subdivided into Planning Areas 2A [30.8 acres] and 2B [22.4 acres]), and Planning Area 3 (22.8 acres of open space/park uses, which would be subdivided into Planning Area 3A [19.7 acres] and 3B [3.1 acres]). Planning Area 1 is centrally located between

1 *State CEQA Guidelines,* Section 15124.

2 City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7; Amended 2026.

Planning Areas 2A and 2B, Planning Area 3A is located along the perimeter of Planning Areas 1 and 2, and Planning Area 3B comprises the northern portion of the project site, which is separated by Seapoint Street from the remainder of the project site. It should be noted that no development is proposed for Planning Area 3B, as the open space uses present on the site under existing conditions would be maintained.

The requested project entitlements include the following applications: General Plan Amendment; Specific Plan Amendment; and Local Coastal Program Amendment.

3.2 LOCATION, EXISTING USES, AND SITE CONTEXT

The following section describes the location and boundaries of the proposed project, including its geographic context, and provides a brief overview of the existing land uses within and in the vicinity of the project site.

3.2.1 Local and Regional Project Location

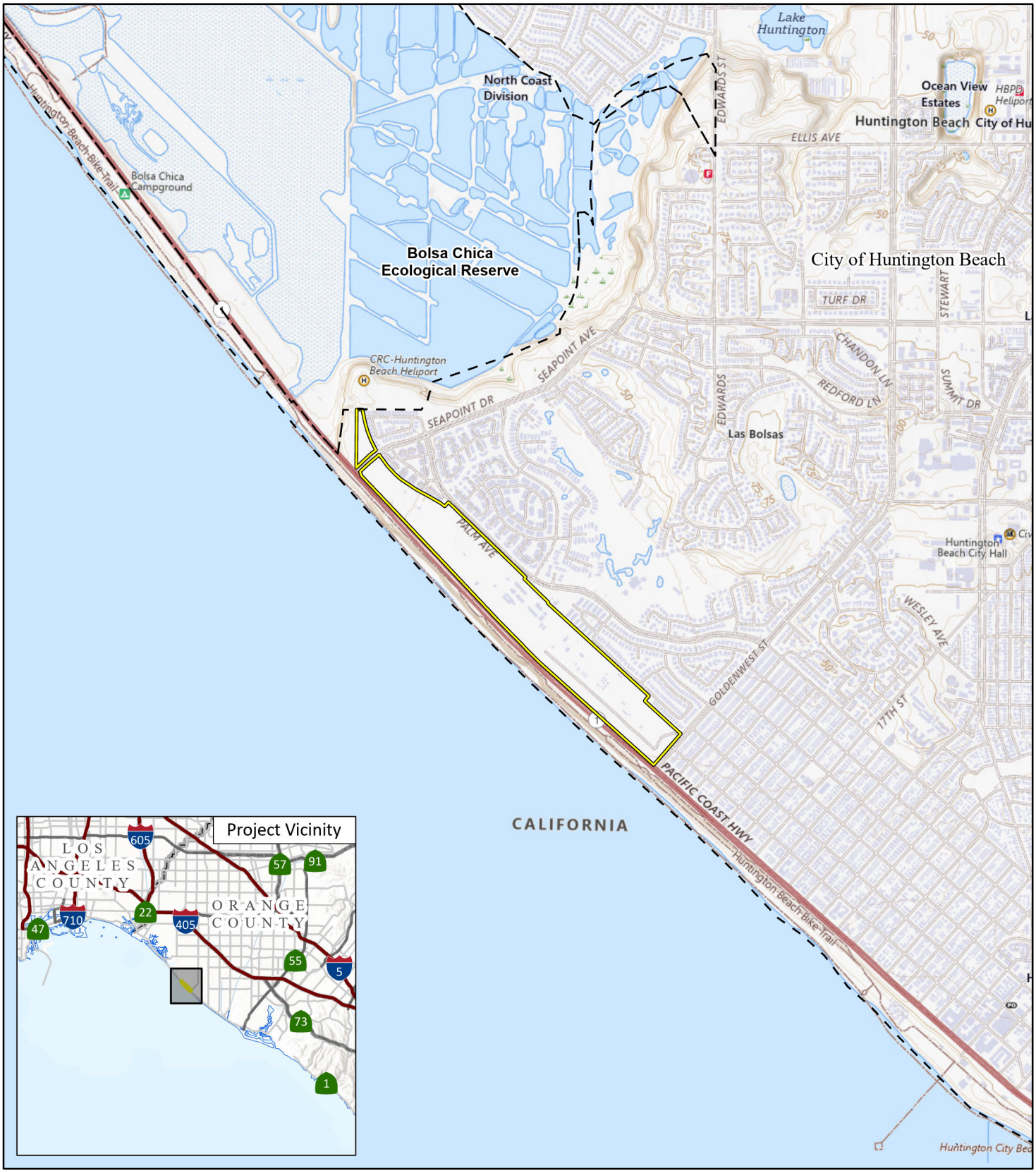
The project site is located in the central coastal portion of Huntington Beach, in Orange County, California. The city is generally bound to the west by the Pacific Ocean coastline. As shown in Figure 3-1, Project Location and Vicinity, regional access to the city is provided by Pacific Coast Highway (PCH, also known as State Route 1 or SR-1), a northeast-southwest transportation facility that generally parallels the Pacific Ocean coastline; State Route 39 (SR-39), a north-south transportation facility that connects the city to Westminster, Interstate 405 (I-405) and the cities of north Orange County and beyond; and I-405, a northeast-southwest transportation facility that provides access to a number of cities within coastal regions of Orange County and Los Angeles County.

The city of Huntington Beach is located in the northwestern portion of Orange County and is bound by the cities of Costa Mesa and Newport Beach to the south, the cities of Fountain Valley and Westminster to the east, and the city of Seal Beach to the north.

3.2.2 Project Site Location

The project site comprises approximately 92 acres of the 146-acre PGSP Area, with a site address of 20101 Goldenwest Street. The project site boundary is shown in relation to the overall PGSP boundary in Figure 3-2, Palm/Goldenwest Specific Plan Boundary. The project site is located within Township 11 West, Range 6 South of the United States Geological Survey (USGS) 7.5-minute series *Seal Beach, California* quadrangle, San Bernardino Baseline and Meridian. The project site is located approximately 200 feet northeast of the Pacific Ocean and a public beach, and approximately 700 feet south of the Bolsa Chica Ecological Reserve.

The majority of the project site is comprised of one parcel (Assessor's Parcel Number [APN] 023-181-54) and is located immediately northwest of Goldenwest Street and southeast of Seapoint Street. In addition, a 3.1-acre portion of the project site (Planning Area 3B) is located immediately



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FIGURE 3-1

Palm/Goldenwest Specific Plan Amendment Project

Project Location and Vicinity

SOURCE: USGS The National Map (2018)

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Palm/Goldenwest Specific Plan Area

Project Site

FIGURE 3-2

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SOURCE: Nearmap (4/29/2025)

Palm/Goldenwest Specific Plan Amendment Project

Palm/Goldenwest Specific Plan

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northeast of Seapoint Street and is comprised of one parcel (APN 023-181-53). Local access to the project site is provided via Goldenwest Street, Seapoint Street, and PCH.

3.2.3 Project Vicinity and Surrounding Land Uses

Figure 3-3, Surrounding Land Uses, depicts the project site in relation to surrounding land uses. The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, Ocean Colony), and Pattinson Park to the east; and PCH to the west.

Surrounding land uses in the project vicinity include a mix of residential communities, open space areas, and recreational facilities. North of the project site, beyond the oil and gas production infrastructure and open space, is the unincorporated County of Orange Bolsa Chica Ecological Reserve, which is owned by the State Lands Commission and managed by the California Department of Fish and Wildlife. South of the project site, beyond Goldenwest Street, are additional residential neighborhoods. East of the project site, beyond Palm Avenue, residential neighborhoods (Sea Cliff on the Greens), and Pattinson Park, are additional residential neighborhoods, the Huntington Club golf course, and open space and walking trails associated with Harriett M. Wieder Regional Park. West of the project site, beyond PCH, are the Huntington Beach Bike Trail, a public beach, and the Pacific Ocean. Refer to Table 3.A below for an inventory of land uses in the project vicinity.

Table 3.A: Existing and Proposed Land Uses

Direction	Existing Land Use	General Plan Designation		Zoning Designation	
		Existing	Proposed	Existing	Proposed
Project Site	Industrial (Oil and Gas Production); Open Space	CV	CV, RM, OS-P	SP	—[1]
North	Industrial (Oil and Gas Production); Open Space; Bolsa Chica Ecological Reserve	OS-P	—	OS-PR	—
South	Goldenwest Street; Residential Neighborhoods	RH	—	RMH-A	—
East	Palm Avenue; Residential Neighborhoods; Pattinson Park; Huntington Club Golf Course; Harriett M. Wieder Regional Park	RL; RM; RMH; RH; OS-P; OS-R	—	RL; RM; RH; OS-PR; SP	—
West	PCH; Huntington Beach Bike Trail, and the beach/Pacific Ocean	OS-S	—	OS-S	—

Sources: *City of Huntington Beach General Plan Land Use Element*. October 2, 2017 (City of Huntington Beach 2017); *SP12, Palm/Goldenwest Specific Plan*. February 7, 2000; Amended 2026 (City of Huntington Beach 2000).

[1] The Palm/Goldenwest Specific Plan would continue to govern zoning on the project site under the proposed project; however, the specific land uses allowed under the Palm/Goldenwest Specific Plan would be amended.

[2] This land consists of the Bolsa Chica Ecological Reserve and falls under the jurisdiction of the County of Orange.

CV = Commercial Visitor
OS-P = Open Space—Parks
OS-PR = Parks and Recreation Subdistrict
OS-R = Open Space—Recreation
OS-S = Open Space—Shore
PCH = Pacific Coast Highway
RH = High Density Residential
RL = Low Density Residential
RM = Medium Density Residential
RMH = Medium High Density Residential
RMH-A = Medium High Density Residential (Small Lot Subdistrict)
SP = Specific Plan

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Project Site

FIGURE 3-3

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SOURCE: Nearmap (4/29/2025)

Palm/Goldenwest Specific Plan Amendment Project

Surrounding Land Uses

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3.2.4 Existing Project Site

The project site is generally rectangular in shape and historically and currently occupied by industrial land uses including oil and natural gas production, as well as a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands (Planning Area 3B). At the time the PGSP was prepared, the project site was expected to remain in oil production through approximately 2020.[3] Under existing conditions, oil and natural gas are extracted from onshore and offshore sources, treated, and stored on the project site. The natural gas is transported to Southern California Gas Company via a pipeline in Goldenwest Street. Oil is transported off site via tanker trucks and a pipeline in Goldenwest Street. Figure 3-4, Existing Conditions, provides aerial imagery of existing project site conditions, including the locations of existing on-site structures.

Existing development within the project site includes active oil and natural gas production facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. The portion of the project site identified as Planning Areas 1, 2, and 3A in the Draft Amended PGSP, contains paved and unpaved internal circulation roadways and surface parking for employee and visitor vehicles. Vehicular access to the existing project site is provided via secure full-access driveways along Goldenwest Street and Seapoint Street. Currently, no points of vehicular entry to the project site exist along PCH or Palm Avenue. Planning Area 3B is currently accessible via a secure all-access driveway along Seapoint Street.

Under existing conditions, the project site is mostly screened from public views. Specifically, the southwestern project site frontage along PCH and the project site frontages along each side of Seapoint Street are screened by chain-link fencing and vegetation. The northeastern project site frontage along Palm Avenue and residential neighborhoods is screened by a beige masonry wall. The southeastern project site frontage along Goldenwest Street is screened by a beige masonry wall of varying height, a chain-link fence, and vegetation.

Site elevations range from approximately 37 to 40 feet[4] above mean sea level, declining gradually to the southwest with the lowest elevations in the southernmost portion. Existing vegetation within the project site consists of sparse ruderal, weedy, or non-native/invasive species, including prickly lettuce (*Lactuca seriola*), horseweed (*Erigeron canadensis*), slenderleaf iceplant (*Mesembryanthemum nodiflorum*), red-stemmed filaree (*Erodium cicutarium*), and yellow sweet clover (*Melilotus indicus*).[5]

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3 City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7; Amended 2026.

4 Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California,* Page 1. February 28, 2025.

5 ELMT Consulting, Inc. 2025. *California Resources Corporation Palm/Goldenwest Specific Plan Amendment, Huntington Beach, Orange County, California Biological Resources Assessment*, Page 11. June.

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Project Site

FIGURE 3-4

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SOURCE: Nearmap (4/29/2025)

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Palm/Goldenwest Specific Plan Amendment Project

Existing Conditions

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Ornamental landscaping is also present within the project site in the form of Brazilian peppertree (*Schinus terebinthifolia*), California palm (*Washingtonia filifera*), African iris (*Dietes iridioides*), bottlebrush (*Callistemon* sp.), Chinese juniper (*Juniperus chinensis*), Indian hawthorne (*Rhaphiolepis indica*), bird of paradise (*Strelitzia* sp.), New Zealand flax (*Phormium tenax*), and mousehole tree (*Myoporum laetum*).[6]

Existing vegetation within Planning Area 3B consists of iceplant (*Carpobrotus edulis*) monocultures. Other plant species present within this community include coyote brush (*Baccharis pilularis*), tree tobacco (*Nicotiana glauca*), Mediterranean mustard (*Hirschfeldia incana*), and false sandalwood (*Myoporum sandwicense*).[7]

3.2.5 Land Use and Zoning

This section describes the existing land use and proposed zoning designations of the project site and adjacent properties.

3.2.5.1 General Plan Land Use

The City's General Plan Land Use Element currently designates the entire project site for Commercial Visitor (CV) land uses with a Specific Plan overlay. The Commercial Visitor land use designation allows for a maximum Floor Area Ratio (FAR)[8] of 0.5 and is intended for development with hotels/motels, timeshares, recreational commercial, eating and drinking establishments, retail, cultural facilities, and similar tourist-serving uses.[9]

As previously stated, the Applicant is proposing to develop the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for up to 350 hotel rooms or other visitor-serving uses allowed under the HBZSO; and (3) 22.8 acres of open space/park uses, including preservation of the existing 3.1 acre open space area north of Seapoint Street.

Under the proposed project, the Applicant is requesting a General Plan Amendment to change the land use designation of Planning Area 2 to Medium Density Residential (RM) and the land use designation of Planning Area 3 from Commercial Visitor to Open Space-Park (OS-P). Planning Area 1 would retain its existing General Plan land use designation. Refer to Figure 3-5, Existing and Proposed General Plan Land Use Designations, for a comparison between the existing and proposed General Plan land use designations on the project site.

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6 ELMT Consulting, Inc. 2025. *California Resources Corporation Palm/Goldenwest Specific Plan Amendment, Huntington Beach, Orange County, California Biological Resources Assessment*, Page 11. June.

7 *Ibid.*

8 The Floor Area Ratio describes the relationship between the total area of a development and the area of the parcel where the development is located.

9 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Land Use Element*, Page 2-11. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Land_Use_Element.pdf (accessed August 6, 2025).

The Medium Density Residential land use designation allows for a maximum of 15 dwelling units per acre (du/ac) and allows for residential development consistent with that allowed under the Low Density Residential designation (traditional detached single-family housing, zero-lot-line developments, and accessory dwelling units or "granny" flats), as well as smaller lot detached single-family housing, zero-lot-line developments, attached single-family housing (e.g., duplexes, townhomes), and lower-density multiple-family housing, such as garden apartments.[10] The Open Space-Park land use designation allows for public parks and recreational facilities and related ancillary uses (e.g., maintenance equipment storage).[11]

3.2.5.2 Zoning

Zoning of the project site is governed by the PGSP, which encompasses approximately 146 acres of land in total. A 54-acre portion of the PGSP Area, previously owned by Pacific Land Company (PLC), is located directly north of the project site and has already been fully built out with a residential community known as The Boardwalk Community. The proposed project would only affect the 92-acre portion of the PGSP Area owned by the Applicant (i.e., the project site), and does not propose any changes, programmatic or physical, to the PLC parcel. The approved PGSP designates the project site for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. Under these designations, residential uses are not currently permitted.

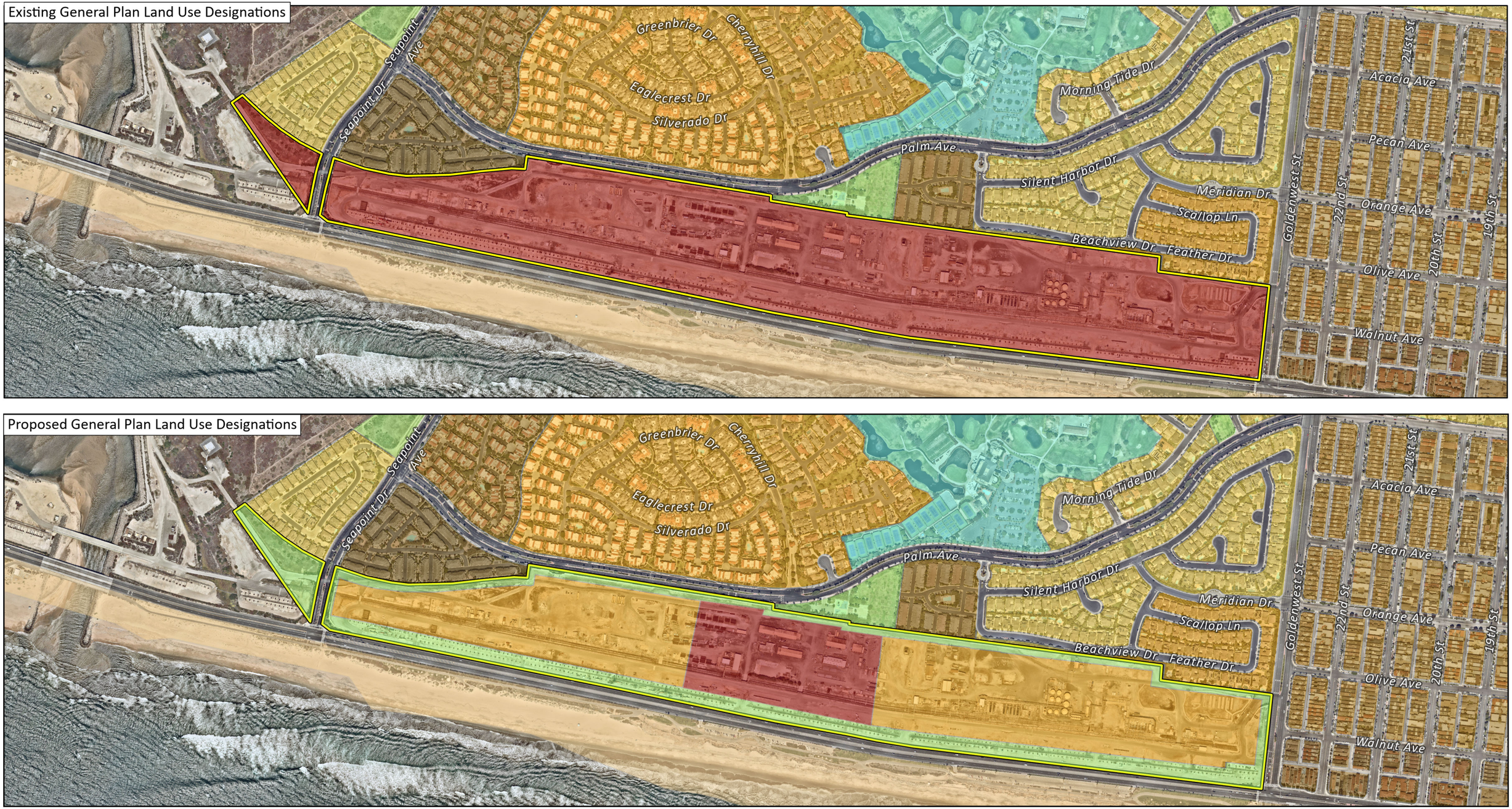
Under the proposed project, the Applicant is requesting an amendment to the approved PGSP that would designate Planning Area 2 as Medium Density Residential. Under the Medium Density Residential designation, up to 800 units could be developed on the project site. As previously discussed, Planning Area 1 would remain designated as Commercial Visitor (no proposed change). Further, no amendment to the PGSP is proposed for the 22.8 acres of proposed parkland (Planning Area 3). Refer to Figure 3-6, Existing and Proposed Planning Area Land Uses, for a comparison between the existing and proposed PGSP designations within the PGSP Area.

[10] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Land Use Element*, Page 2-8. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Land_Use_Element.pdf (accessed August 6, 2025).

[11] *Ibid*. Page 2-13.

Existing General Plan Land Use Designations

Proposed General Plan Land Use Designations



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Project Site

General Plan Land Use Designations

- RL - Rural Living
- RM - Residential Medium Density
- RMH - Residential Medium-High Density
- RH - Residential High Density
- CV - Commercial Village
- OS-P - Open Space - Parks
- OS-R - Open Space - Recreation
- OS-S - Open Space - Shoreline

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SOURCE: Nearmap (4/29/2025); City of Huntington Beach (2019)

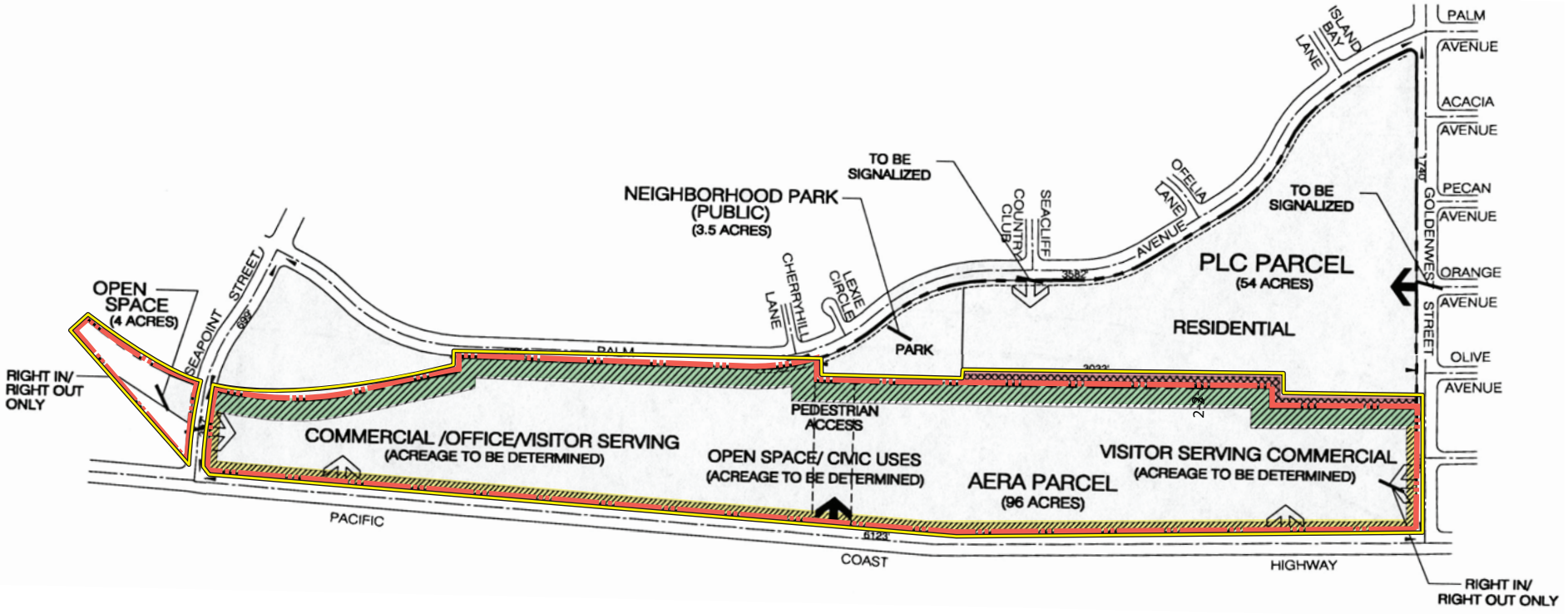
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FIGURE 3-5

Palm/Goldenwest Specific Plan Amendment Project

Existing and Proposed General Plan Land Use Designations

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EXISTING PALM/GOLDENWEST SPECIFIC PLAN

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LEGEND

- Project Site
- CRC Property
- Main Entry (Signalized)
- Secondary Entry (Right-in, Right-out)
- Esplanade (35' Width min.)
- Greenbelt/Buffer on Aera Parcel (75' width min.)
- Buffer on PLC Parcel (40' Width min.)

NOT TO SCALE

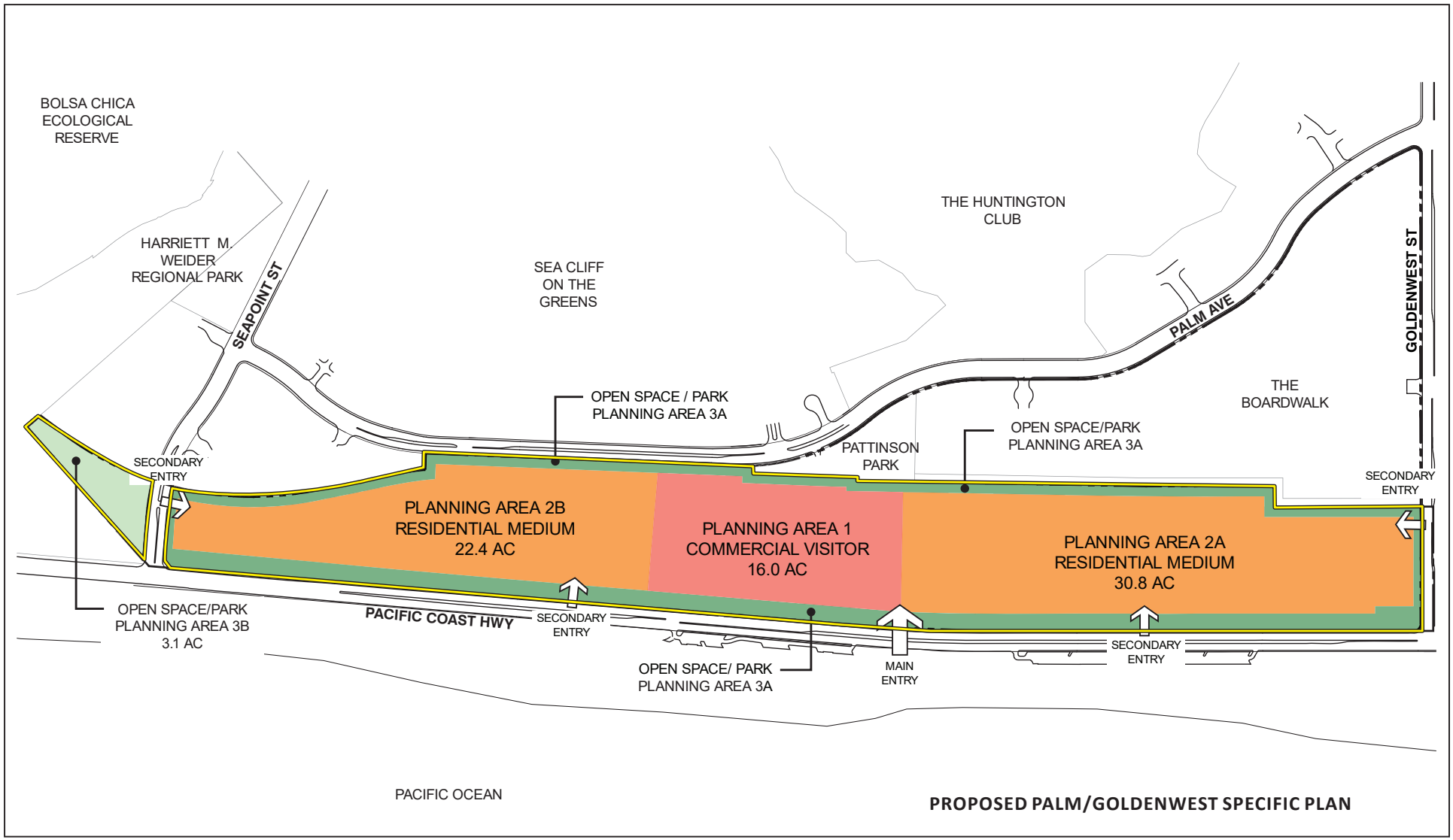
SOURCE: City of Huntington Beach

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FIGURE 3-6
Page 1 of 2

Palm/Goldenwest Specific Plan Amendment Project
Existing and Proposed Planning Area Land Uses

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LEGEND

- Project Site
- Open Space
- Park
- Residential
- Commercial

NOT TO SCALE

SOURCE: City of Huntington Beach

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FIGURE 3-6

Page 2 of 2

Palm/Goldenwest Specific Plan Amendment Project

Existing and Proposed Planning Area Land Uses

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3.2.5.3 Coastal Zone

As shown in Figure 3-7, Coastal Zone, the entire project site lies within the California Coastal Zone, as defined by the California Coastal Act of 1976 (Coastal Act). The Coastal Act requires all cities located within the Coastal Zone to adopt a Local Coastal Program (LCP). The LCP is used by cities to regulate local land uses and development in a manner that is consistent with the goals of the Coastal Act. Specifically, LCPs identify the location, type, densities, and other land use policies for future development within the Coastal Zone of a jurisdiction.

LCPs are divided into two components: a coastal element and an implementation program. The coastal element must include a land use plan and clear, specific policies to be used by decision-makers when reviewing coastal-related issues and proposed development within a jurisdiction's Coastal Zone boundary. The City's Coastal Element went into effect on November 13, 2001, and has since undergone several amendments.[12] Implementation programs include zoning ordinances, zoning district maps, specific plans, and other implementing actions that must conform with and carry out the goals and policies of the certified coastal element. The PGSP serves as the implementation program (zoning) for the project site under the Huntington Beach LCP.

The proposed project would require an amendment to the City's LCP. Changes to the PGSP and General Plan text would not take effect until certified by the Coastal Commission through the LCP amendment process. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the Coastal Zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land and activities that change the intensity of use of land or public access to coastal waters, generally require a Coastal Development Permit (CDP) from either the Coastal Commission or the local government. All development projects in the PGSP Area require a CDP pursuant to the provisions of the HBZSO.

The Coastal Element of the City's General Plan acknowledges the potential for future redevelopment of the project site from oil production to mixed use, including residential, commercial, open space and civic/recreational uses, at the time when oil and gas operations are planned to be phased out.[13]

3.3 PROPOSED PROJECT

3.3.1 Overall Development Concept

As previously described, the project site contains existing development associated with ongoing oil and natural gas production. However, the PGSP acknowledges that these uses would be phased out within approximately 15 to 20 years of the PGSP's establishment (roughly 2015 to 2020). The details regarding preparing the site for future approved uses, including site demolition, remediation and rough grading, are provided below in Section 3.3.8, Construction. Because the former owner of the property, Aera Energy, did not propose a comprehensive development plan for the project site at

[12] City of Huntington Beach. 2001. *City of Huntington Beach General Plan Coastal Element*. November 13; Amended October 26, 2011.

[13] *Ibid.* Page IV-C-12.

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Project Site

California Coastal Zone

FIGURE 3-7

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SOURCE: Nearmap (4/29/2025)

Palm/Goldenwest Specific Plan Amendment Project

Coastal Zone

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the time the PGSP was prepared, the PGSP notes that a Specific Plan Amendment would be necessary at such time that redevelopment of the project site is proposed. While a specific site plan is not proposed at this time, the proposed project conservatively analyzes a "worst-case" scenario of development, or the maximum allowable scale of future development allowed under applicable development standards as set forth in the Draft Amended PGSP. Table 3.B below provides a summary of the maximum extent of development that would be permitted by the proposed project.

Table 3.B: Overall Project Summary

Planning Area/Subarea	Acreage	Maximum Allowable Building Area (square feet)	Maximum Allowable Number of Units
Commercial (Planning Area 1)			
1	**16.0**	**348,480**	**350 hotel rooms**
Residential (Planning Area 2)			
2A	30.8	TBD	TBD
2B	22.4	TBD	TBD
Total	**53.2**	**TBD**	**800 dwelling units**
Open Space/Park (Planning Area 3)			
3A	19.7	N/A	N/A
3B	3.1	N/A	N/A
Total	**22.8**	**N/A**	**N/A**

Source: *SP12, Palm/Goldenwest Specific Plan*. February 7, 2000; Amended 2026 (City of Huntington Beach 2000).

As described in the Draft Amended PGSP, the overall architectural design concept for the proposed project would be a contemporary seaside community theme, thereby reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences.

3.3.1.1 Commercial Visitor Uses

The proposed project includes 16 acres of Commercial Visitor (CV) uses in the central portion of the project site (Planning Area 1). The centralized location of Planning Area 1 would make the commercial component the primary focal point of the project site with overnight accommodations and gathering spaces for visitors and residents such as retail, dining, and entertainment options.

With a maximum FAR of 0.5, Planning Area 1 could be developed with a maximum of 348,480 square feet of commercial uses, which could include up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. Pursuant to the Draft Amended PGSP and Chapter 211, Section 211.04 of the HBZSO, the following land uses are permitted within Planning Area 1:

- Eating and drinking establishments;
- Personal services; and
- Retail sales.

Pursuant to the Draft Amended PGSP and Section 211.04 of the HBZSO, land uses that are permitted within Planning Area 1 with approval of a conditional use permit (CUP) or with certain limitations include:

- Commercial recreation & entertainment;
- Food & beverage sales;
- Outdoor retail sales; and
- Seasonal sales.

To analyze a worst-case scenario of development, this Draft EIR assumes the development of Planning Area 1 with 350 hotel rooms and retail, dining, entertainment, or other visitor-serving commercial establishments. The commercial component of the proposed project would be subject to applicable development standards as shown in Table 3.1 of the Draft Amended PGSP. In accordance with Table 3.1, the maximum building height for commercial development in Planning Area 1 would be 50 feet and four stories.

Consistent with Section 30213 of the Coastal Act, at all times throughout the operational life of future hotel uses within Planning Area 1, a minimum of 25 percent of the rooms would be offered as lower-cost accommodations.

The development of visitor-serving commercial uses within Planning Area 1 would be consistent with the current land use designations for the project site under the existing PGSP and the City's General Plan.

3.3.1.2 Medium Density Residential

The proposed project includes 53.2 acres of Medium Density Residential uses in Planning Areas 2A and 2B. Under the proposed project, Planning Area 2 could be developed with a mix of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes and multi-dwelling structures, with a maximum residential density of 15 du/ac. Up to 800 residential units could be developed within Planning Area 2. To analyze a worst-case scenario of development, this Draft EIR assumes the development of Planning Area 2 with 800 residential units. The residential component of the proposed project would be subject to applicable development standards as shown in Table 3.2 of the Draft Amended PGSP. In accordance with Table 3.2, the maximum building height for residential development in Planning Area 2 would be 35 feet and three stories.

As required by the Draft Amended PGSP, a minimum of 10 percent of the total residential units developed within Planning Area 2 would be affordable rental units made available to low income households in perpetuity with preference given to people who are employed within Planning Area 1 and meet the income requirements outlined in Section 3.6 of the Draft Amended PGSP. Development within Planning Area 2 could also include private recreational facilities for use by Planning Area 2 residents. As required under Chapter 210, Section 210.07 of the HBZSO, future residential development in Planning Area 2 with more than 20 dwelling units would be required to include at least one amenity, such as a clubhouse, swimming pool, tennis court, volleyball court, outdoor cooking facility, or other recreation facility.

3.3.1.3 Open Space/Park

The proposed project includes 22.8 acres of open space and parks of which 19.7 acres would be located within Planning Area 3A and 3.1 acres would be located within Planning Area 3B.

Planning Area 3A would form a greenbelt encompassing Planning Areas 1 and 2. Under this concept, an oceanfront esplanade would be developed along Planning Areas 1 and 2's approximately 1.2-mile frontage along PCH. Along this frontage, the proposed oceanfront esplanade would span approximately 80 feet wide and would feature a 12-foot-wide multi-use path, including viewing platforms, interpretive signage, benches, picnic areas, and shade structures. This pedestrian promenade would connect an open space segment and multi-use path along Planning Areas 1 and 2's frontage with Palm Avenue, residential neighborhoods, and Pattinson Park. As required under the PGSP, the proposed project would include a 50-foot landscaped setback from the eastern property line of the PLC parcel. Under the proposed project, this 50-foot landscaped setback would consist of a multi-use path, and the existing masonry wall along the portion directly adjacent to Palm Avenue would be removed in order to provide direct pedestrian access from the PLC parcel and neighborhoods north of the PLC parcel to the public beach west of the project site. Planning Area 2's frontages along Seapoint Street and Goldenwest Street would also be developed with open space/park areas to connect with the longer pedestrian multi-use paths described above. As such, the entire perimeter of Planning Areas 1 and 2 would be encompassed by an approximately 2.5-mile multi-use path loop. All landscaping within Planning Area 3A would consist of drought tolerant vegetation. Refer to Figures 2-8, 2-9, and 2-10, Conceptual Renderings, for a visualization of the proposed landscape elements envisioned for Planning Area 3A.

Planning Area 3B provides the only vehicular access point to existing oil and gas operations north of Seapoint Street. To ensure that existing access to the oil-related infrastructure present within Planning Area 3B is maintained, no development is proposed for Planning Area 3B. Existing vegetation would not be disturbed by the proposed project. Consistent with existing conditions, this 3.1-acre designated open space area would preserve existing open space and access to oil and gas production infrastructure and would not be open to the public for recreational or other uses.

3.3.2 Fencing and Signage

As previously stated, under existing conditions, the project site is mostly screened from public and adjacent residential views through a variety of screening fences and landscaping. The existing masonry walls screening the project site from the residential neighborhoods to the northwest (The Boardwalk Community and Surfcrest Condominiums) would remain in place. However, the existing masonry walls and chain-link fencing surrounding Planning Areas 1, 2, and 3A would be removed in order to encourage public access to the proposed pedestrian esplanade within Planning Area 3A. All walls and fences constructed as part of future development proposed within the project site would be constructed in accordance with Title 23, Section 230.88, Fencing and Yards, of the HBZSO.

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PLANNING AREA 3A – PCH FRONTING PUBLIC ESPLANADE





PLANNING AREA 3A – PUBLIC ESPLANADE VIEW PLATFORM

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FIGURE 3-8

Palm/Goldenwest Specific Plan Amendment Project

Conceptual Renderings: Pacific Coast Highway Pedestrian Esplanade

SOURCE: City of Huntington Beach

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PLANNING AREA 3A – LINEAR PARK





PLANNING AREA 3A – LINEAR PARK

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FIGURE 3-9

Palm/Goldenwest Specific Plan Amendment Project

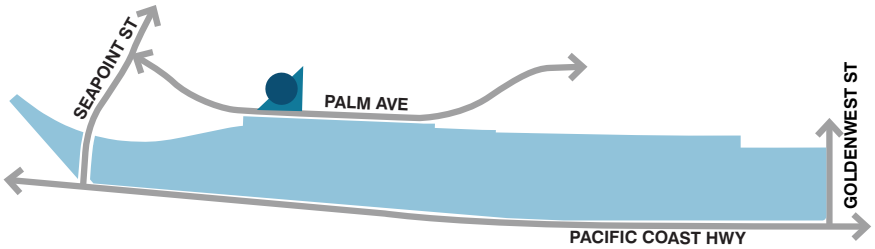
Conceptual Renderings: Linear Park

SOURCE: City of Huntington Beach

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PLANNING AREA 3A - GREENBELT ALONG PALM AVENUE

LSA

FIGURE 3-10

Palm/Goldenwest Specific Plan Amendment Project

Conceptual Rendering: Palm Avenue Greenbelt

SOURCE: City of Huntington Beach

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A detailed Public Access and Recreation Signage Plan (Signage Plan) would be prepared for review and approval by the City and would include plans for sign contents, font style and size, methods of posting, and locations for posting. The Signage Plan would prohibit any signage that prohibits or limits public access to the proposed internal circulation roadways, sidewalks, parking, or public features. The Signage Plan would include signage directing the public to coastal access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas. Signs would be posted in the esplanade along PCH, internal circulation roadways, and around pedestrian walkways to direct the public to on-site trails and amenities. The Signage Plan would be submitted by the developer with the application for any CDP for residential or commercial development. All signs associated with future development of the project site would be constructed in accordance with Chapters 232 (Landscape Improvements) and 233 (Signs) of the HBZSO.

3.3.3 Access, Circulation, and Parking

3.3.3.1 Vehicular Access

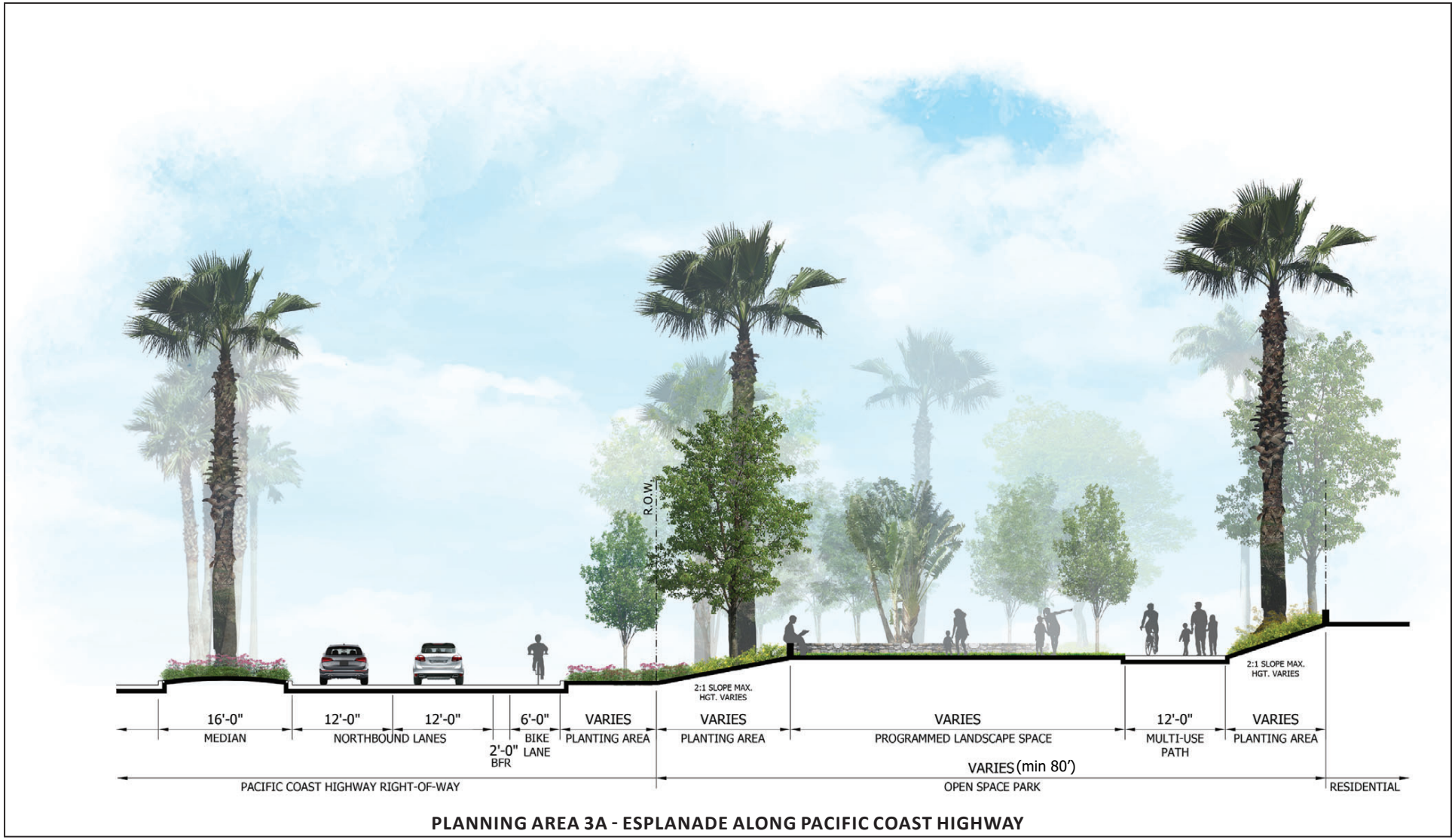
Consistent with the approved PGSP, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary potentially signalized entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Because PCH falls under Caltrans' jurisdiction, the precise location, design, and signalization of the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a CDP for residential or commercial development.

Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development. No vehicular access points would be provided along Palm Avenue, but emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary. No vehicular access would be permitted via Palm Avenue with the exception of emergency vehicles.

Internal circulation within the project site would consist of a main entry road connecting to the main signalized entrance along PCH, two secondary roads, and a collector road running parallel to the northeastern boundary of Planning Areas 1 and 2, connecting Goldenwest Street with Seapoint Street. All internal circulation roads would be privately owned and maintained but would be open to the public. Refer to Figure 3-11, Conceptual Roadway Cross-Section, for a depiction of proposed roadway facilities.

Under existing conditions, vehicular access to Planning Area 3B is provided via the existing all-access driveway along Seapoint Street, which connects with the internal circulation roadway located within the western portion of Planning Area 3B. This access is restricted and would not be open to the public. No changes to vehicular access to Planning Area 3B are proposed as part of the project.

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PLANNING AREA 3A - ESPLANADE ALONG PACIFIC COAST HIGHWAY

LSA

FIGURE 3-11
Page 1 of 3

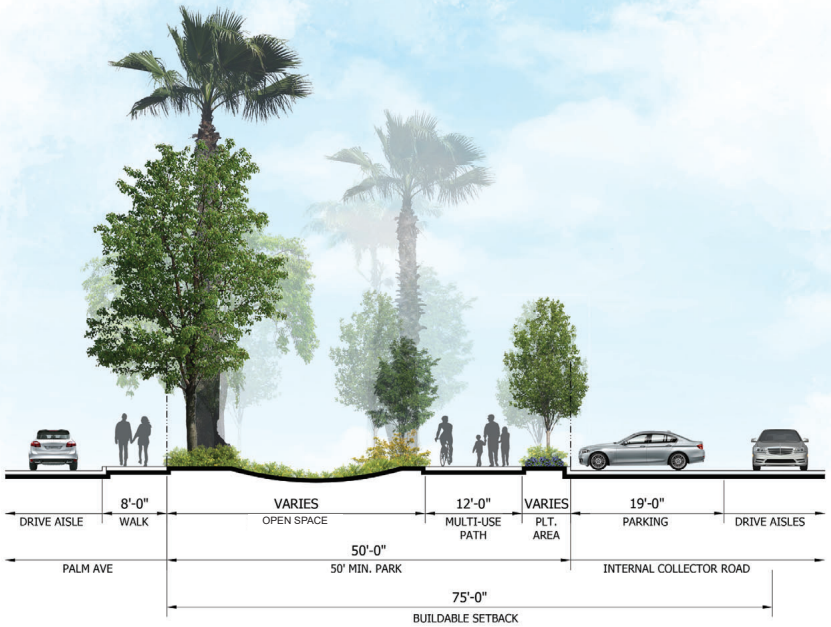
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SOURCE: City of Huntington Beach

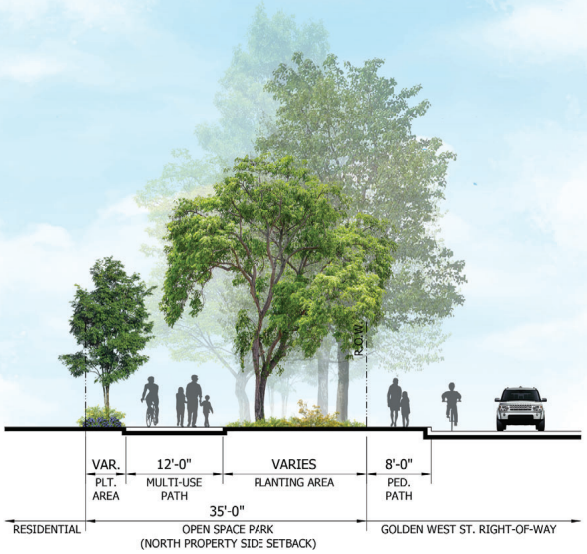
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Palm/Goldenwest Specific Plan Amendment Project
Conceptual Roadway Cross-Section

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PLANNING AREA 3A - GREENBELT ADJACENT TO PALM AVENUE



PLANNING AREA 3A - GREENBELT ADJACENT TO GOLDENWEST STREET

LSA

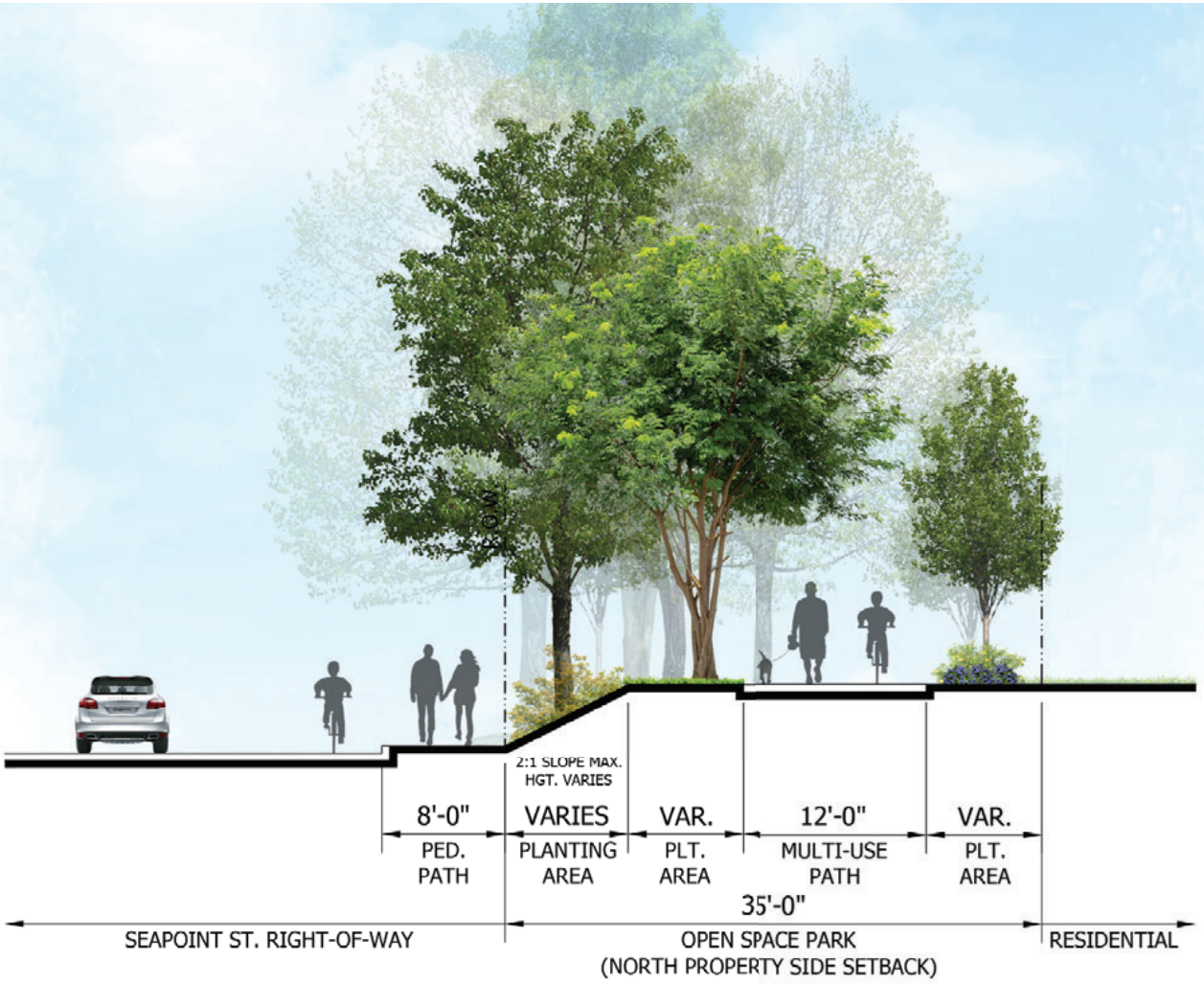
FIGURE 3-11

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SOURCE: City of Huntington Beach
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Palm/Goldenwest Specific Plan Amendment Project
Conceptual Roadway Cross-Section

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PLANNING AREA 3A - GREENBELT ADJACENT TO SEAPOINT STREET

LSA

FIGURE 3-11
Page 3 of 3

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SOURCE: City of Huntington Beach

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Palm/Goldenwest Specific Plan Amendment Project
Conceptual Roadway Cross-Section

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3.3.3.2 Pedestrian and Bicycle Access

The main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. Sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians.

As previously stated, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use path for pedestrian and bicycle circulation (Planning Area 3A).

In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Additionally, future hotel uses on site would provide bicycles for guest use during their stay.

3.3.3.3 Transit Access

The project site is adjacent to four Orange County Transportation Authority (OCTA) bus stops. One bus stop is located in each direction of travel at the intersection of PCH and Seapoint Street, and two more bus stops are located at the intersection of PCH and Goldenwest Street.

The project site is served by OCTA Route 1, which connects the project site to Long Beach to the north and San Clemente to the south via PCH. The project site is also served by OCTA Route 25, which connects the project site to Fullerton to the north. Route 25 generally runs along Goldenwest Street south of the project site. Near the project site, Route 25 runs along 17th Street (about 6 blocks southeast of the project site) before turning on Orange Avenue toward Main Street/Downtown Huntington Beach. Both routes run at a 1-hour frequency.[14]

An additional OCTA bus stop is proposed as part of the project (pending approval by Caltrans) at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees.

3.3.3.4 Parking

Surface and subterranean parking spaces would be provided within the project site, including parking spaces along the proposed collector road adjacent to Planning Area 3 and Palm Avenue and secondary entry roads. Additionally, between 60 and 100 parking spaces would be provided along the eastern curb of PCH within the esplanade near Seapoint Street. Where allowed, public parking would be marked by informational signage.

Surface parking spaces within Planning Area 1 would satisfy the City's parking requirements as set forth in Schedule A of Chapter 231.04, Off-Street Parking and Loading Spaces Required, of the HBZSO.

[14] Orange County Transportation Authority (OCTA). 2025. BusBook. August 10. Website: https://www.octa.net/ebusbook/CompleteBusBook.pdf?n=20250810 (accessed November 4, 2025).

Surface parking spaces within Planning Area 2 would satisfy the parking requirements as set forth in Table 3.2 of the Draft Amended PGSP, which provides parking standards based on residential unit type.

3.3.4 Landscaping

Landscaping would be provided throughout Planning Areas 1, 2, and 3A, including a combination of groundcovers, shrubs, and trees. The proposed landscaping would be consistent with the landscaping characteristics of surrounding land uses. All landscaping on the project site would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of plant species listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP.

Consistent street tree themes would be established for internal circulation roadways, and trees, vines, and shrubs would be used to soften signs and walls throughout Planning Areas 1, 2, and 3A.

Irrigation systems would incorporate efficient technology, minimizing water demand. All mainline irrigation pipes would be equipped with flow sensors and master valves to ensure system shutdown in the case of pipe breakage. Irrigation master systems would also have an automatic irrigation controller to ensure efficient water distribution, which would be adjustable so that site watering would be commensurate with daily weather conditions. Automatic irrigation controllers would be equipped with rain shutoff devices in order to prevent unnecessary operation on rainy days.

3.3.5 Lighting

Future development within Planning Areas 1, 2, and 3A would include on-site lighting for visibility and safety, particularly with respect to parking areas, pedestrian pathways, and outdoor common areas. Security lighting would be required on all building façades. All outdoor lighting would be designed to provide adequate illumination of on-site areas without intruding upon surrounding properties or sensitive land uses in the project site vicinity. Outdoor lighting would be directed downward and would be DarkSky[15] approved for all nighttime hours.

Developers of future residential and commercial development within the project site would be required to provide a plan showing the proposed location, size, and materials of all proposed signs and outdoor lighting for review and approval by the Community Development Department prior to the issuance of building permits.

3.3.6 Utility and Drainage Infrastructure

Project-specific design details for future developments within the project site are unknown at this time. Utility needs will depend upon the characteristics of each specific development. Each future discretionary project proposed within the project site would be subject to a project-specific CEQA review at the time it is proposed for consideration by the City.

[15] The DarkSky Approved program provides objective, third-party certification for projects that minimize glare and reduce light trespass/pollution.

Developers of projects proposed within the project site would be responsible for the construction or funding of public facilities improvements within the project site and/or off-site facilities necessary to serve each proposed development, including, but not limited to water, wastewater, electricity, natural gas, and drainage. This would include working with utility providers to coordinate service requirements and secure will-serve letters. Utility-specific plans and requirements are discussed further below.

3.3.6.1 Water

Proposed amendments to the PGSP include a Domestic Water Plan, which would serve as a conceptual guide for development proposed within the project site (refer to Figure 3-12, Domestic Water Plan). Under this plan, a proposed water line would be provided along the northeastern boundary of Planning Areas 1 and 2 would provide connections to one of three options: (1) an existing 20-inch main along Goldenwest Street, (2) an existing 12-inch main along Palm Avenue, or (3) an existing 12-inch main along Seapoint Street.

Developers would be required to provide a water pressure analysis to determine the necessary size for water lines serving the project site at the time of application for a CDP for residential or commercial development. All water lines and infrastructure would be maintained by the City.

3.3.6.2 Wastewater

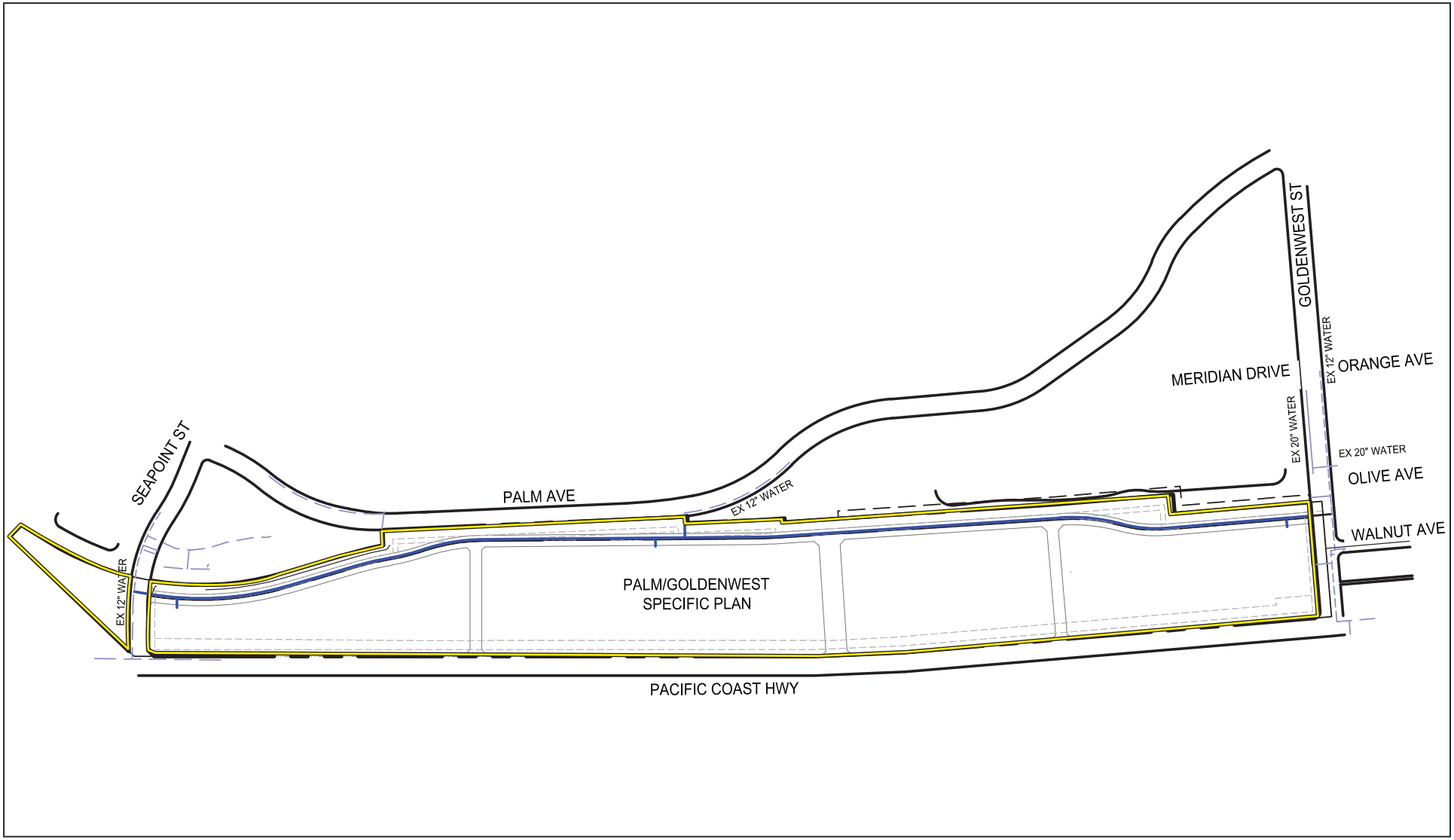
Proposed amendments to the PGSP include a Sewer Plan, which would serve as a conceptual guide for development proposed on the project site (refer to Figure 3-13, Sewer Plan). Under this plan, wastewater generated within the project site would be transported via gravity flow to an existing public sewer line located along Palm Avenue that flows to the south, which is managed by the City's Public Works Department. New 8-inch sewer lines would be developed throughout the project site, generally along the northeastern project site boundary, to connect to future structures. These sewer lines would be maintained by the City.

In the event that wastewater needs of the proposed project exceed the capacity of the existing sewer along Palm Avenue, the southern portion of the project site may connect to an existing 54-inch sewer main at the intersection of Goldenwest Street and Meridian Drive, just southeast of the PLC parcel. This sewer main is maintained by the Orange County Sanitation District (OCS San).

3.3.6.3 Electricity/Gas

Electricity would be provided to the project site by Southern California Edison (SCE). Future developers would be responsible for coordination with SCE to ensure that proposed residential or commercial development projects could be adequately served by existing electrical facilities. If new connections to electrical infrastructure are required, they would be the responsibility of the developer(s) and would be implemented in accordance with applicable provisions of the City's General Plan and the HBZSO pertaining to utility infrastructure. In the event that future development requires the relocation of existing electrical facilities or the construction of new electrical facilities, undergrounding would be required.

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LEGEND

Project Site

Existing Water

Proposed Water

FIGURE 3-12

NOT TO SCALE

SOURCE: City of Huntington Beach

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Palm/Goldenwest Specific Plan Amendment Project

Domestic Water Plan

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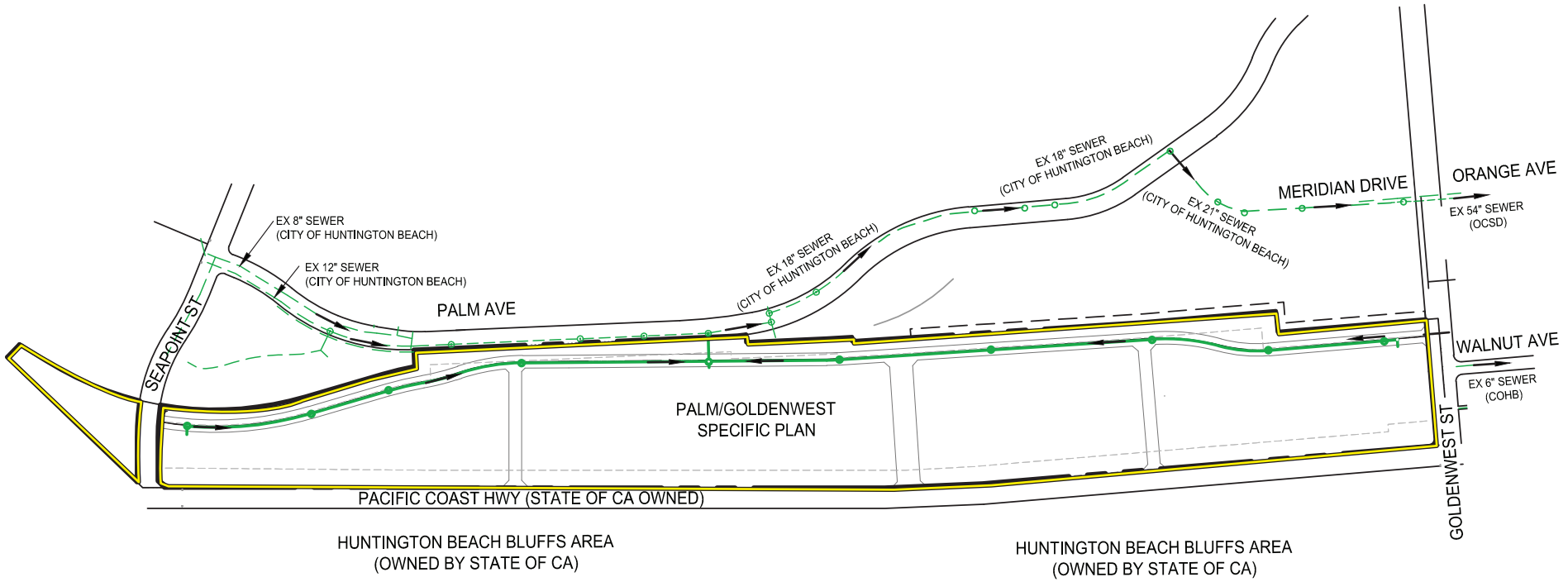


FIGURE 2.6.2 PROPOSED SEWER PLAN

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LEGEND

Project Site

Existing Sewer

Proposed Sewer

FIGURE 3-13

NOT TO SCALE

SOURCE: City of Huntington Beach

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Palm/Goldenwest Specific Plan Amendment Project

Sewer Plan

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Natural gas would be provided to the project site by Southern California Gas Company (SoCalGas). Future developers would be responsible for coordination with SoCalGas to ensure that proposed residential or commercial development projects could be adequately served by existing natural gas facilities. If new connections to existing natural gas infrastructure are required, they would be the responsibility of the developer(s) and would be implemented in accordance with applicable provisions of the City's General Plan and the HBZSO pertaining to utility infrastructure.

3.3.6.4 Drainage

The City of Huntington Beach Public Works Department maintains existing storm drain facilities within the City's jurisdiction, while Caltrans maintains existing storm drain facilities within Caltrans right-of-way (e.g., PCH).

Drainage facilities constructed as part of future development in Planning Areas 1, 2, and 3A of the project site would be designated as private facilities and maintained by the applicable homeowners' association(s). All storm drain outlets within the project site would be marked "No Dumping-Drains to Ocean" or with other appropriate local insignia.

Planning Areas 1, 2, and 3A would drain via proposed underground conduits into three drainage areas (DAs), as described below:

- **DA 1:** This drainage area includes flows generated within Planning Area 2A. Stormwater runoff in this drainage area would flow from impervious surfaces into catch basins, which would convey flows through a series of storm drain systems to a detention area that would connect to a public catch basin on Goldenwest Street. From this catch basin, stormwater would flow to an existing storm drain lateral, then to an existing 48-inch main on Goldenwest Street that ultimately discharges to the Pacific Ocean.

- **DA 2:** This drainage area includes flows generated within a portion of Planning Area 1. Stormwater runoff in this drainage area would flow toward catch basins along the proposed internal circulation roadway, which would convey flows toward a downstream detention area where it would be conveyed to a public parkway drain outlet along Palm Avenue. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Avenue and flows northeasterly towards a detention basin within the Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean.

- **DA 3:** This drainage area includes flows generated within Planning Area 2B. Stormwater runoff in this drainage area would flow along the proposed internal circulation roadway to a downstream detention area where it would discharge to a State-owned catch basin along PCH. From this catch basin, stormwater would flow into an existing 24-inch storm drain lateral that ultimately discharges into the Pacific Ocean.

Proposed amendments to the PGSP include a Master Storm Drain Plan, which would serve as a conceptual guide for development proposed in Planning Areas 1, 2, and 3A (refer to Figure 3-14,

Master Storm Drain Plan). Future developers would be required to provide preliminary hydraulic studies to the City to demonstrate that off-site facilities are adequate to accommodate increased flow from the project at the time of application for a CDP for residential or commercial development. Developers would also be required to provide copies of final hydrologic studies to the City documenting the adequacy of the off-site facilities to accommodate increased flow from each proposed development prior to issuance of grading or construction permits.

3.3.7 Green Building Characteristics

Future development on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code), Title 24 energy efficiency requirements, and Assembly Bill (AB) 1881 water efficient landscape requirements. Conservation and sustainability measures would include, but are not limited to, the following:

- Bicycle parking racks;
- Electric vehicle (EV) charging stations and EV capable spaces;
- Passive solar design;
- Efficient low-e glazing;
- Water conserving plumbing fixtures and fittings; and
- Irrigation – automatic controllers, sensors, and metering of outdoor water use.

3.3.8 Construction

As previously described, a specific site plan is not proposed at this time. Therefore, the proposed project does not directly propose any development on the project site. However, the proposed project does include physical modifications to the project site such as demolition, remediation, and site preparation activities, as described in further detail below.

3.3.8.1 Demolition

Existing development within the project site includes active oil and natural gas production facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. The proposed project includes the demolition and removal of all existing oil and natural gas production facilities within the project site, including both aboveground structures and underground infrastructure such as pipelines and wells. These activities would require the use of excavators, loaders, dozers, and water trucks on the project site.

Existing development on the project site can be divided into four general categories: concrete, metal, other construction & demolition (C&D) materials (i.e., building materials), and asphalt. The total volume of materials estimated for demolition under each general category are presented below:

- **Concrete:** 28,364 cubic yards (cy) of material;
- **Metal:** 3,466 cy of material;
- **Other C&D:** 1,676 cy of material; and
- **Asphalt:** 10,802 cy of material.

Under a conservative scenario, the removal of these materials from the project site is anticipated to result in 6,316 haul truck trips to and from the project site. Demolition activities are anticipated to begin in mid-2029 and span approximately two years, concluding in 2031.

3.3.8.2 Remediation

Following demolition of the site, remediation of the site would be completed, as necessary. Given the nature of existing development on the project site it is anticipated that soil remediation activities including the removal of contaminated soils would be required. As described in Section 4.8 of this EIR, all remediation activities would be completed to the satisfaction of an appropriate oversight agency and the project would be required to obtain written determination that remediation is complete prior to site preparation activities.

3.3.8.3 Site Preparation

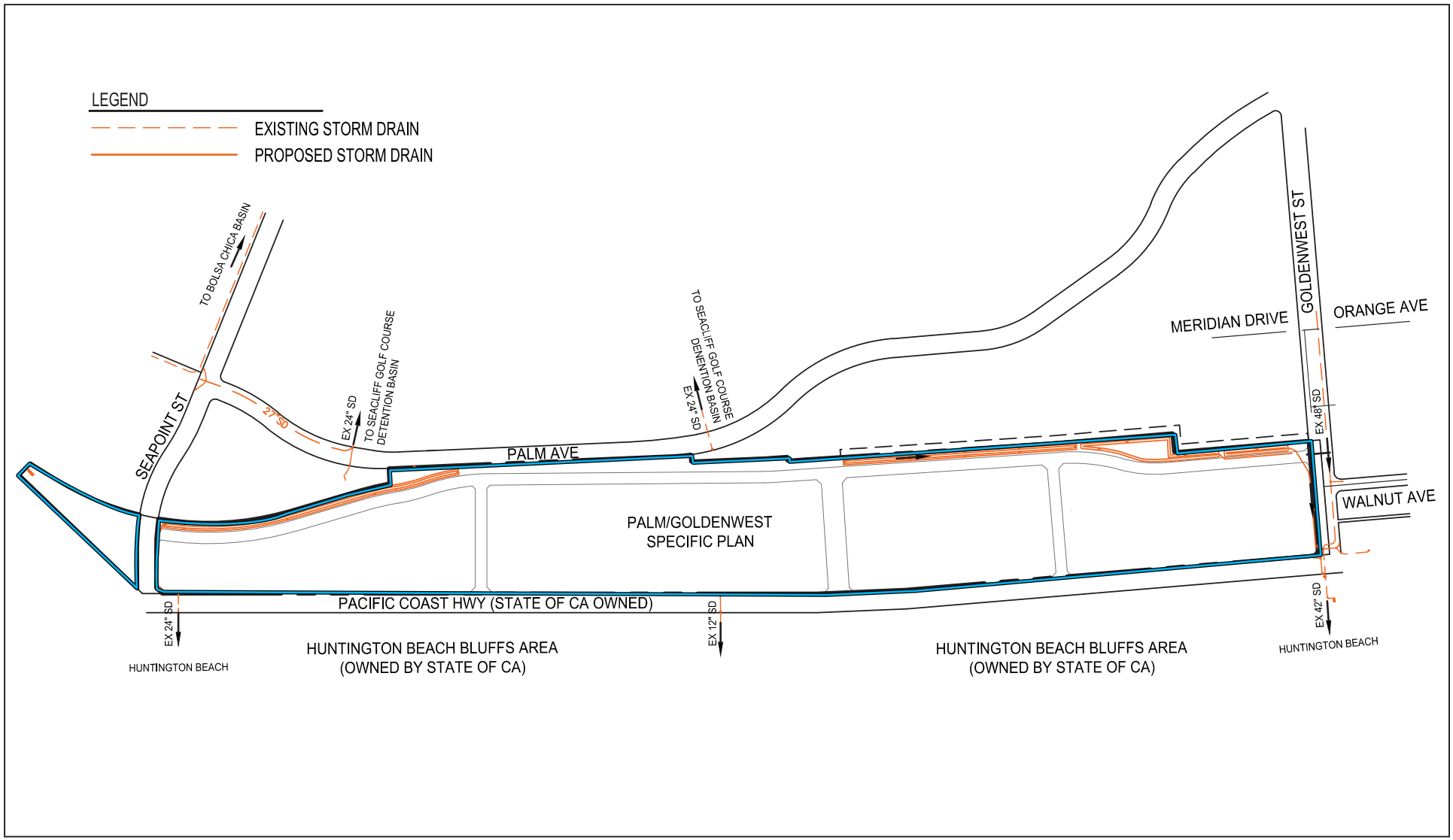
After completion of demolition and remediation activities, the project site would be prepared for future development including rough grading of the entire project site, as well as the installation of primary infrastructure.

Grading would be conducted in accordance with City policies and standard engineering practices to ensure proper site preparation for future development. Grading activities on the project site would involve movement of soils, including cut and fill. Estimated earthwork quantities include 90,000 cy of cut and 270,000 cy of fill. While cut material would be reused on site to the extent feasible, a net shortage is anticipated during grading activities, necessitating the importation of approximately 180,000 cy of soil. Based on a standard haul truck capacity of 16 cy, this would require 334 two-way (668 one-way) hauling truck trips to and from the project site per day to import this material.

As described above in Section 3.3.6, the Draft Amended PGSP envisions master plans for various utilities on the project site, such as domestic water, sewer, and storm water (refer to Figures 3-12, 3-13, and 3-14, respectively). These master plans, in addition to main internal circulation roadways and vehicular access points, would form the “backbone”/primary infrastructure for the project site and would be constructed during the site preparation phase of the proposed project. However, each future development within the project site would be independently responsible for the installation of project-specific connections to the primary infrastructure.

Site preparation is anticipated to begin in late 2031 or early 2032 and conclude in late 2032. Based on this timeline, the construction of individual commercial and residential projects on the project site could begin as early as the end of 2032.

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LEGEND

Project Site

Existing Storm Drain

Proposed Storm Drain

FIGURE 3-14

NOT TO SCALE

SOURCE: City of Huntington Beach

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Palm/Goldenwest Specific Plan Amendment Project

Master Storm Drain Plan

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3.4 PROJECT OBJECTIVES

The following objectives have been established for the proposed project:

1. Redevelop a legacy heavy industrial use with thoughtfully planned mix of complementary land uses compatible with surrounding land uses;
2. Create a mixed-use community that responds to the increasing demand for well-planned land uses which activate the frontage on PCH and provide access to the coast;
3. Eliminate blighting influences and byproducts of industrial infrastructure and operations;
4. Transition underutilized land to uses which attract residents and visitors consistent with the long-term vision of the Palm/Goldenwest Specific Plan;
5. Create a mix of housing types and varied employment opportunities;
6. Establish an oceanfront esplanade along the project site's frontage with PCH to provide a place where residents and visitors can enjoy passive recreation and ocean views;
7. Create a vibrant social atmosphere by providing inviting spaces for human interaction and activities, thereby promoting shared experiences among residents and visitors and enhancing community cohesion and pride;
8. Provide recreational opportunities and additional public parking along PCH for residents and visitors to equitably access and experience coastal resources; and
9. Reduce vehicular traffic speeds along PCH, abutting project, and promote an inviting mixed-use project with safe and vital connections with the surrounding community.

3.5 REQUIRED PERMITS AND APPROVALS

3.5.1 Discretionary Actions

Development of the proposed project would require discretionary approvals by the City as the Lead Agency. The City's discretionary actions would include the following:

- **Certification/adoption** of the Environmental Impact Report (EIR) prepared for the proposed project;
- **General Plan Amendment** to change the land use designation of the project site from Commercial Visitor (CV) to a mix of CV, Medium Density Residential (RM), and Open Space-Park (OS-P) land uses;
- **Specific Plan Amendment** to the Palm/Goldenwest Specific Plan to allow Medium Density Residential as a permitted use within Planning Area 2 of the PGSP Area and to provide background information, requirements, and standards related to the proposed project; and
- **Local Costal Program Amendment** to be certified by the California Coastal Commission.

3.5.2 Other Ministerial City Actions

Ministerial permits/approvals (e.g., grading, building, and public right-of-way encroachment permits) would be issued by the City or other appropriate agency to allow site preparation, curb cuts (if necessary), and connections to the utility infrastructure, paving, building construction, landscaping, signage, walls and fences, public right-of-way improvements, and other project features subject to ministerial permits.

3.5.3 Probable Future Actions by Responsible Agencies

This EIR analyzes the entirety of the action and is intended to form the basis for approvals, permits, or authorization from other agencies, these agencies are "Responsible Agencies" under CEQA. Section 15381 of the *State CEQA Guidelines* defines Responsible Agencies as public agencies other than the Lead Agency that will have discretionary or ministerial approval power over the project or some component of the project, including mitigation. These agencies include, but are not limited to, environmental agencies, biological agencies, the California Coastal Commission, the California Department of Transportation, and the California State Lands Commission.

4.0 EXISTING ENVIRONMENTAL SETTING, ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION MEASURES

OVERVIEW OF ENVIRONMENTAL SETTING

The proposed Palm/Goldenwest Specific Plan Amendment Project ("proposed project" or "project") at 20101 Goldenwest Street (project site) is located in the in the central coastal portion of Huntington Beach, in Orange County, California. As shown on Figure 3-1, Project Location and Vicinity (Chapter 3.0, Project Description), regional access to the project site is provided by Pacific Coast Highway (PCH, also known as State Route 1 or SR-1), State Route 39 (SR-39), and Interstate 405 (I-405).

As shown in Figure 3-3, Surrounding Land Uses (Chapter 3.0), the areas surrounding the project site consist of a mix of residential communities, open space areas, and recreational facilities. The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, Ocean Colony), and Pattinson Park to the east; and PCH to the west. North of the project site, beyond the oil and gas production infrastructure and open space, is the unincorporated County of Orange Bolsa Chica Ecological Reserve, which is owned by the State Lands Commission and managed by the California Department of Fish and Wildlife. South of the project site, beyond Goldenwest Street, are additional residential neighborhoods. East of the project site, beyond Palm Avenue, residential neighborhoods (Sea Cliff on the Greens), and Pattinson Park, are additional residential neighborhoods, The Huntington Club golf course, and open space and walking trails associated with Harriett M. Wieder Regional Park. West of the project site, beyond PCH, are the Huntington Beach Bike Trail, a public beach, and the Pacific Ocean. Other surrounding main arterial streets include Goldenwest Street, Seapoint Street, and PCH.

In its existing condition, the project site is developed with industrial land uses including oil and natural gas production, as well as a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands (Planning Area 3B). Existing development within the project site includes active oil and natural gas extraction facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. The portion of the project site identified as Planning Areas 1, 2, and 3A in the Draft Amended PGSP, contains paved and unpaved internal circulation roadways and surface parking for employee and visitor vehicles. Vehicular access to the existing project site is provided via secure full-access driveways along Goldenwest Street and Seapoint Street. Currently, no points of vehicular entry to the project site exist along PCH or Palm Avenue. Planning Area 3B is currently accessible via a secure all-access driveway along Seapoint Street.

The project site is screened from public views on all sides. Specifically, the southwestern project site frontage along PCH and the project site frontages along each side of Seapoint Street are screened by chain-link fencing and vegetation. The northeastern project site frontage along Palm Avenue and residential neighborhoods is screened by a beige masonry wall. The southeastern project site

frontage along Goldenwest Street is screened by a beige masonry wall of varying height, a chain-link fence, and vegetation.

CHAPTER FORMAT

The following chapter contains ten sections, each of which addresses one environmental topic outlined in Appendix G of the Guidelines for the California Environmental Quality Act (*State CEQA Guidelines*) (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000–15397).

For each environmental impact issue analyzed, the Draft Environmental Impact Report (EIR) includes a detailed explanation of the existing conditions, thresholds of significance that will be applied to determine whether the proposed Palm/Goldenwest Specific Plan Amendment Project (proposed project) impacts are significant or less than significant, analysis of the environmental impacts, and a determination of whether the proposed project would have a significant impact if implemented. A "significant impact" or "significant effect" means "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (14 CCR 15382). When potentially significant impacts are identified, mitigation measures have been prescribed to reduce the potentially significant impacts to the greatest extent feasible and identifies whether, with implementation, the impact would be reduced to less than significant. Additionally, each of the environmental topic sections in Chapter 4.0 also includes a discussion of the cumulative effects of the proposed project when considered in combination with other projects causing related impacts, as required by Section 15130 of the *State CEQA Guidelines*.

Each of the environmental sections is organized into the following subsections:

1. **Introduction** briefly describes the topics and issues covered in the section.

2. **Scoping Process** briefly summarizes comments received during the public review period of the Initial Study/Notice of Preparation (IS/NOP) that are related to the topic.

3. **Methodology** describes the approach and methods employed to complete the environmental analysis for the issue under investigation.

4. **Existing Environmental Setting** describes the relevant physical conditions that existed at the time the NOP was prepared that may influence or affect the issue under investigation. This section focuses on physical site characteristics that are relevant to the environmental topic being analyzed.

5. **Regulatory Setting** lists and discusses the laws, ordinances, regulations, and policies that relate to the specific environmental topic and how they apply to the proposed project.

6. **Thresholds of Significance** provides the thresholds that are the basis of the conclusions of significance, which are based on the criteria in Appendix G of the *State CEQA Guidelines*. A list of the thresholds that were found to not be significant in the Initial Study, and therefore, are not included in the Draft EIR analysis are also provided.

7. **Project Impacts** describes the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence is presented to show the cause-and-effect relationship between the proposed project and potential changes in the environment. In accordance with *State CEQA Guidelines* Section 15126.2(a), this EIR is required to "identify and focus on the significant environmental effects" of the proposed project. The exact magnitude, duration, extent, frequency, and range or other parameters of a potential impact are ascertained to the extent feasible to determine whether impacts may be significant. In accordance with CEQA, potential project impacts, if any, are classified as follows for each of the environmental topics discussed in this EIR.

    - **Significant and Unavoidable Impact:** If the proposed project is approved with significant and unavoidable impacts, the decision-making body is required to adopt a statement of overriding considerations pursuant to *State CEQA Guidelines* Section 15093 explaining why the project benefits outweigh the unavoidable adverse environmental effects caused by those significant and unavoidable environmental impacts.

    - **Less than Significant Impact with Mitigation Incorporated:** This classification refers to potentially significant environmental impacts that can be feasibly mitigated to a level of insignificance. If the proposed project is approved, the decision-making body is required to make findings pursuant to *State CEQA Guidelines* Section 15091 that significant impacts have been mitigated to the extent feasible through implementation of mitigation measures.

    - **Less than Significant Impact:** Less than significant impacts are environmental impacts that have been identified but are not potentially significant. No mitigation is required for less than significant impacts.

    - **No Impact:** A "no impact" determination is made when the proposed project is found to have no environmental impact.

8. **Level of Significance Prior to Mitigation** describes the significance of potential impacts prior to implementation of mitigation measures.

9. **Standard Conditions and Mitigation Measures** lists the Standard Conditions (SCs) and Mitigation Measures (MMs) applicable to the proposed project**.** SCs are specific standards imposed by the approving agency and are required of the proposed project to reduce its potential environmental effects. Because these features are regulatory, and therefore required, they do not constitute mitigation measures. MMs are project-specific measures that would be required for the project to avoid, minimize, rectify, reduce, eliminate, or compensate for a potentially significant adverse impact.

10. **Level of Significance after Mitigation** describes the significance of potential impacts after implementation of mitigation measures. Potential significant unavoidable impacts are clearly stated in this section.

11. **Cumulative Impacts** refers to potential environmental changes to the existing physical conditions that may occur as a result of project implementation together with other reasonably foreseeable, planned, and approved future projects producing related impacts. Section 15355 of the *State CEQA Guidelines* defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. For each of the environmental topics considered in this Draft EIR, the geographic scope of the cumulative analysis is also defined.

    Table 4.A provides a list of the approved and pending projects in the City of Huntington Beach that are within approximately 2 miles of the project site and have been used in the cumulative impact analysis. See Figure 4-1 for the associated cumulative project locations.

Table 4.A: Cumulative Projects List

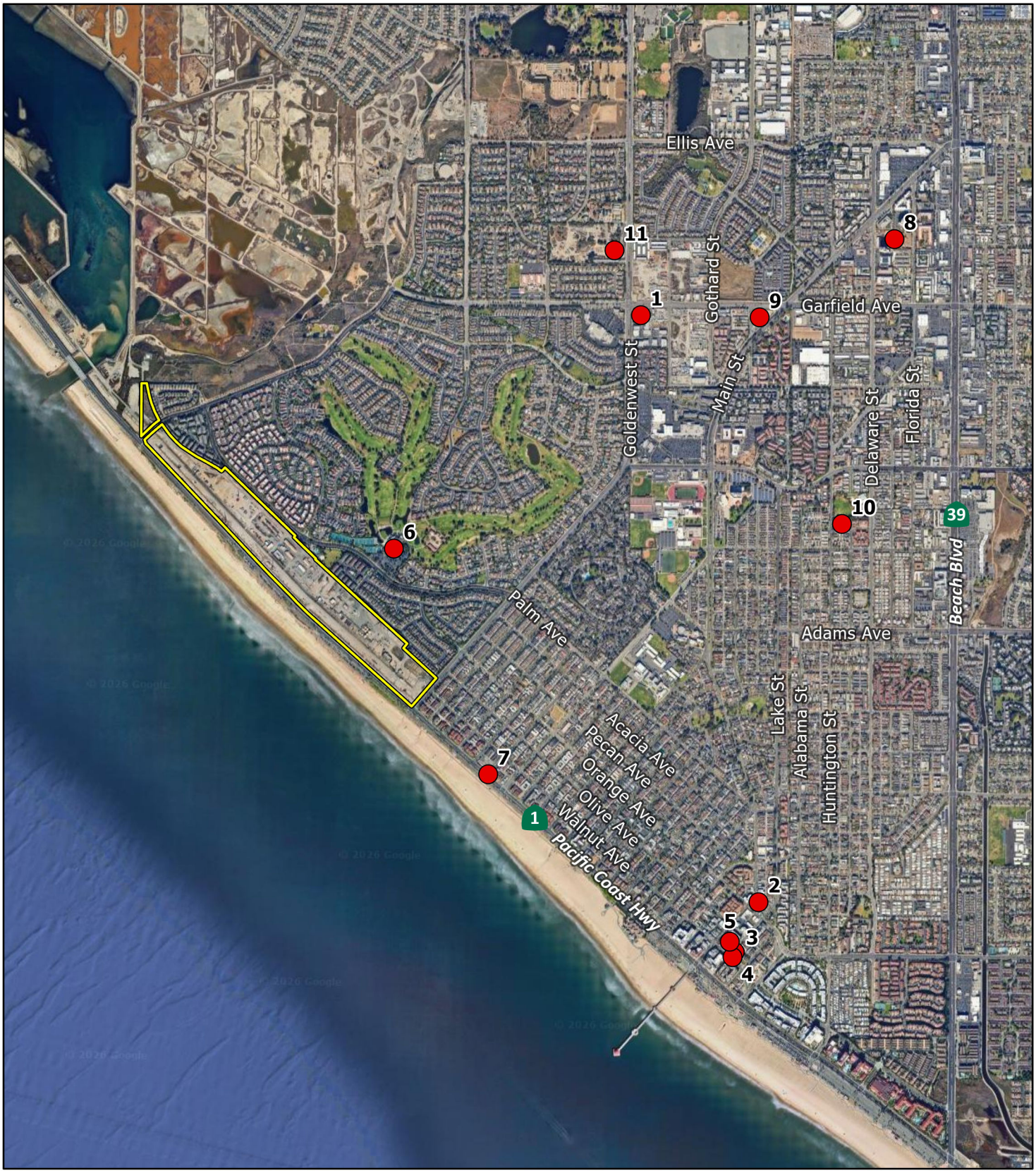
#	Project Name	Description	Project Location and Approximate Distance to from the Project Site	Status
1	**Goldenwest/Garfield Commercial Project**	Request to amend the General Plan and zoning designation from industrial to commercial a construct a service station consisting of two canopies at an overall height of 19 ft., 14 pumps, a 233 sq. ft. payment kiosk at 13 ft. in height and a 3,588 sq. ft. drive-thru carwash tunnel at an overall height of 30 ft. with six vacuum stalls on a 1.32 net acre site.	19026 Goldenwest Street, approximately 1.2 miles northeast of the project site	Entitlement Approved
2	**410 Main Mixed-Use**	Request to construct a four-story mixed-use project including 28 for-sale condominium units, 8,000 sq. ft. of ground floor retail tenant space, and at-grade and subterranean parking.	410 Main Street, approximately 1.2 miles southeast of the project site	Entitlement Review
3	**3rd Street Live Work**	Request to construct four, three-story live work units, each with an accessory dwelling unit (Residential: 2,022 sq. ft.; ADU: 743 sq. ft.; Commercial: 215 sq. ft.).	208-212 3rd Street, approximately 1.3 miles southeast of the project site	Entitlement Review
4	**Walnut Mixed-Use**	To construct three-story mixed-use development with two residential units, roof deck and 2,305 sq. ft. of commercial on the ground floor.	220 Walnut Avenue, approximately 1.3 miles southeast of the project site	Entitlement Review
5	**3rd Street Mixed-Use**	Request to construct a four-story mixed-use development consisting of nine residential condominium units, 1,000 sq. ft. of retail space, and 26 at grade and subterranean parking spaces on a vacant 8,475 sq. ft. lot.	221 3rd Street, approximately 1.2 miles southeast of the project site	Entitlement Approval

Table 4.A: Cumulative Projects List

#	Project Name	Description	Project Location and Approximate Distance to from the Project Site	Status
6	**Huntington Club Remodel and Bungalows**	Request to demolish an existing two-story 6,231 sq. ft. tennis clubhouse, four court areas, and existing pool and spa area, and redevelop the site with a new two-story, 12,046 sq. ft., tennis clubhouse building, along with a new junior Olympic-sized pool and spa, parking, and landscaping. The request also includes the construction of four single-story detached bungalow structures and two loft units proposed on the second floor of the new tennis clubhouse.	6501 Palm Avenue, approximately 0.2 mile northeast of the project site	Entitlement Approved
7	**PCH Single Family Homes**	Request to construct 10 new, 3-story single-family residences on individual lots, ranging between 3,420 sq. ft. to 4,011 sq. ft. in size with attached 2- to 3-car garages. Four lots include ground floor accessory dwelling units ranging from 412 sq. ft. to 458 sq. ft. in size.	1802-1820 Pacific Coast Highway, approximately 0.3mile southeast of the project site	In Plan Check
8	**Delaware Housing**	Request to construct a 346-unit, five-story multi-family development on an approximately 4-acre vacant site.	18750 Delaware Street, approximately 1.9 miles northeast of the project site	Under Construction
9	**Holly Triangle Townhomes**	Request to construct 35, three-story attached townhomes ranging between 1,300-1,865 sq. ft. on a 1.80-acre site.	19070 Holly Lane, approximately 1.4 miles northeast of the project site	Completed
10	**Brandywine Townhomes**	Request for a preliminary plan review for the development of 1.14-acre site with 17 attached single-family townhomes ranging between 1,938-2,172 sq. ft. in size.	2204 Huntington Street, approximately 1.3 miles northeast of the project site	Preliminary Review; Future Entitlement
11	**Goldenwest/Ellis Homes**	Request to construct 10-15 single family homes on a vacant lot.	18851 Goldenwest Street, approximately 1.3 miles northeast of the project site	Potential Future Development

Source: City of Huntington Beach (2026).
ft. = feet
sq. ft. = square feet

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LSA

Project Site

Related Projects

FIGURE 4-1

N

0 1100 2200

FEET

Palm/Goldenwest Specific Plan Amendment Project

Related Projects

SOURCE: Google Maps (2024)

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4.1 AESTHETICS

This section evaluates the potential impacts to visual and aesthetic resources from implementation of the proposed project. This section is based in part on the following:

- City of Huntington Beach General Plan;[1]
- City of Huntington Beach General Plan Update Program Environmental Impact Report;[2]
- Huntington Beach Zoning & Subdivision Ordinance (HBZSO);[3] and
- City of Huntington Beach Draft Amended Palm/Goldenwest Specific Plan (PGSP).[4]

4.1.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Five comment letters included comments related to aesthetics. These comments pertain to concerns about building design and height, setbacks, shadows, light pollution, visual character, ocean views/view corridors, and signage.

4.1.2 Methodology

The aesthetics analysis in this section is based on field reconnaissance; review of aerial photographs and site photographs; and evaluation of future development under the proposed project in the context of surrounding existing land uses. Those areas that have direct views of the project site were considered in defining the study area. This also defines the viewer groups (those with views of the project site) that would be exposed to the changes in the visual character of the project site.

The CEQA thresholds of significance require an evaluation of whether the project would substantially degrade the existing visual character or quality of the project site and its surroundings. The determination of whether the changes in the visual quality of a site would degrade an area or its surroundings, or result in a significant impact, can be highly subjective and dependent on the viewer's perspective and aesthetic preferences. Thus, in determining whether the project would degrade the visual character, factors such as the viewer groups of the site (including the number of viewers and their length of exposure to visual changes), the extent to which the project would disrupt existing visual resources, and the extent to which the project would create a visually cohesive environment were evaluated. Visual quality, as preferred by the City and expressed through the design review process, is used to determine whether aesthetic impacts would be

1 City of Huntington Beach. 2017. *City of Huntington Beach General Plan*. October 2.

2 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report, Figure 4.1-1. May. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed December 30, 2025).

3 City of Huntington Beach. Huntington Beach Municipal Code, Titles 20-25. Website: https://ecode360.com/43801262 (accessed December 30, 2025).

4 City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7. Amended 2026.

adverse or not. It should also be noted, the focus of the CEQA analysis is impacts from public views because private views are not protected.[5]

4.1.3 Existing Environmental Setting

4.1.3.1 Local Context

The project site is generally bounded by Goldenwest Street to the south and Seapoint Street to the north, with a small portion located north of Seapoint Street, in the central coastal portion of Huntington Beach, in Orange County, California. The areas surrounding the project site consist of a mix of land uses, including residential communities, open space areas, and recreational facilities. Local access to the project site under existing conditions is provided by Seapoint Street and Goldenwest Street.

According to the United States Census Bureau, Huntington Beach is located within the Los Angeles—Long Beach—Anaheim, CA Urbanized Area.[6] As described in *State CEQA Guidelines* Section 15387 and defined by the United States Census Bureau, an "urbanized area" is a central city or a group of contiguous cities with a population of 50,000 or more people, together with adjacent densely populated areas having a population density of at least 1,000 people per square mile.[7] Because Huntington Beach is located in an urbanized area, the project site is also located within an urbanized area.

While the City's General Plan does not officially designate any scenic vistas within Huntington Beach, the City's General Plan Update Program Environmental Impact Report (PEIR)[8] states that unofficial scenic vistas in the City include public views of the Pacific Ocean and the Bolsa Chica Ecological Reserve. Scenic resources identified within the City, in addition to the Pacific Ocean and the Bolsa Chica Ecological Reserve, include the Huntington Beach Municipal Pier, Huntington Beach Wetlands, landscaped areas of downtown Huntington Beach, Huntington Harbour, and parks such as Huntington Beach Central Park.

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5 *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal. App. 4th 249, 279. 2006.

6 United States Census Bureau. 2023. A List of All 2020 Census Urban Areas for the U.S., Puerto Rico, and Island Areas sorted by Urban Area Census (UACE). July. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww2.census.gov%2Fgeo%2Fdocs%2Freference%2Fua%2F2020_Census_ua_list_all.xlsx&wdOrigin=BROWSELINK (accessed December 30, 2025).

7 United States Census Bureau. 2022. Urban Area Criteria for the 2020 Census – Final Criteria. March 24. Website: https://www.federalregister.gov/documents/2022/03/24/2022-06180/urban-area-criteria-for-the-2020-census-final-criteria (accessed December 30, 2025).

8 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report, Page 4.1-2. May. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed December 30, 2025).

4.1.3.2 Local Topography

As discussed in further detail in Section 4.6, Geology and Soils, the project site is located within the northwest-trending Peninsular Ranges geomorphic province of southwestern California. The Peninsular Ranges province is an elongated area characterized by parallel fault-bounded mountain ranges and intervening valleys.

The central portion of Huntington Beach (roughly north of the pier and south of the Bolsa Chica Ecological Reserve), including the project site, sits atop a natural elevated bluff, as shown in Figure C-17 of the City's General Plan Coastal Element.[9] Given the elevation of this bluff area, the City's General Plan Coastal Element identifies scenic vista opportunities from the bluff's edge in each direction.[10]

The topography of the project site is relatively flat, with the ground surface gently sloping down to the southeast.[11] Site elevations vary between approximately 37 to 40 feet above mean sea level.[12]

4.1.3.3 Existing Visual Character of the Project Site

Under existing conditions, the 92-acre project site is developed with industrial land uses, including oil and natural gas production infrastructure (Planning Areas 1, 2, and 3A), as well as a generally undeveloped area (Planning Area 3B) north of Seapoint Street consisting of vegetation and a paved road that provide vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands. Existing development within Planning Areas 1, 2, and 3A of the project site includes active oil and natural gas extraction facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities, as well as paved and unpaved internal circulation roadways and surface parking for employee and visitor vehicles.

As stated in the Coastal Element of the City's General Plan, the City considers oil production facilities, such as those present on the project site under existing conditions, to be visually incompatible with the coastal visual character.[13] Therefore, the City generally considers existing development on the project site to lack scenic resources and aesthetic appeal.

Under existing conditions, the project site is mostly screened from public views. Specifically, the southwestern project site frontage along Pacific Coast Highway (PCH) and the project site frontages along each side of Seapoint Street are screened by chain-link fencing with privacy slats and vegetation. The northeastern project site frontage along Palm Avenue and residential neighborhoods is screened by a beige masonry wall. The southeastern project site frontage along

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9 City of Huntington Beach. 2001. *City of Huntington Beach General Plan Coastal Element.* November 13; Amended October 26, 2011. Figure C-17.

10 *Ibid.*

11 Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California,* Page 1. February 28, 2025.

12 *Ibid.*

13 City of Huntington Beach. 2001. *City of Huntington Beach General Plan Coastal Element*, Page IV-C-67. November 13. Amended October 26, 2011.

Goldenwest Street is screened by a beige masonry wall of varying height, a chain-link fence with privacy slats, and vegetation.

Existing sources of light and glare on the project site and in the project site vicinity include vehicle headlights on nearby roadways, streetlights in the nearby vicinity, and building façade and interior lighting. These light sources are typical of industrial, residential, and recreational areas in the City. Lighting from existing surrounding development within Huntington Beach also contributes to the background lighting in the project site vicinity.

The City's General Plan Land Use Element currently designates the entire project site for Commercial Visitor (CV) land uses with a Specific Plan overlay. The Commercial Visitor land use designation allows for a maximum Floor Area Ratio (FAR)[14] of 0.5 and is intended for development with hotels/ motels, timeshares, recreational commercial, eating and drinking establishments, retail, cultural facilities, and similar tourist-serving uses.[15]

Zoning of the project site is governed by the Palm/Goldenwest Specific Plan (PGSP), which designates the project site for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses.

4.1.3.4 Existing Visual Character of the Surrounding Area

The project site vicinity is characterized by a mix of urban development and undeveloped/open space areas. As described above, although there are no officially designated scenic vista points in the City, unofficial scenic resources include the Pacific Ocean, Bolsa Chica Ecological Reserve, Huntington Beach Municipal Pier, Huntington Beach Wetlands, landscaped areas of downtown Huntington Beach, Huntington Harbour, and parks such as Huntington Beach Central Park. As discussed in Chapter 3.0, Project Description, the project site is located directly across PCH from the Pacific Ocean and the associated beach and is also directly south of the Bolsa Chica Ecological Reserve as delineated in the City's General Plan Designations map.[16] Planning Area 3B is the closest portion of the project site to the Bolsa Chica Ecological Reserve, and is largely undeveloped, as previously described.

The California Department of Transportation (Caltrans) Landscape Architecture Program administers the Scenic Highway Program, as codified in Sections 260 through 284 of the California Streets and

[14] The Floor Area Ratio (FAR) describes the relationship between the total area of a development and the area of the parcel where the development is located.

[15] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Land Use Element*, Page 2-11. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Land_Use_Element.pdf (accessed December 30, 2025).

[16] City of Huntington Beach. 2022. General Plan Designations. August. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/City%20Maps/General-Plan-Map.pdf (accessed December 30, 2025).

Highways Code (SHC).[17] According to the Caltrans Scenic Highway Mapping Program, PCH throughout Orange County is listed as an Eligible State Scenic Highway but is not considered an Officially Designated Scenic Highway.[18]

In addition, the City has designated scenic corridors based on aesthetic appeal and views of the City's scenic resources. Figure 4.1-1 in the City's General Plan Update PEIR identifies PCH as a Major Urban Scenic Corridor and Seapoint Street as a Landscape Corridor.[19] Major Urban Scenic Corridors carry larger volumes of traffic, typically crossing municipal boundaries, and often are lined by commercial and multiple-family residential uses. Landscape corridors are corridors requiring specific signage, landscaping, and features to reinforce the design continuity of the area. Figure 4.1-1 in the City's General Plan Update PEIR also identifies the intersections of Seapoint Street and Goldenwest Street with PCH as Secondary Entry Nodes, or focal points where travelers enter the City from surrounding areas.[20]

4.1.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to aesthetics that are applicable to the proposed project are described below.

4.1.4.1 Federal Regulations

There are no federal regulations that apply to the proposed project with respect to aesthetics.

4.1.4.2 State Regulations

California Department of Transportation State Scenic Highway Program. The California Department of Transportation (Caltrans) has a California Scenic Highway Program that classifies highways meeting specific criteria as "scenic" throughout California. The purpose of the program is to protect and enhance the scenic beauty of California highways and adjacent corridors through special conservation treatment. According to Caltrans, "a highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view." The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. An eligible scenic highway

[17] State of California. Streets and Highways Code, Division 1, Chapter 2, Sections 260-284: State Scenic Highways. Website: https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=1.&title=&part=&chapter=2.&article=2.5 (accessed August 13, 2025).

[18] California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed December 30, 2025).

[19] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report, Figure 4.1-1. May. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed December 30, 2025).

[20] *Ibid*. Page 4.

becomes an officially designated scenic highway when the local jurisdiction applies for and obtains approval from Caltrans and adopts a Corridor Protection Program.

There are no Officially Listed State-designated Scenic Highways in Huntington Beach, but PCH is designated as an Eligible Scenic Highway. PCH, which runs north to south along most of the Orange County coastline, is directly adjacent to the western project site boundary.

California Coastal Act. The California Coastal Act (Coastal Act) (California State Public Resources Code, Division 20, Sections 30000 et seq.) directs each local government lying wholly or partly within the California Coastal Zone, as defined by the Coastal Act, to prepare a Local Coastal Program for its portion of the Coastal Zone. Local Coastal Programs (LCPs) are used to carry out the policies and requirements of the Coastal Act by local governments. LCPs are comprised of two primary components: a Land Use Plan containing policies designed to implement Chapter 3 of the Coastal Act; and an Implementation Program which includes zoning ordinances and other regulations used to implement the goals and policies established by the certified LCP. LCPs must be reviewed and certified by the California Coastal Commission before being implemented by a local government. The Coastal Element of the City's General Plan acts as the Land Use Plan for the LCP and details land use policies within the designated Coastal Zone. The Coastal Act includes specific policies addressing issues including public access and recreation, visual resources, alteration to existing landforms, visitor accommodations, habitat protection, and development within the Coastal Zone.

The project site is located within the Coastal Zone and therefore is subject to the Coastal Act and the City of Huntington Beach General Plan Coastal Element.

4.1.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to aesthetics.

4.1.4.4 Local Regulations

Huntington Beach Scenic Corridors. As discussed in the Circulation Element of the City's General Plan Update, the City defines scenic corridors as roads that "have notable aesthetic appeal for the community" or offer scenic views and street scenes. The City has classified these corridors as Major Urban Scenic Corridors, Minor Urban Scenic Corridors, and Landscape Corridors. It has also identified primary and secondary entry nodes at intersections in the City that mark the entry points to scenic corridors. To protect scenic corridors, the City has adopted policies for aesthetic treatments, development requirements, and appropriate land uses and has established a rigorous development review process for development proposals along scenic corridors.

The Circulation Element identifies PCH as an informal scenic highway and a Major Urban Scenic Corridor. Additionally, the Circulation Element identifies Seapoint Street as a Landscape Corridor. Per the City's Circulation Element, developed areas along major urban scenic corridors may be regulated to preserve views within the Coastal Zone, and landscaping and detailing are required to reinforce the aesthetic beauty of the surrounding area. Per the City's Circulation Element, landscape corridors are corridors requiring specific signage, landscaping, and features to reinforce the design continuity of the area. The project site and arterial roadway segments adjacent to the project site are located within the Coastal Zone.

City of Huntington Beach General Plan. The City of Huntington Beach occupies approximately 27.3 square miles of land area along the southern coast of California. It is surrounded by the cities of Westminster to the north; Seal Beach to the northwest; Fountain Valley to the east; and Newport Beach and Costa Mesa to the southeast. The proposed project is subject to the City of Huntington Beach's land use jurisdiction, including City plans, policies, and regulations. As such, the proposed project actions are required to be consistent with the City's General Plan, Zoning Ordinance, and other City imposed requirements.

The City's General Plan was last comprehensively updated in 2017 and is the primary planning and policy document of the City of Huntington Beach. This document provides the regulatory framework for the use and management of the City's resources and outlines policies related to public and private land use, design guidelines for development and open spaces, housing conservation and new residential development, public services and infrastructure, natural resources, economic resources, and policies to protect against natural and manmade hazards. Elements contained in the City's General Plan include the Land Use, Circulation, Environmental Resources and Conservation, Natural and Environmental Hazards, Noise, Public Services and Infrastructure, Historic and Cultural Resources, Housing, Implementation Program, and Coastal Elements. The Coastal Element of the General Plan acts as the Land Use Plan for the Local Coastal Program (LCP) and details land use policies within the designated Coastal Zone.

The goals and policies contained in the City's General Plan that pertain to aesthetics and visual resources and are applicable to the proposed project are listed below. A consistency analysis for these goals and policies is included in Section 4.10, Land Use and Planning, of this Draft EIR.

- **Goal LU-2:** New development preserves and enhances a distinct Surf City identity, culture, and character in neighborhoods, corridors, and centers.
    - **Policy LU-A:** Ensure that new development and reuse projects protect existing Surf City culture and identity and preserve and recognize unique neighborhoods and areas as the building blocks of the community.
    - **Policy LU-B:** Ensure that new and renovated structures and building architecture and site design are context-sensitive, creative, complementary of the city's beach culture, and compatible with surrounding development and public spaces.
    - **Policy LU-C:** Distinguish neighborhoods and subareas by character and appearance and strengthen physical and visual distinction, architecture, edge and entry treatment, landscape, streetscape, and other elements. Evaluate the potential for enhancement of neighborhood entrances and perimeter walls.
    - **Policy LU-D:** Maintain and protect residential neighborhoods by avoiding encroachment of incompatible land uses.
    - **Policy LU-E:** Intensify the use and strengthen the role of public art, architecture, landscaping, site design, and development patterns to enhance the visual image of Huntington Beach.

- **Goal LU-7:** Neighborhoods, corridors, and community subareas are well designed, and buildings, enhanced streets, and public spaces contribute to a strong sense of place.
    - **Policy LU-A:** Preserve unique neighborhoods, corridors, and subareas, and continue to use specific plans to distinguish districts and neighborhoods by character and appearance.
    - **Policy LU-B:** Use street trees, signage, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of subareas, neighborhoods, corridors, nodes, and public spaces.
- **Goal CIRC-7:** Designated scenic corridors protect and enhance visual quality and scenic views.
    - **Policy CIRC-A:** Establish and implement landscape and urban streetscape design themes for landscape corridors, minor urban scenic corridors, and major urban scenic corridors that create a distinct character for each, enhancing each corridor's surrounding land uses.
    - **Policy CIRC-B:** Require that any bridges, culverts, drainage ditches, retaining walls, and other ancillary scenic and landscape corridor elements be compatible and architecturally consistent with surrounding development and established design guidelines, to the greatest extent practicable.
    - **Policy CIRC-C:** Require that slopes and earthen berms along scenic corridors be landscaped consistent with design objectives and standards.
    - **Policy CIRC-D:** Provide landscaped medians and sidewalk treatments in accordance with City standards within major and primary arterial streets designated as landscape corridors, and continue to require the construction of landscaped medians and sidewalk treatments in new developments.
    - **Policy CIRC-E:** Require that development projects adjacent to a designated scenic corridor include open spaces, plazas, gardens, and/or landscaping that enhance the corridor and create a buffer between the building site and the roadway.
    - **Policy CIRC-F:** Continue to locate new and relocated utilities underground within scenic corridors to the greatest extent possible. All other utility features shall be placed and screened to minimize visibility.
- **Goal HCR-3:** Highlight the City's unique cultural heritage and enhance its visual appeal.
    - **Policy HCR 3.1.3:** Encourage urban design and public art projects to enhance the image of the City and foster a sense of place.
- **Goal C-4:** Preserve and, where feasible, enhance and restore the aesthetic resources of the City's coastal zone, including natural areas, beaches, harbors, bluffs and significant public views.

- **Policy C-4.1.1:** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas.
- **Policy C-4.1.4:** Preserve skyward, nighttime views through minimization of lighting levels along the shoreline.
- **Policy C-4.2.1:** Ensure that the following minimum standards are met by new development in the Coastal Zone as feasible and appropriate:
    - Preservation of public views to and from the bluffs, to the shoreline and ocean and to the wetlands.
    - Adequate landscaping and vegetation.
    - Evaluation of project design regarding visual impact and compatibility.
    - Incorporate landscaping to mask oil operations and major utilities, such as the electrical power plant on Pacific Coast Highway.
- **Policy C-4.2.2:** Require that the massing, height, and orientation of new development be designed to protect public coastal views.
- **Policy C-4.2.3:** Promote the preservation of significant public view corridors to the coastal corridor, including views of the sea and the wetlands through strict application of local ordinances, design guidelines and related planning efforts, including defined view corridors.
- **Policy C-4.5.3:** Coordinate the design of public and private signs and graphics in the coastal zone.
    - Prepare and implement a coordinated public/private sign program that fosters a cohesive image and includes the following:
        - Sign standards that identify public places, recreational opportunities and tourist destinations;
        - Design standards for public monument signage and public banners for street light standards along the major arterials;
        - Identification sign designs for each of the residential districts;
        - Design standards for primary and secondary entry node signage; and
        - Improved street signage that incorporates such elements as city logos or local design elements.
    - Develop a major arterials public signage installation program.

- Consider developing guidelines for private monument signage that incorporates a consistent public identification device such as a City logo or a logo for the business' location, i.e., Beach Boulevard.

- **Policy C-4.6.1:** Landscaping adjacent to environmentally sensitive habitat areas, such as wetlands, and coastal dunes shall consist of non-invasive, native drought tolerant plants. No permanent irrigation systems shall be allowed adjacent to environmentally sensitive habitat areas.

- **Policy C-4.7.9:** Require the removal of non-productive oil production facilities and the restoration of the vacated site.

Huntington Beach Municipal Code/Zoning and Subdivision Ordinance. Section 244 of the Huntington Beach Zoning & Subdivision Ordinance (HBZSO), codified in Title 24 of the City's Municipal Code, establishes the Design Review Board and grants it with the responsibility to complete the design review process for proposed development projects in the City. The Board must consider the arrangement and relationship of proposed structures in creating harmony and compatibility, adequacy of proposed landscaping, performance characteristics, and energy conservation measures in the design review process. As part of this review, the Board may impose and/or recommend any conditions deemed reasonable and necessary to the approval of the proposed development plan.

Palm/Goldenwest Specific Plan. Specific plans are development regulation/zoning tools that may supplement or supersede the HBZSO in designated areas of the City. Specific plans allow for more customized development and design standards than conventional zoning provides. They are used in areas of the City where unique characteristics, features or issues exist, and where a comprehensive approach to planning, design, and development is desired. The City currently has 19 specific plans.

The Palm/Goldenwest Specific Plan (PGSP) was adopted by the City and certified by the California Coastal Commission (Coastal Commission) in 2000. The PGSP Area encompasses 146 acres in total, including the 92-acre project site as well as a 54-acre area formerly owned by Pacific Land Company (PLC) that has already been fully built out with a residential development known as The Boardwalk Community. The PGSP establishes site development standards and design guidelines for the buildout of the PGSP Area, including the redevelopment of the project site following the planned phaseout of existing oil and gas production. Because the former owner of the property, Aera Energy, did not propose a comprehensive development plan for the project site at the time the PGSP was approved, the approved PGSP notes that a Specific Plan Amendment would be necessary at such time that redevelopment of the project site is proposed.

4.1.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to aesthetics if it would:

Threshold 4.1.1: Have a substantial adverse effect on a scenic vista;

Threshold 4.1.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

Threshold 4.1.3: In non-urbanized area, substantially degrade the existing visual character of quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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; or

Threshold 4.1.4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As discussed in Section 4.1 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would not substantially damage scenic resources within a State Scenic Highway (Threshold 4.1.2) and would not create a new source of substantial light or glare (Threshold 4.1.4). Impacts to these thresholds would be less than significant. Therefore, these topics are not further addressed below.

4.1.6 Project Impacts

Threshold 4.1.1: Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas are viewpoints that provide expansive views of a highly valued landscape for the public's benefit. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. 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.

City-identified scenic resources in the project site vicinity include the Pacific Ocean and associated beaches (approximately 250 feet west of the project site), Bolsa Chica Ecological Reserve (directly north of Planning Area 3B), and parks (Harriett M. Wieder Regional Park; approximately 800 feet east of Planning Area 3B). In addition, PCH is listed as an Eligible State Scenic Highway under the Caltrans Scenic Highway Mapping Program, and the City's General Plan Update PEIR identifies PCH as a Major Urban Scenic Corridor and Seapoint Street as a Landscape Corridor. The City also identifies the intersections of Seapoint Street and Goldenwest Street with PCH as Secondary Entry Nodes, or focal points where travelers enter the City from surrounding areas.

Construction. Construction of the proposed project would involve on-site demolition, remediation, and grading activities to prepare the overall project site for development, followed by construction activities associated with each future development projects on the project site. These activities would require the presence of construction equipment and personnel on the project site for the entire duration of construction. While the construction periods associated with these future development projects are unknown at this time, the on-site construction area

would be surrounded by temporary construction fencing during the entire duration of each construction period, thereby minimizing potential visual impacts to scenic vistas and the visual surroundings during construction. Given that the project site is already mostly screened from public views by chain-link fencing with privacy slats, vegetation, and beige masonry walls under existing conditions, temporary construction screening would not represent a substantial change from existing visual conditions and would not create a new visual barrier between public vantage points and the Pacific Ocean, beaches, Bolsa Chica Ecological Reserve, or Harriett M. Wieder Regional Park. In addition, because no development is proposed for the portion of the project site closest to the Bolsa Chica Ecological Reserve and Harriett M. Weider Regional Park (Planning Area 3B), no construction activities would be visible in this area. Further, construction of future development projects would be temporary, and all equipment and materials would be removed from the site once construction is completed. Therefore, impacts to scenic vistas during construction would be less than significant.

Operation. Approval of the proposed project would facilitate the development of up to 800 residential units, 350 hotel rooms, and other permitted commercial uses on the project site, as well as landscaping, signage, and pedestrian and vehicular circulation infrastructure. As previously stated, the project site is mostly screened from public views by chain-link fencing with privacy slats, vegetation, and beige masonry walls under existing conditions. Under the proposed project, the existing masonry walls screening the project site from the residential neighborhoods to the northeast (The Boardwalk Community and Surfcrest Condominiums) would remain in place. However, the existing masonry walls and chain-link fencing with privacy slats surrounding Planning Areas 1, 2, and 3A would be removed in order to encourage public access to the proposed pedestrian esplanade within Planning Area 3A, which would enable new views of the Pacific Ocean and coastline from the project site through the use of viewing platforms, interpretive signage, benches, and picnic areas.

PCH is recognized as scenic for its views of the Pacific Ocean to the west. Because the project site is located to the east, the proposed project would not have the potential to interfere with any views from PCH toward the Pacific Ocean. There are no scenic vistas or resources east of the project site visible to travelers along PCH under existing conditions with the potential to be obstructed by the proposed project. The proposed project would increase visibility from PCH to land uses east of the project site by the removal of existing screening materials and the establishment of pedestrian and vehicular circulation routes throughout the project site. As previously stated, the City has designated the intersections of Seapoint Street and Goldenwest Street with PCH as Secondary Entry Nodes, or focal points where travelers enter the City from surrounding areas. A detailed Public Access and Recreation Signage Plan (Signage Plan) would be required to be submitted with each Coastal Development Permit (CDP) application for future residential or commercial development within the project site, which would include signage directing the public to coastal views and access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas.

As previously stated, no development is proposed for the portion of the project site closest to the Bolsa Chica Ecological Reserve and Harriett M. Weider Regional Park (Planning Area 3B). Therefore, no visual changes would occur within Planning Area 3B with the potential to affect

views toward or from Bolsa Chica Ecological Reserve and Harriett M. Weider Regional Park. Similarly, views toward Planning Area 3B from Seapoint Street, which the City designates as a Landscape Corridor, would not be affected by implementation of the proposed project. Views toward or from Bolsa Chica Ecological Reserve and Harriett M. Weider Regional Park are not anticipated to be affected by future development within Planning Areas 1, 2, and 3A due to distance, topography, and intervening development. Both existing and proposed ornamental landscaping would further obscure any future residential and commercial structures developed on the project site from vantage points within the Bolsa Chica Ecological Reserve or Seapoint Street. Furthermore, the establishment of a landscaped pedestrian promenade within the portion of Planning Area 3A adjacent to Seapoint Street would enhance the visual experience for viewers traveling along this roadway.

As shown in Figure C-17 of the City's General Plan Coastal Element, the project site is located atop a natural bluff and therefore is generally not visible from other portions of the City. However, views from the bluff toward other portions of the City are considered scenic vistas. As shown in Figure C-17 of the City's General Plan Coastal Element, the only scenic vista opportunity with the potential to include views toward the project site is looking north from Huntington Beach Municipal Pier. However, visibility of the project site from this vista is poor due to distance, topography, and intervening development. As such, implementation of the proposed project is not expected to adversely affect any of the scenic vista opportunities identified in Figure C-17 of the City's General Plan Coastal Element.

Given the location of the project site atop a natural bluff, it is separated from the beach located approximately 250 feet west of the project site by vertical grade differential, and is not currently visible from the beach. It is possible that the upper portions of future residential and commercial structures developed on the project site may be visible from the beach, depending on the viewer's location. Additionally, it is anticipated that the project site would be visible to boaters, kayakers, surfers, and other recreational visitors when taking part in recreational activities in the waters of the Pacific Ocean, looking east from the water towards the project site, depending on their distance from shore.

Under the proposed project, future commercial development within Planning Area 1 could reach a maximum height of 50 feet (four stories), while future residential development within Planning Area 2 could reach a maximum height of 35 feet (three stories), as specified in the Draft Amended PGSP.[21] This overall scale and massing would be consistent with existing development in the project site vicinity and similar in nature to other mixed-use development along PCH within the City, including the Pacific City complex located approximately 1.4 miles southeast of the project site.

As previously stated, under existing conditions, the visual setting of the project site is characterized by oil and gas production infrastructure, which the City considers to be visually incompatible with the coastal visual character.[22] There are no scenic resources or vistas within

[21] City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7. Amended 2026.

[22] City of Huntington Beach. 2001. *City of Huntington Beach General Plan Coastal Element*, Page IV-C-67. November 13. Amended October 26, 2011.

the project site under existing conditions. As described in the Draft Amended PGSP, the overall architectural design concept for buildout of the project site would be a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding beach and surf community. The incorporation of visually appealing architectural elements and landscaping would also break up the scale and massing of the proposed buildings in order to soften their appearance as perceived from the Pacific Ocean and beach.

Ultimately, the overall scale and design of the proposed project would not preclude, impair, or otherwise adversely affect existing views toward or from the Pacific Ocean, shoreline, Bolsa Chica Ecological Reserve, Harriett M. Weider Regional Park, or scenic roadways within the City. Implementation of the proposed project would replace existing oil and gas production land uses with visually appealing development consistent with the coastal visual character and surrounding land uses. Further, the proposed project would facilitate the development of an oceanfront esplanade with viewing platforms and interpretive signage, which would create new scenic view opportunities within the City from a vantage point currently obstructed by fencing and vegetation under existing conditions. Therefore, the proposed project would not result in a substantial adverse effect on views of scenic vistas. Impacts would be less than significant, and no mitigation is required.

Threshold 4.1.3: **In non-urbanized area, would the project substantially degrade the existing visual character of quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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?**

Less Than Significant Impact. As previously stated, the City is located within the Los Angeles—Long Beach—Anaheim, CA Urbanized Area.[23] Because Huntington Beach is located in an urbanized area, the project site is also located within an urbanized area. As such, the following analysis focuses on whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

Palm/Goldenwest Specific Plan. Zoning of the project site is governed by the PGSP. Currently, the approved PGSP designates the project site for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. However, the proposed project includes an amendment to the approved PGSP that would designate Planning Area 2 as Medium Density Residential. Under the Medium Density Residential designation, up to 800 units could be developed on the project site. As previously discussed, Planning Area 1 would remain

[23] United States Census Bureau. 2023. A List of All 2020 Census Urban Areas for the U.S., Puerto Rico, and Island Areas sorted by Urban Area Census (UACE). July. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww2.census.gov%2Fgeo%2Fdocs%2Freference%2Fua%2F2020_Census_ua_list_all.xlsx&wdOrigin=BROWSELINK (accessed November 4, 2025).

designated as Commercial Visitor (no proposed change). Further, no amendment to the PGSP is proposed for the 22.8 acres of proposed park and open space land (Planning Area 3). The PGSP amendment also includes a detailed development concept/vision for the project site, as well as updated development standards and community design guidelines.

Development standards and community design guidelines are the PGSP's mechanism for regulating the aesthetic and visual character of the project site. Development standards are intended for consistency with the General Plan and "to provide criteria for use by builders, developers, planners, engineers, architects, landscape architects and other professionals in order to maintain quality design of the project area."[24] Development standards apply to all new development within the project site and regulate the uses, building density and height, landscaping, walls, fences, signs, lighting, buffers, parking, and public access.

Community design guidelines are intended to "ensure that the theme is implemented in a clear, concise and aesthetically consistent manner."[25] These guidelines specify the styles and themes of development allowed within the project site yet are general enough to allow for flexibility based on conditions at the time of development. Although these guidelines are less strict than development standards, developers of future residential and commercial development within the project site would be required to incorporate applicable provisions of these guidelines into each project.

As described in Chapter 3.0, Project Description, of this Draft EIR, the proposed project would adhere to all applicable development standards and community design guidelines outlined in the Draft Amended PGSP. In accordance with Table 3.1 of the Draft Amended PGSP, the maximum building height for commercial development in Planning Area 1 would be 50 feet or four stories. In accordance with Table 3.2 of the Draft Amended PGSP, the maximum building height for residential development in Planning Area 2 would be 35 feet or three stories. As such, no building exceeding 50 feet in height would be permitted on the project site under the proposed project. With approval of the Amended PGSP, future developments on the project site would be subject to these height requirements, as well as the other lot dimension, density, and setback requirements for each Planning Area. Applicable setback requirements include a minimum 50-foot setback from the project site's eastern property line bordering the Pacific Land Company (PLC) parcel, pursuant to Section 2.2.3 of the Draft Amended PGSP.

Consistent with Section 3.2.8 of the Draft Amended PGSP, all walls and fences constructed as part of future development within the project site would be constructed in accordance with Title 23, Section 230.88, Fencing and Yards, of the HBZSO. A conceptual plan showing the proposed location, height, design, and materials of all proposed walls and fences (Wall and Fending Plan) would be required for review and approval by the Community Development Department concurrent with any Coastal Development Permit (CDP) application for future residential or commercial development within the project site.

[24] City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7; Amended 2026.
[25] *Ibid.*

Consistent with Section 2.4.5 of the Draft Amended PGSP, a detailed Public Access and Recreation Signage Plan (Signage Plan) would be prepared for review and approval by the City and would include plans for sign contents, font style and size, methods of posting, and locations for posting for each future commercial or residential development within the project site. Each Signage Plan would ensure any signage does not prohibit or limit public access to the proposed internal circulation roadways, sidewalks, parking, or public features within the project site. Each Signage Plan would include signage directing the public to coastal access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas. Signs would be posted in the esplanade along PCH, internal circulation roadways, and around pedestrian walkways to direct the public to on-site trails and amenities. All signs associated with future development of the project site would be constructed in accordance with Title 23, Chapters 232 (Landscape Improvements) and 233 (Signs) of the HBZSO.

All landscaping on the project site would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of plant species listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP. Consistent street tree themes would be established for internal circulation roadways, and trees, vines, and shrubs would be used to soften signs and walls throughout the project site.

Consistent with Section 3.2.9 of the Draft Amended PGSP, lighting would be provided on the project site for visibility and safety, particularly with respect to parking areas, pedestrian pathways, and outdoor common areas. Security lighting would be required on all building façades. All outdoor lighting would be designed to provide adequate illumination of on-site areas without intruding upon surrounding properties or sensitive land uses in the project site vicinity. Outdoor lighting would be directed downward and would be DarkSky[26] approved for all nighttime hours, as required by the Draft Amended PGSP. Further, future residential or commercial developments on the project site would be required to submit a lighting plan for review and approval by the Community Development Department prior to issuance of building permits.

As previously described, the community design guidelines of the Draft Amended PGSP envision the project site with a contemporary seaside community theme, accomplished through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. This theme would be consistent with the seaside design of surrounding neighborhoods in Huntington Beach.

Consistent with Section 244 of the HBZSO, the City's Design Review Board is responsible for the design review process for proposed development projects in the City. Developers of future residential and commercial development within the project site would be required to provide project plans for review and approval by the City's Design Review Board to ensure consistency

[26] The DarkSky Approved program provides objective, third-party certification for projects that minimize glare and reduce light trespass/pollution. Certification is provided by DarkSky International, an organization that is dedicated to restoring the nighttime environment and protecting communities and wildlife from light pollution.

with applicable development standards, community design guidelines, and other regulations governing project design and aesthetic quality.

Local Coastal Program. The project site is located within the California Coastal Zone. The proposed project includes an amendment to the Coastal Element of the City's General Plan, which serves as the City's LCP. As discussed in the Coastal Element of the City's General Plan, the City considers oil production facilities, such as those present on the project site under existing conditions, to be visually incompatible with the coastal visual character.[27] As such, the City's General Plan Coastal Element includes policies to protect resources and mitigate or remove facilities and sites that negatively impact the visual character of the area and detract from existing visual resources.

The Coastal Element also notes that the visual experience along PCH could be improved through increased landscaping, curb, and gutter treatments. The proposed project includes improvements to the project site's approximately 1.2-mile-long frontage with PCH, including a pedestrian esplanade enhanced by landscaping, curb, and gutter treatments. Any existing vegetation removed from the project site under the proposed project would be replaced with improved landscaping that adheres to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including plant species consistent with the plant palette provided in the Draft Amended PGSP. Further, the pedestrian esplanade would feature a multi-use path, including viewing platforms, interpretive signage, benches, picnic areas, and shade structures. Therefore, the proposed project would enhance coastal access and education for the public, consistent with the intent of the City's LCP, as contained in the City's General Plan Coastal Element.

Based on the analysis above, upon approval of the proposed Specific Plan Amendment and LCP Amendment, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant, and no mitigation is required.

4.1.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines,* cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The cumulative study area for aesthetics is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

As described in Chapter 4.0 of this Draft EIR in Table 4.A, Related Projects, and shown in Figure 4.1, Related Project Locations, several mixed use, residential, and commercial development projects are approved, pending, or in the planning stages in the City. Each of these projects, as well as all proposed development in the City, would be subject to its own consistency analysis for policies and regulations governing scenic quality and would be reviewed for consistency with General Plan goals

[27] City of Huntington Beach. 2001. *City of Huntington Beach General Plan Coastal Element*, Page IV-C-67. November 13. Amended October 26, 2011.

and policies and HBZSO development standards. If there were any potential for significant impacts to aesthetics, appropriate mitigation measures would be identified to reduce and/or avoid impacts related to aesthetics.

As detailed in this section, the project proposes to amend the City's General Plan Land Use Element, PGSP, and LCP to allow for the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for the development of up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the HBZSO; and (3) 22.8 acres of open space/park uses, including preservation of the existing 3.1-acre open space area north of Seapoint Street. While these amendments change the allowable uses on the project site, they would also include updated development standards and community design guidelines to guide the future development of these land uses. As such, approval of the General Plan Amendment, PGSP Amendment, and LCP Amendment would render the proposed project consistent with applicable policies and regulations governing aesthetics and scenic quality, and no mitigation would be required. Therefore, cumulative aesthetics impacts with respect to consistency with applicable zoning regulations would be less than significant.

There are no incompatibilities between the proposed project and planned future projects in the City, which primarily include mixed-use and residential developments. Further, pursuant to the community design guidelines established in the Draft Amended PGSP, future developments on the project site would adhere to a contemporary seaside community theme, consistent with the design of surrounding neighborhoods in Huntington Beach.

As stated above, proposed projects in the City would be reviewed for consistency with adopted land use plans and policies by the City. For this reason, current and future projects are anticipated to be consistent with applicable General Plan and zoning requirements or would be subject to allowable exceptions. Further, each discretionary project would be subject to the CEQA environmental review process, mitigation requirements, and design review, as applicable. Therefore, the proposed project would not contribute to a significant cumulative aesthetic or visual impact in the City, and no mitigation is required.

4.1.8 Level of Significance Prior to Mitigation

With approval of the proposed Specific Plan Amendment and LCP Amendment, the proposed project would be consistent with applicable regulations related to aesthetics. The proposed project would result in less than significant impacts related to aesthetics.

4.1.9 Standard Conditions and Mitigation Measures

There are no standard conditions or mitigation measures applicable to the proposed project related to aesthetics.

4.1.10 Level of Significance after Mitigation

The proposed project would result in less than significant impacts related to aesthetics.

4.2 AIR QUALITY

This section evaluates the potential impacts to air quality conditions from implementation of the proposed project.

4.2.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Thirteen comment letters included comments related to air quality. These comments pertain to concerns about additional air pollution from the proposed project specifically related to increased vehicle activity and traffic, airborne toxins, potential health risks to sensitive populations, and construction-period air quality concerns, including dust.

4.2.2 Methodology

This analysis used the California Emissions Estimator Model (CalEEMod), Version 2022.1, to quantify criteria pollutant emissions for both construction and operation of the proposed project.

CalEEMod provides a platform to calculate both construction emissions and operational emissions from a project. It calculates both the daily maximum and annual average for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. The model also provides default values for water and energy use. Specifically, the model performs the following calculations.

- Short-term construction emissions associated with demolition, site preparation, grading, building, architectural coating (painting), and paving from off-road construction equipment; on-road mobile equipment associated with workers, vendors, delivery, and hauling; fugitive dust associated with grading, demolition, truck loading, and roads; and volatile emissions of volatile organic compounds (VOCs) from architectural coating and paving.

- Operational emissions, such as on-road mobile vehicle traffic generated by the land uses, fugitive dust associated with roads, volatile emissions of reactive organic gases (ROGs) from architectural coatings, off-road emissions from landscaping equipment, volatile emissions of ROGs from consumer products and cleaning supplies, natural gas usage in the buildings, electricity usage in the buildings, water usage by the land uses, and solid waste disposal by the land uses.

In addition, CalEEMod contains default values and existing regulation methodologies to use in each specific local air quality district region. Appropriate statewide default values can be utilized if regional default values are not defined. This analysis utilized project-specific inputs and relevant model default factors for the Orange County area, which is within the South Coast Air Quality Management District (SCAQMD) jurisdiction for the emissions inventory, consistent with SCAQMD requirements. The following sections describe specific model inputs for estimating construction and operational emissions.

4.2.2.1 Construction Emissions

As discussed in Chapter 3.0, Project Description, the proposed project involves the demolition and removal of existing oil and natural gas production facilities within the project site including both aboveground structures and underground infrastructure such as pipelines and wells. Following demolition, remediation activities (as necessary) would occur (refer to Section 4.8, Hazards and Hazardous Materials). Additionally, the proposed project would involve site preparation activities, including rough grading and the installation of backbone infrastructure, to prepare the project site for the development of roadways, infrastructure connections, building pads, and other site improvements. Earthwork operations would include, but are not limited to, soil remediation, over-excavation, and stockpiling. Grading would be conducted in accordance with City policies and proper engineering practices to ensure proper site preparation. The following construction activities are anticipated to be part of the proposed project and are included in CalEEMod:

- Demolition would begin in mid-2029 and occur for approximately 2 years, ending in 2031.

- During demolition, the proposed project would require the use of excavators, loaders, skid steer loaders, dozers, and water trucks. Number of equipment pieces for each equipment type, horsepower, and hours used during the day were provided by the Applicant. All construction equipment would meet Tier 4 Interim standards.

- Demolition of existing on-site facilities would total approximately 102,046 tons of debris. Based on the *Construction and Demolition Debris Truck Estimate Technical Memorandum* prepared for the proposed project, a total of approximately 6,316 truck loads are anticipated for the demolition of on-site facilities. This analysis assumes that one truck load is equivalent to one truck trip. Accordingly, based on 260 working days per year over a two-year period, demolition activities would generate approximately 12 truck trips per day.

- Site preparation and rough grading are anticipated to start in late 2031. Approximately 90,000 cubic yards (cy) of cut and 270,000 cy of fill would be required during the grading phase. While cut material would be reused on site to the extent feasible, a net shortage is anticipated during grading activities, necessitating the importation of approximately 180,000 cy of soil. Although the site preparation phase is described in Chapter 3.0, Project Description, and throughout this Draft EIR as inclusive of rough grading activities, the CalEEMod software provides a distinction between site preparation and grading activities. For the purpose of air quality analysis, consistent with CalEEMod definitions, the site preparation phase primarily reflects activities such as land clearing and initial disturbance, whereas the grading phase represents the more intensive cut-and-fill operations that involve sustained heavy equipment usage. Separating these activities allows the model to appropriately assign equipment types, activity levels, and durations specific to each phase. Furthermore, this analysis assumes the use of default construction equipment with Tier 2 engines for site preparation and grading. In addition, haul truck activity during the grading phase is based on model default outputs, which are estimated based on the cut-and-fill quantities and the duration of the grading phase.

Following demolition and remediation activities, the site would undergo rough grading and the installation of backbone infrastructure (collectively referred to as site preparation) prior to the

development of the proposed residential, commercial, and open space uses. Before development can take place, each discretionary development project within the project site is required to be analyzed for conformance with the General Plan, PGSP requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

While a specific development plan is not being proposed at this time, this evaluation analyzes a worst-case scenario of development, or the maximum allowable scale of future development allowed under applicable development standards as set forth in the Draft Amended Palm/Goldenwest Specific Plan (PGSP). As such, this analysis assumes construction associated with buildout of 16 acres of commercial development, including up to 350 hotel rooms; 53.2 acres of residential development, including up to 800 residential units; and 22.8 acres of open/park space. Consistent with the project schedule provided by the Applicant, building construction is anticipated to start in late 2032 and finish in early in 2034, which was included in CalEEMod. Building construction, paving, and architectural coating phases would involve the use of standard construction equipment such as forklifts, cranes, pavers, and other related equipment. This analysis assumes that construction equipment will meet Tier 2 standards, which was included in CalEEMod. Furthermore, this analysis also assumes that the proposed project would comply with SCAQMD Rule 403 measures. All other construction details are not yet known; therefore, default assumptions (e.g., off-road emission factors and construction trips and trip lengths) from CalEEMod were used.

4.2.2.2 Operational Emissions

Consistent with the SCAQMD guidance for estimating emissions associated with land use development projects, CalEEMod was used to calculate the long-term operational emissions associated with the project. The proposed project includes amendments to the City's General Plan Land Use Element, the Draft Amended PGSP, and the Local Coastal Program (LCP) to allow for the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for the development of up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the Huntington Beach Zoning & Subdivision Ordinance (HBZSO); and (3) 22.8 acres of open space/park uses, including preservation of the existing 3.1-acre open space area north of Seapoint Street. Therefore, the proposed project analysis was conducted using land use codes *Single Family Housing, Apartments Low Rise, Hotel, and City Park*. Although the specific design and configuration of future development allowed under the proposed project cannot be known at this time as no plans have been submitted to the City, *Single Family Housing* and *Apartments Low Rise* were determined to best represent the average building type anticipated under buildout of the proposed project based on the proposed densities and the anticipated mix of housing types.

Trip generation rates used in CalEEMod for the proposed project were based on the project's trip generation described in Section 4.15, Transportation, which identifies that the proposed project would generate approximately 7,638 average daily trips, including 516 trips during the a.m. peak hour, and 655 trips during the p.m. peak hour. In addition, the CalEEMod analysis assumes that the proposed project would be operational in 2034. Information regarding specific development is not

yet known; therefore, default assumptions (e.g., energy and water usage) from CalEEMod were used.

4.2.2.3 Construction Health Risk Assessment

The *Health Risk Assessment* (HRA) used a dispersion model to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This HRA has been conducted using three models: (1) California Air Resources Board's (CARB) California Emissions Factor Model, Version 2021 (EMFAC2021) for on-road vehicle emissions factors and percentages of fuel type within the overall vehicle fleet; (2) the United States Environmental Protection Agency's (USEPA) AERMOD air dispersion model to determine how the toxic air contaminants (TACs) would move through the atmosphere after release from sources both on site and on surrounding roadways; and (3) CARB's HARP2 model to translate the pollutant concentrations from AERMOD into individual health risks at any sensitive receptor locations surrounding the project site.

The Office of Environmental Health Hazard Assessment (OEHHA) has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any TAC it has evaluated. Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel particular matter (DPM) made people with allergies more susceptible to the materials to which they were allergic, such as dust and pollen. Exposure to DPM also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. For risk assessment procedures, the OEHHA specifies that the surrogate for whole diesel exhaust is DPM. The HRA analysis used PM_{10} emissions to represent DPM emissions, consistent with OEHHA guidance.

The conservative nature of this analysis is due primarily to the following three factors:

- The CARB-adopted diesel exhaust unit risk factor (URF) of 300 in 1 million per $\mu g/m^3$ is based on the upper 95^{th} percentile of estimated risk for each of the epidemiological studies used to develop the URF. Therefore, the risk factor is already representative of the conservative risk posed by DPM.

- The risk estimates assume sensitive receptors would be subject to DPM 24 hours per day, 350 days per year. As a conservative measure, SCAQMD does not recognize indoor adjustments for residents. However, typical people spend the majority of their time indoors versus remaining outdoors 24 hours per day, 350 days per year.

- The exposure to DPM is assumed to be constant for the given period analyzed (i.e., 70 years). However, emissions from DPM are expected to substantially decrease in the future with the implementation of standard regulatory requirements and technological advancement to reduce DPM.

To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). The HRA analyis used PM_{10} emissions to represent DPM emissions, consistent with OEHHA guidance.[1] Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using the CARB exposure methodology with the air dispersion modeling performed using the USEPA dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and meteorological data. Details of these inputs are included in Appendix C-2.

CARB's HARP2 model is a tool that assists with the programmatic requirements of the Air Toxics "Hot Spots" Program (Assembly Bill 2588). HARP2 was used to translate the TAC concentrations from AERMOD into long-term carcinogenic and chronic, and short-term acute health risk levels following the guidance in the SCAQMD and OEHHA risk assessment guidelines. These guidelines specify a minimum set of TAC pathways and HARP2 modeling options for the carcinogenic assessment. To estimate chronic noncancer risks at residential receptors, the "RMP-Derived Method" risk-calculation option was used. Following the OEHHA guidance, an 8-hour chronic noncancer risk was calculated for residential receptors because the project would operate more than 8 hours per day and 5 days per week.

The dose-response relationship for a specific pollutant describes the association between exposure and the observed response (health effect). In other words, the relationship estimates how different levels of exposure to a pollutant change the likelihood and severity of health effects. The dose-response relationship (the response occurring with increasing doses) varies with each pollutant, individual sensitivity, and type of health effect. Combining the results of the emission characterization and dispersion modeling described above with the dose-response assessment gives an estimate of the increased health risk for an individual exposed to the maximum predicted long-term concentrations of TACs.

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were default rates as presented in the OEHHA guidance document entitled *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*[2] and guidance from the SCAQMD.

4.2.3 Existing Environmental Setting

The City is part of the South Coast Air Basin (Basin) and is under the jurisdiction of SCAQMD. Background information about air pollutants and health effects, climate, meteorological conditions, and regional air quality conditions in the Basin and local air quality conditions in the vicinity of the City are provided below.

4.2.3.1 Air Pollutants and Health Effects

[1] California Environmental Protection Agency Office of Environmental Health Hazard Assessment (OEHHA). 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.* March. Website: https://oehha.ca.gov/air/air-toxics-hot-spots (accessed May 2026).

[2] *Ibid.*

Both State and federal governments have established health-based ambient air quality standards (California Ambient Air Quality Standards [CAAQS] and National Ambient Air Quality Standards [NAAQS], respectively) for six criteria air pollutants:[3] carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter (PM). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Long-term exposure to elevated levels of criteria pollutants may result in adverse health effects. However, emission thresholds established by an air district are used to manage total regional emissions within an air basin based on the air basin's attainment status for criteria pollutants. These emission thresholds were established for individual projects that would contribute to regional emissions and pollutant concentrations and could adversely affect or delay the projected attainment target year for certain criteria pollutants.

Because of the conservative nature of the thresholds and the basin-wide context of individual project emissions, there is no known direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like nitrogen oxides (NO_X) and VOCs.

Occupants of facilities such as schools, daycare centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general public to air pollutants because these population groups have increased susceptibility to respiratory disease. Persons engaged in strenuous outdoor work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions, compared to commercial and industrial areas, because people generally spend longer periods of time at their residences, with greater associated exposure to ambient air quality conditions. Recreational uses are also considered sensitive compared to commercial and industrial uses due to greater exposure to ambient air quality conditions associated with exercise.

Ozone. Rather than being directly emitted, ozone (or smog) is formed by photochemical reactions between NO_X and VOCs. Ozone is a pungent, colorless gas. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, the elderly, and young children. Ozone levels peak during the summer and early fall months.

Carbon Monoxide.CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. CO passes through the lungs into the bloodstream, where it interferes with the transfer of oxygen to body tissues.

[3] Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

Particulate Matter. PM is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles are those that are 10 microns or less in diameter (PM_{10}). Fine, suspended particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$), is not readily filtered out by the lungs. Nitrates, sulfates, dust, and combustion particulates are major components of PM_{10} and $PM_{2.5}$. These small particles can be directly emitted into the atmosphere as byproducts of fuel combustion, through abrasion (e.g., tire or brake lining wear), or through fugitive dust (e.g., wind or mechanical erosion of soil). They can also be formed in the atmosphere through chemical reactions. Particulates may transport carcinogens and other toxic compounds that adhere to the particle surfaces and can enter the human body through the lungs.

Nitrogen Dioxide. NO_2 is a reddish-brown gas that is a byproduct of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Aside from its contribution to ozone formation, NO_2 also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition. NO_2 may be visible as a coloring component on high pollution days, especially in conjunction with high ozone levels. NO_2 decreases lung function and may reduce resistance to infection.

Sulfur Dioxide. SO_2 is a colorless, irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels in the region. SO_2 irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight.

Lead. Leaded gasoline (phased out in the United States beginning in 1973), paint (on older houses and cars), smelters (metal refineries), and the manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has multiple adverse neurotoxic health effects, and children are at special risk. Some lead-containing chemicals cause cancer in animals. Lead levels in the air have decreased substantially since leaded gasoline was eliminated. Ambient lead concentrations are only monitored on an as-warranted, site-specific basis in California. On October 15, 2008, the USEPA strengthened the NAAQS for lead by lowering it from 1.5 to 0.15 micrograms per cubic meter ($\mu g/m^3$). The USEPA revised the monitoring requirements for lead in December 2010. These requirements focus on airports and large urban areas, resulting in an increase in 76 monitors nationally.

Volatile Organic Compounds. VOCs (also known as ROGs and reactive organic compounds [ROCs]) are formed from the combustion of fuels and the evaporation of organic solvents. VOCs are not defined as criteria pollutants; however, because VOCs accumulate in the atmosphere more quickly during the winter, when sunlight is limited and photochemical reactions are slower, they are a prime component of the photochemical smog reaction. There are no attainment designations for VOCs.

Toxic Air Contaminants. In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated by the USEPA and the CARB. Some examples of TACs include benzene, butadiene, formaldehyde, and hydrogen sulfide. The identification, regulation, and monitoring of TACs is relatively recent compared to that for criteria pollutants.

TACs do not have ambient air quality standards, but are regulated by the USEPA, CARB, and the SCAQMD. In 1998, the CARB identified particulate matter from diesel-fueled engines as a TAC. The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.[4] High-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic (e.g., distribution centers and truck stops) were identified as posing the highest risk to adjacent receptors. Other facilities associated with increased risk include warehouse distribution centers, large retail or industrial facilities, high-volume transit centers, and schools with a high volume of bus traffic. Health risks from TACs are a function of both concentration and duration of exposure.

Unlike TACs emitted from industrial and other stationary sources noted above, most diesel particulate matter is emitted from mobile sources—primarily "off-road" sources such as construction and mining equipment, agricultural equipment, and truck-mounted refrigeration units, as well as "on-road" sources such as trucks and buses traveling on freeways and local roadways.

Although not specifically monitored, recent studies indicate that exposure to diesel particulate matter may contribute significantly to a cancer risk (a risk of approximately 500 to 700 in 1,000,000) that is greater than all other measured TACs combined.[5] The technology for reducing diesel particulate matter emissions from heavy-duty trucks is well established, and both State and federal agencies are moving aggressively to regulate engines and emission control systems to reduce and remediate diesel emissions. The CARB anticipated that by 2020, average statewide diesel particulate matter concentrations will decrease by 85 percent from levels in 2000 with full implementation of the CARB's Diesel Risk Reduction Plan,[6] meaning that the statewide health risk from diesel particulate matter is expected to decrease from 540 cancer cases in 1,000,000 to 21.5 cancer cases in 1,000,000. The CARB 2000 Diesel Risk Reduction Plan is still the most recent version and has not been updated.

Table 4.2.A summarizes the sources and health effects of air pollutants discussed in this section.

4.2.3.2 National and State Ambient Air Quality Standards

Both State and federal governments have established health-based ambient air quality standards for criteria air pollutants. Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

Both the USEPA and the CARB have established ambient air quality standards for the following common pollutants: CO, O_3, NO_2, SO_2, Pb, and suspended particulate matter. In addition, the State has

[4] California Air Resources Board (CARB). 2000. Stationary Source Division and Mobile Source Control Division. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* October.

[5] *Ibid.*

[6] *Ibid.*

Table 4.2.A: Sources and Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	● Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust ● Natural events, such as decomposition of organic matter	● Reduced tolerance for exercise ● Impairment of mental function ● Impairment of fetal development ● Death at high levels of exposure ● Aggravation of some heart diseases (angina)
Nitrogen Dioxide (NO_2)	● Motor vehicle exhaust ● High temperature stationary combustion ● Atmospheric reactions	● Aggravation of respiratory illness ● Reduced visibility ● Reduced plant growth ● Formation of acid rain
Ozone (O_3)	● Atmospheric reaction of organic gases with nitrogen oxides in sunlight	● Aggravation of respiratory and cardiovascular diseases ● Irritation of eyes ● Impairment of cardiopulmonary function ● Plant leaf injury
Lead (Pb)	● Contaminated soil	● Impairment of blood functions and nerve construction ● Behavioral and hearing problems in children
Suspended Particulate Matter ($PM_{2.5}$ and PM_{10})	● Stationary combustion of solid fuels ● Construction activities ● Industrial processes ● Atmospheric chemical reactions	● Reduced lung function ● Aggravation of the effects of gaseous pollutants ● Aggravation of respiratory and cardiorespiratory diseases ● Increased cough and chest discomfort ● Soiling ● Reduced visibility
Sulfur Dioxide (SO_2)	● Combustion of sulfur-containing fossil fuels ● Smelting of sulfur-bearing metal ores Industrial processes	● Aggravation of respiratory diseases (asthma, emphysema) ● Reduced lung function ● Irritation of eyes ● Reduced visibility ● Plant injury ● Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board (2015).

set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. These ambient air quality standards are levels of contaminants that avoid specific adverse health effects associated with each pollutant.

Federal standards include both primary and secondary standards. Primary standards establish limits to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, and damage to animals, crops, vegetation, and buildings.[7] State and federal standards for the criteria air pollutants are listed in Table 4.2.B.

[7] United States Environmental Protection Agency (USEPA). 2017. Criteria Air Pollutants. October. Website: www.epa.gov/criteria-air-pollutants (accessed May 2026).

Table 4.2.B: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]		Federal Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Ozone (O_3)[h]	1-Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.07 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM_{10})[i]	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter ($PM_{2.5}$)[i]	24-Hour	-		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	9.0 µg/m³	15.0 µg/m3	
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m³)	–	Non-Dispersive Infrared Photometry (NDIR)
	1-Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO_2)[i]	Annual Arithmetic Mean	0.03 ppm (57 µg/m³)	Gas Phase Chemi-luminescence	53 ppb (100 µg/m³)	Same as Primary Standard	Gas Phase Chemi-luminescence
	1-Hour	0.18 ppm (339 µg/m³)		100 ppb (188 µg/m³)	-	
Lead (Pb)[l,m]	30-Day Average	1.5 µg/m³	Atomic Absorption	–	–	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m³ (for certain areas)[l]	Same as Primary Standard	
	Rolling 3-Month Average[i]	–		0.15 µg/m³		
Sulfur Dioxide (SO_2)[k]	24-Hour	0.04 ppm (105 µg/m³)	Ultraviolet Fluorescence	0.14 ppm (for certain areas)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3-Hour	–		–	0.5 ppm (1300 µg/m³)	
	1-Hour	0.25 ppm (655 µg/m³)		75 ppb (196 µg/m³)[k]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[k]	–	
Visibility-Reducing Particles[l]	8-Hour	See footnote n	Beta Attenuation and Transmittance through Filter Tape.	No Federal Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[j]	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: California Air Resources Board (2024) (Website: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf).

Table notes are provided on the following page.

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California Ambient Air Quality Standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact USEPA for further clarification and current national policies.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.

[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[g] Reference method as described by the USEPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the USEPA.

[h] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. In February 2024, the national annual $PM_{2.5}$ primary standard was lowered from 12 $\mu g/m^3$ to 9.0 $\mu g/m^3$; the secondary annual standard remained at 15 $\mu g/m^3$.The existing national 24- hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM_{10} standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[j] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[k] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[l] The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[m] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[n] In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

°C = degrees Celsius
$\mu g/m^3$ = micrograms per cubic meter
CARB = California Air Resources Board
mg/m^3 = milligrams per cubic meter
ppb = parts per billion
ppm = parts per million
USEPA = United States Environmental Protection Agency

4.2.3.3 Existing Climate and Air Quality

The following provides a discussion of the climate, regional, and local air quality in Huntington Beach.

Climate and Meteorology. Air quality in the vicinity of the project site is not only affected by various emission sources (e.g., mobile and industry), but also by atmospheric conditions (e.g., wind speed, wind direction, temperature, and rainfall). The combination of topography, low mixing height, abundant sunshine, and emissions from the second-largest urban area in the United States gives the Basin some of the worst air pollution in the nation.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60 degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. Based on data provided by the Western Regional Climate Center, there are no climatological stations located in Huntington Beach. Other nearby stations are located in Laguna Beach, Newport Beach, Tustin, and Santa Ana. Based on the nearby stations, the climatological station closest to the site is the Laguna Beach Station.[8] The monthly average maximum temperature recorded at this station ranged from 65.1°F in January to 78.1°F in August, with an annual average maximum of 71.2°F. The monthly average minimum temperature recorded at this station ranged from 43.0°F in January to 59.6°F in August, with an annual average minimum of 51.0°F. These levels are representative of the project area. The majority of annual rainfall in the Basin occurs between November and March. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the Basin and along the coastal side of the mountains. Average monthly rainfall at the Laguna Beach Station varies from 0.03 inch in July to 2.77 inches in February, with an annual total of 12.52 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid-afternoon to late afternoon on hot summer days when the air appears to clear up suddenly. Winter inversions frequently break by midmorning.

Winds in the vicinity of the project site blow predominantly from the south-southwest, with relatively low velocities. Wind speeds in the project area average about 5 miles per hour (mph). Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion, limit the vertical dispersion of air pollutants throughout the Basin. Strong, dry, north or northeasterly winds, known as Santa Ana winds, occur during the fall and winter months, dispersing air contaminants. The Santa Ana conditions tend to last for several days at a time.

[8] Western Regional Climate Center. n.d. Recent Climate in the West. Website: http://www.wrcc.dri.edu, (accessed May 2026).

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are the lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly on shore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problems are CO and NO_X because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog. Smog is a general term for naturally occurring fog that has become mixed with smoke or pollution. In this context it is better described as a form of air pollution produced by the photochemical reaction of sunlight with pollutants that have been released into the atmosphere, especially by automotive emissions.

Attainment Status. The CARB is required to designate areas of the State as attainment, nonattainment, or unclassified for all State standards. An *attainment* designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A *nonattainment* designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An *unclassified* designation signifies that data do not support either an attainment or nonattainment status. The California Clean Air Act (CCAA) divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for O_3, CO, and NO_2 as they do not meet the primary standards, cannot be classified, or better than national standards. For SO_2, areas are designated as does not meet the primary standards, does not meet the secondary standards, cannot be classified, or better than national standards. In February 2024, the USEPA issued a final revised standard for $PM_{2.5}$ to lower the primary standard from 12 µg/m^3 to 9 µg/m^3. The USEPA will issue final area designations in 2026.

Table 4.2.C provides a summary of the attainment status for the Basin with respect to NAAQS and CAAQS.

Table 4.2.C: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O_3 1-hour	Nonattainment	Extreme Nonattainment
O_3 8-hour	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	N/A	Attainment/Unclassified
Lead	Attainment	Attainment[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: SCAQMD (2018).
[1] Except in Los Angeles County.
CO = carbon monoxide
N/A = not applicable
NO_2 = nitrogen dioxide
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur dioxide

Air Quality Monitoring Results. Air quality monitoring stations are located throughout the nation and are maintained by the local air pollution control district and State air quality regulating agencies. The SCAQMD, together with the CARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring stations closest to the project site are located at 26081 Via Pera in Mission Viejo and 1630 West Pampas Lane in Anaheim.

Pollutant monitoring results for years 2021 to 2023 at the Mission Viejo and Anaheim ambient air quality monitoring stations, shown in Table 4.2.D, indicate that air quality in the area has generally been good. As indicated in the monitoring results, the federal PM_{10} standard had no exceedances in the 3-year period. The State PM_{10} standard had no exceedances in 2021 and 2022 and an unknown number of exceedances in 2023. Similarly, the $PM_{2.5}$ federal standard had no exceedances in 2021 and 2022 and an unknown number of exceedances in 2023. The 1-hour ozone State standard was exceeded two times in 2021, one time in 2022, and an unknown number of times in 2023. The 8-hour ozone State standard was exceeded eight times in 2021, six times in 2022, and an unknown number of times in 2023. The 8-hour ozone federal standard was exceeded eight times in 2021, five times in 2022, and two times in 2023. In addition, the CO and NO_2 standards were not exceeded in this area during the 3-year period. SO_2 is not monitored at the Mission Viejo and Anaheim monitoring stations.

Table 4.2.D: Ambient Air Quality at the Nearby Monitoring Stations

Pollutant	Standard	2021	2022	2023
Carbon Monoxide (CO)[1]				
Maximum 1-hour concentration (ppm)		1.0	1.2	2.5
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		0.8	1.0	1.6
Number of days exceeded:	State: > 9 ppm	0	0	0
	Federal: > 9 ppm	0	0	0
Ozone (O_3)[1]				
Maximum 1-hour concentration (ppm)		0.105	0.110	0.089
Number of days exceeded:	State: > 0.09 ppm	2	1	ND
Maximum 8-hour concentration (ppm)		0.081	0.088	0.076
Number of days exceeded:	State: > 0.07 ppm	8	6	ND
	Federal: > 0.07 ppm	8	5	2
Coarse Particulates (PM_{10})[1]				
Maximum 24-hour concentration (µg/m^3)		35.2	31.0	146.0
Number of days exceeded:	State: > 50 µg/m^3	0	0	ND
	Federal: > 150 µg/m^3	0	0	0
Annual arithmetic average concentration (µg/m^3)		16.2	12.7	ND
Exceeded for the year:	State: > 20 µg/m^3	No	No	ND
	Federal: > 50 µg/m^3	No	No	ND
Fine Particulates ($PM_{2.5}$)[1]				
Maximum 24-hour concentration (µg/m^3)		32.6	22.6	50.7
Number of days exceeded:	Federal: > 35 µg/m^3	0	0	ND
Annual arithmetic average concentration (µg/m^3)		9.3	ND	9.5
Exceeded for the year:	State: > 12 µg/m^3	No	ND	No
	Federal: > 15 µg/m^3	No	ND	No
Nitrogen Dioxide (NO_2)[2]				
Maximum 1-hour concentration (ppm)		0.067	0.053	0.051
Number of days exceeded:	State: > 0.250 ppm	0	0	ND
Annual arithmetic average concentration (ppm)		0.012	0.011	0.010
Exceeded for the year:	Federal: > 0.053 ppm	No	No	No
Sulfur Dioxide (SO_2)				
Maximum 1-hour concentration (ppm)		ND	ND	ND
Number of days exceeded:	State: > 0.25 ppm	ND	ND	ND
Maximum 24-hour concentration (ppm)		ND	ND	ND
Number of days exceeded:	State: > 0.04 ppm	ND	ND	ND
	Federal: > 0.14 ppm	ND	ND	ND
Annual arithmetic average concentration (ppm)		ND	ND	ND
Exceeded for the year:	Federal: > 0.030 ppm	ND	ND	ND

Sources: CARB (2024) and USEPA (2024).

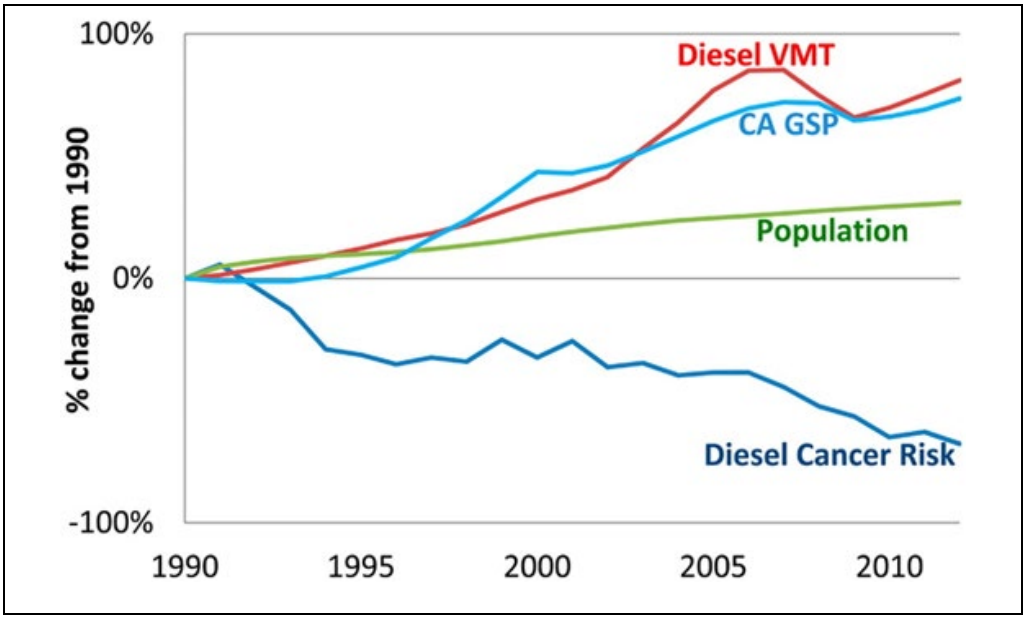
[1] Data from 2021–2022 was taken from the Mission Viejo Monitoring Station and data from 2023 was taken from the Anaheim Monitoring Station.

[2] Data was taken from the Anaheim Monitoring Station.

µg/m^3 = micrograms per cubic meter
CARB = California Air Resources Board
ND = No data. There were insufficient (or no) data to determine the value.
ppm = parts per million
USEPA = United States Environmental Protection Agency

Toxic Air Contaminant Trends. In 1984, the CARB adopted regulations to reduce TAC emissions from mobile and stationary sources, as well as consumer products. A CARB study showed that ambient concentrations and emissions of the seven TACs responsible for the most cancer risk from airborne exposure declined by 76 percent between 1990 and 2012.[9] Concentrations of diesel particulate matter, a key TAC, declined by 68 percent between 1990 and 2012, despite a 31 percent increase in State population and an 81 percent increase in diesel vehicle miles traveled (VMT), as shown on Figure 4.2-1, below. The study also found that the significant reductions in cancer risk to California residents from the implementation of air toxics controls are likely to continue.

Figure 4.2-1: California Population, Gross State Product (GSP), Diesel Cancer Risk, and Diesel Vehicle Miles Traveled (VMT) Regulatory Context



Source: Ambient and Emission Trends of Toxic Air Contaminants in California (Propper, Ralph, et al. 2015).

The USEPA and the CARB regulate direct emissions from motor vehicles. The SCAQMD is the regional agency primarily responsible for regulating air pollution emissions from stationary sources (e.g., factories) and indirect sources (e.g., traffic associated with new development), as well as monitoring ambient pollutant concentrations.

4.2.4 Regulatory Setting

Federal, State, and local regulations and programs related to air quality that are applicable to the proposed project are described below.

[9] Propper, Ralph, Patrick Wong, Son Bui, Jeff Austin, William Vance, Álvaro Alvarado, Bart Croes, and Dongmin Luo. 2015. Ambient and Emission Trends of Toxic Air Contaminants in California. *American Chemical Society: Environmental Science & Technology*. Website: pubs.acs.org/doi/full/10.1021/acs.est.5b02766 (accessed May 2026).

4.2.4.1 Federal Regulations

Federal Clean Air Act. The 1970 Federal Clean Air Act (CAA) authorized the establishment of national health-based air quality standards and also set deadlines for their attainment. The Federal Clean Air Act Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required of areas of the nation that exceed the standards. Under the CAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates.

4.2.4.2 State Regulations

California Clean Air Act. In 1988, the California Clean Air Act (CCAA) required that all air quality districts in the State endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), and nitrogen dioxide (NO_2) by the earliest practical date. The California Clean Air Act provides districts with authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and area-wide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

California Air Resources Board. The California Air Resources Board (CARB) is the State's "clean air agency." The CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to toxic air contaminants, and oversee compliance with air pollution rules and regulations.

Assembly Bill 2588 Air Toxics "Hot Spots" Information and Assessment Act. Under Assembly Bill (AB) 2588, stationary sources of air pollutants are required to report the types and quantities of certain substances that their facilities routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, identify facilities having localized impacts, determine health risks, and notify nearby residents of significant risks.

4.2.4.3 Regional Regulations

South Coast Air Quality Management District. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over most air quality matters in the South Coast Air Basin (Basin). This area includes all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin and is tasked with implementing certain programs and regulations required by the CAA and the CCAA. The SCAQMD prepares plans to attain CAAQS and National Ambient Air Quality Standards (NAAQS). The SCAQMD is directly responsible for reducing emissions from stationary (area and point) sources. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The proposed project would be subject to the following SCAQMD rules and regulations:

- **Regulation IV – Prohibitions:** This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air pollutant emissions, fuel contaminants, start-up/ shutdown exemptions, and breakdown events.
    - **Rule 402 – Nuisance:** This rule restricts the discharge of any contaminant in quantities that cause or have a natural ability to cause injury, damage, nuisance, or annoyance to businesses, property, or the public.
    - **Rule 403 – Fugitive Dust:** This rule requires the prevention, reduction, or mitigation of fugitive dust emissions from a project site. Rule 403 restricts visible fugitive dust to a project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, Rule 403 requires an Applicant to utilize one or more of the best available control measures (identified in the tables within the rule). Control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, Rule 403 requires that a contingency plan be prepared if so determined by the United States Environmental Protection Agency (USEPA). In addition, SCAQMD Rule 403(e), Additional Requirements for Large Operations, includes requirements to provide Large Operation Notification Form 403 N, appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control training class in the South Coast Air Basin.
- **Regulation XI – Source Specific Standards:** Regulation XI sets emissions standards for different sources.
    - **Rule 1113 – Architectural Coatings:** This rule limits the amount of VOCs from architectural coatings and solvents, which lowers the emissions of odorous compounds.

The SCAQMD is responsible for demonstrating regional compliance with ambient air quality standards but has limited indirect involvement in reducing emissions from fugitive, mobile, and natural sources. To that end, the SCAQMD works cooperatively with the CARB, the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and other federal and State government agencies. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs) to meet CAAQS and NAAQS. SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the Basin. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. Every 3 years, SCAQMD prepares a new AQMP, updating the previous plan and 20-year horizon.[10]

The Final 2022 AQMP is the currently adopted AQMP. Key elements of the Final 2022 AQMP include the following:

[10] South Coast Air Quality Management District (SCAQMD). 2022. *Final 2022 Air Quality Management Plan*. December 2.

- Calculating and taking credit for co-benefits from other planning efforts (e.g., climate, energy, and transportation);
- A strategy with fair-share emission reductions at the federal, State, and local levels;
- Investment in strategies and technologies meeting multiple air quality objectives;
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero-emission and near-zero emission technologies;
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis;
- Attainment of the 24-hour $PM_{2.5}$ standard in 2019 with no additional measures;
- Attainment of the annual $PM_{2.5}$ standard by 2025 with implementation of a portion of the O_3 strategy; and
- Attainment of the 1-hour O_3 standard by 2022 with no reliance on "black box" future technology (CAA Section 182(e)(5) measures).

The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard, which is the most current ozone standard.

Southern California Association of Governments. SCAG is a council of governments for Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With regard to air quality planning, SCAG prepares the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), which address regional development and growth forecasts and form the basis for the land use and transportation control portions of the AQMP and are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. The RTP, RTIP, and AQMP are based on General Plan land use designations and projections originating within local jurisdictions.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan (RCP) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SCAQMD. The RCP is a framework for decision-making for local governments, assisting them in meeting federal and State mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes. Policies within the RCP include

consideration of air quality, land use, transportation, and economic relationships by all levels of government.

SCAG adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) on April 4, 2024. However, the CARB has not officially approved the 2024–2050 RTP/SCS. Therefore, the 2020–2045 RTP/SCS[11] is the approved version by the CARB. The 2024–2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2024–2050 RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding and takes into account operations and maintenance costs, to ensure reliability, longevity, and cost effectiveness. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2024–2050 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels).

4.2.4.4 Local Regulations

City of Huntington Beach General Plan. The City of Huntington Beach addresses air quality in the Environmental Resources and Conservation Element of its General Plan.[12] The City's General Plan includes goals and policies that work to improve public health and increase the overall quality of life in Huntington Beach. The following policies from the Environmental Resources and Conservation Element are applicable to the proposed project:

- **Goal ERC-4:** Air quality in Huntington Beach continues to improve through local actions and interagency cooperation.
    - **Policy ERC-B:** Continue to require construction projects to carry out best available air quality mitigation practices, including use of alternative fuel vehicles and equipment as feasible.
    - **Policy ERC-C:** Enforce maximum idling time regulations for off-road equipment.
    - **Policy ERC-D:** Require grading, landscaping, and construction activities to minimize dust while using as little water as possible.

[11] *Southern California Association of Governments (SCAG). 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy, RTP/SCS Demographics and Growth Forecast Technical Report.* Adopted April 4, 2024. Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 (accessed February 2025).

[12] City of Huntington Beach. 2017. *Huntington Beach General Plan.* October. Website: https://huntingtonbeachca.gov/departments/community_development/planning_zoning/general_plan.php#outer-741 (accessed May 2026).

4.2.5 Thresholds of Significance

4.2.5.1 CEQA Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to air quality if it would:

Threshold 4.2.1: Conflict with or obstruct implementation of the applicable air quality plan;

Threshold 4.2.2: 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;

Threshold 4.2.3: Expose sensitive receptors to substantial pollutant concentrations; or

Threshold 4.2.4: Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

As discussed in Section 4.3 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people (Threshold 4.2.4), and this impact was determined to be less than significant. Therefore, this topic is not further addressed below.

4.2.5.2 Regional Emissions Thresholds

SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the South Coast Air Basin. The emissions thresholds were established based on the attainment status of the Basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

Table 4.2.E lists the CEQA significance thresholds for construction and operational emissions established for the Basin. Projects in the Basin with construction- or operation-related emissions that exceed any of their respective emission thresholds would be considered significant under SCAQMD guidelines. These thresholds, which SCAQMD developed and that apply throughout the Basin, apply as both project and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

Table 4.2.E: Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Threshold (lbs/day)					
	VOCs	NO_x	CO	PM_{10}	$PM_{2.5}$	SO_x
Construction	75	100	550	150	55	150
Operations	55	55	550	150	55	150

Source: SCAQMD. Air Quality Significance Thresholds. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf (accessed May 2026).

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

4.2.5.3 Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project site are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 parts per million (ppm)
- California State 8-hour CO standard of 9 ppm

4.2.5.4 Health Risk Thresholds

Both the State and federal governments have established health-based ambient air quality standards for seven air pollutants. For other air pollutants without defined significance standards, the definition of substantial pollutant concentrations varies. For TACs, "substantial" is taken to mean that the individual health risk exceeds a threshold considered to be a prudent risk management level.

The following limits for maximum individual cancer risk (MICR) and noncancer acute and chronic Hazard Index (HI) from project emissions of TACs are considered appropriate for use in determining the health risk for projects in the Basin:

- **MICR:** MICR is the estimated probability of a maximally exposed individual (MEI) contracting cancer as a result of exposure to TACs over a period of 30 years for adults and 9 years for children in residential locations and over a period of 25 years for workers. The MICR calculations include multipathway consideration, when applicable.

  The cumulative increase in MICR that is the sum of the calculated MICR values for all TACs would be considered significant if it would result in an increased MICR greater than 10 in 1 million (1×10^{-5}) at any receptor location.

- **Chronic HI:** Chronic HI is the ratio of the estimated long-term level of exposure to a TAC for a potential MEI to its chronic reference exposure level. The chronic HI calculations include multipathway consideration, when applicable.

The proposed project would be considered significant if the cumulative increase in total chronic HI for any target organ system would exceed 1.0 at any receptor location.

- **Acute HI:** Acute HI is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential MEI to its acute reference exposure level.

  The proposed project would be considered significant if the cumulative increase in total acute HI for any target organ system would exceed 1.0 at any receptor location.

The SCAQMD *CEQA Air Quality Handbook*[13] states that emissions of TACs are considered significant if an HRA shows an increased risk of greater than 10 in 1 million. Based on guidance from SCAQMD in the document *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis,*[14] for the purposes of this analysis, the threshold of 10 in 1 million was used as the cancer risk threshold for the proposed project.

4.2.6 Project Impacts

Please refer to Section 4.2.9 for a full text description of the standard conditions and/or mitigation measures referenced in the analysis below.

Threshold 4.2.1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Significant and Unavoidable Impact. An AQMP consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the information provided in air quality management plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of a project under consideration at a stage early enough to ensure that air quality concerns are addressed. Because air quality management plans are based on development projections from land use designations depicted and described in local General Plans, only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review.

The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD 2022 AQMP. Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook*, consistency with the 2022 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standard violation or cause a new violation, and (2) is consistent with the growth assumptions in the 2022 AQMP. The proposed project's consistency review is presented as follows:

1. The proposed project would result in short-term construction and long-term operational pollutant emissions. As demonstrated in Table 4.2.H under Threshold 4.2.2, the proposed

[13] South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook.* Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed May 2026).

[14] South Coast Air Quality Management District (SCAQMD). 2003. *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. August.

project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions during construction. However, as shown in Table 4.2.I, the proposed project would result in significant and unavoidable long-term operational pollutant emissions even with implementation of Mitigation Measure AQ-1. Therefore, the proposed project would not be consistent with Indicator 1.

2. The SCAQMD *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the proposed project is not defined as a significant project pursuant to the SCAQMD *CEQA Air Quality Handbook*.

   The proposed project includes a General Plan Amendment, a Specific Plan Amendment, and a Local Coastal Program (LCP) Amendment to amend the City's General Plan Land Use Element, PGSP, and LCP to allow for residential uses. Therefore, this analysis evaluates whether the project would exceed the 2022 AQMP's assumptions for 2050.

   The projections in the AQMP for achieving air quality goals are based, in part, on assumptions in SCAG's RTP/SCS regarding population, housing, and growth trends, as well as assumptions and projections of local planning agencies to determine control strategies for regional compliance status. According to SCAG's 2024–2050 RTP/SCS, the City's households and employment are forecasted to increase by approximately 4,500 households and 2,500 jobs, respectively, between 2019 and 2050.[15] The City's General Plan does not specify or anticipate when complete buildout would occur because long-range demographic and economic trends are speculative. The designation within the General Plan of a site for a certain use does not necessarily mean that the site would be developed with that use during the planning period because most development depends on property owner initiative.

   Residential Component. Development of future residential projects within Planning Area 2 of the Palm Goldenwest Specific Plan (PGSP) Area would result in up to 800 residential units. SCAG has assigned the City a RHNA of 13,368 units for the 2021–2029 planning period. The proposed project would assist the City in achieving its RHNA target through the development of up to 800 housing units on the project site, which accounts for approximately six percent[16] of the City's overall RHNA target. In 2022, SCAG estimated that the City had an average household size of 2.53 persons per household.[17] Based on this average, it can be estimated that the proposed project would result in the addition of approximately 2,024 new City residents. The addition of 2,024 new residents under the proposed project represents a conservative, worst-case scenario

[15] Southern California Association of Governments (SCAG). 2024. 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy. Demographics and Growth Forecast, Technical Report, Table 13. Adopted April 4, 2024.

[16] (800 ÷ 13,368) * 100 = approximately 6 percent

[17] Southern California Association of Governments (SCAG). 2023. Local Profiles Data 2023. Website: https://hub.scag.ca.gov/documents/7f0208030a964f7cb486d8b69daec83b/about (accessed December 22, 2025).

of complete occupancy. Based on California Department of Finance Estimates, as of January 1, 2025, the City had an estimated population of 193,134 individuals and the County had an estimated population of 3,175,427 individuals.[18]Therefore, the proposed project has potential to house approximately 1.05 percent[19]of the City's total population and approximately 0.06 percent.[20]

Furthermore, according to the SCAG Growth Forecast Technical Report data summarized in 4.13.B, the population of the City is expected to increase by 29,230 individuals, or approximately 14.7 percent, between 2019 and 2050. Because the City's General Plan Land Use Element currently designates the entire project site for Commercial Visitor (CV) land uses, these growth projections may not account for the development of the project site with residential uses. However, the conservative, worst-case scenario of 2,024 new City residents with full occupation of the Project, would represent 6 percent[21] and 0.8 percent[22] of overall projected population growth between 2019 and 2050 in the City and the County, respectively. Therefore, the proposed project would generate growth for the City and the overall region within the range of official projections and would assist the City with achieving its RHNA target of 13,368 total units between 2021 and 2029. Any future residential projects developed within the project site would be required to adhere to the City's General Plan and Amended PGSP, provide required development impact fees, and comply with applicable development regulations.

Commercial Component. Operation of the proposed commercial uses within the project site would increase the number of permanent employees present on the project site compared to existing conditions. Although the exact number of employees necessary for each individual commercial development project proposed within the project site cannot be known at this time, the following analysis estimates 481 permanent employees would be generated by the commercial development within the project site. This assumption is based on rate of employment per square foot, based on land use type, from the *Southern California Association of Governments Connect SoCal Sustainable Communities Strategy* (refer to the VMT Analysis[23] prepared for the proposed project as provided in Appendix L-2).

According to the SCAG Growth Forecast Technical Report data summarized in Table 4.13.B, in Section 4.13, Population and Housing, employment within the City is projected to increase by approximately 2,500 individuals, or 2.9 percent, between 2019 and 2050. Similarly, employment within the County is projected to increase by approximately 214,000 individuals, or 11.9 percent, between 2019 and 2050. The estimated 481 permanent positions created by the commercial component of the proposed project would represent 19 percent[24] and 0.2 percent[25]

18 California Department of Finance. 2025. Population and Housing Estimates for Cities, Counties, and the State, January 1, 2024, and 2025. May 1.
19 (2,024 ÷ 193,134) * 100 = approximately 1.05 percent
20 (2,024 ÷ 3,175,427) * 100 = approximately 0.06 percent
21 (2,024 ÷ 29,230) * 100 = approximately 7 percent
22 (2,024 ÷ 248,000) * 100 = approximately 0.8 percent
23 EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment VMT Analysis*. November 4. Page 18.
24 (481 ÷ 2,500) * 100 = approximately 19 percent
25 (481 ÷ 214,000) * 100 = approximately 0.2 percent

of the overall projected employment growth between 2019 and 2050 in the City and the County, respectively. As the project site is currently designated for commercial and visitor uses, the employment from the project is assumed within the SCAG projections, and are therefore consistent with the AQMP.

As of September 2025 (the latest data available), the City had a labor force of 106,100 and the County had a labor force of 1,654,200, with approximately 4,600 and 72,800 people unemployed, respectively.[26] The September 2025 unemployment rate was 4.3 percent for Huntington Beach and 4.4 percent for Orange County. These unemployment rates suggest an available local and regional labor pool exists to serve the long-term employment opportunities that would be provided by the commercial component of the proposed project. Therefore, it is unlikely that the proposed project's labor demand would necessitate a substantial number of employees from outside the region to relocate to the City to meet the operational employment need of the proposed project. As with temporary construction workers, it is possible that a nominal number of employees could relocate to the City as a result of the proposed project, but this would not occur at a scale that would result in substantial population growth. Therefore, growth projections for the proposed project would be within the parameters of expected overall growth in the City. Therefore, the proposed project would not result in growth in the area or in Huntington Beach beyond that which was planned for by SCAG.

Future development implemented in accordance with the proposed zoning and updated land use designations would accommodate planned regional growth, including the SCAG RHNA. Therefore, the proposed project would not exceed the growth assumptions in SCAG's RTP/SCS or the AQMP.

In addition, since the proposed project would not include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities, the proposed project is not a significant project as defined by the SCAQMD *CEQA Air Quality Handbook*. Therefore, it is unlikely that the proposed project would interfere with SCAQMD's goals for improving air quality in the region. The proposed project is therefore considered consistent with Indicator 2.

Summary. Based on the discussion above, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans under Indicator 1 because the proposed project would result in significant and unavoidable long-term operational pollutant emissions. As discussed in Threshold 4.2.2 below, although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, Mitigation Measure AQ-1 would require the implementation of all feasible measures to reduce operational impacts associated with the proposed project. In addition, the proposed project would require that all future development projects within the project site comply with the latest Energy Code and Title

[26] State of California Employment Development Department. 2025. Monthly Labor Force Data for Cities and Census Designated Places, Orange County, September 2025 – Preliminary. September. Website: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html#CCD (accessed December 19, 2025).

24 requirements for new residential and non-residential development. Impacts would be significant and unavoidable.

Threshold 4.2.2: Would the project 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?

Significant and Unavoidable Impact. The Basin is currently designated as nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the federal PM_{10} standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Project construction activities would include demolition, grading, site preparation, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SCAQMD has established Rule 403: Fugitive Dust, which would require

the Applicant to implement measures that would reduce the amount of particulate matter generated during the construction period.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Table 4.2.F lists the tentative project construction schedule based on a five-year construction duration. Table 4.2.G lists the potential construction equipment to be used during project construction under each phase of construction. Construction-related emissions are presented in Table 4.2.H. CalEEMod output sheets are included in Appendix C-1 of this EIR.

Table 4.2.F: Tentative Project Construction Schedule

Phase Number	Phase Name	Phase Start Date	Phase End Date	Number of Days/Week	Number of Days
1	Demolition	6/4/2029	6/6/2031	5	525
2	Site Preparation	12/1/2031	6/4/2032	5	135
3	Grading	6/7/2032	12/10/2032	5	135
4	Building Construction	12/13/2032	12/9/2033	5	260
5	Paving	9/5/2033	1/20/2034	5	100
6	Architectural Coating	6/27/2033	1/20/2034	5	150

Source: Compiled by LSA, based on information provided by the Applicant (May 2026).

Table 4.2.G: Diesel Construction Equipment Utilized by Construction Phase

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
Demolition	Excavators	3	8	300	0.73
	Excavators	2	8	108	0.38
	Tractors/Loaders/Backhoes	2	8	321	0.4
	Skid Steer Loaders	3	8	94	0.37
	Rubber Tired Dozers	1	8	215	0.4
	Off-Highway Trucks	2	8	350	0.38
Site Preparation	Rubber Tired Dozers	3	8	367	0.4
	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Graders	1	8	148	0.41
	Excavators	2	8	36	0.38
	Tractors/Loaders/Backhoes	2	8	84	0.37
	Scrapers	2	8	423	0.48
	Rubber Tired Dozers	1	8	367	0.4
Building Construction	Forklifts	3	8	82	0.2
	Generator Sets	1	8	14	0.74
	Cranes	1	7	367	0.29
	Welders	1	8	46	0.45
	Tractors/Loaders/Backhoes	3	7	84	0.37
Paving	Pavers	2	8	81	0.42
	Paving Equipment	2	8	89	0.36
	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

Source: Compiled by LSA, based on information provided by the Applicant (May 2026).
CalEEMod = California Emissions Estimator Model

Table 4.2.H: Project Construction Emissions

Project Construction	Maximum Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	1.7	36.8	72.0	0.1	3.6	0.8
Site Preparation	1.1	39.9	28.9	<0.1	9.0	5.0
Grading	1.6	60.3	41.1	0.1	8.4	3.7
Building Construction	2.3	25.4	39.3	0.1	10.5	3.0
Paving	0.5	13.3	11.1	<0.1	0.8	0.6
Architectural Coating	68.1	1.3	5.4	<0.1	1.7	0.4
Maximum (lbs/day)	**70.9**	**60.3**	**72.0**	**0.1**	**13.0**	**5.0**
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2026).
Note: Maximum emissions of VOC and PM_{10} occurred during the overlapping building construction, paving, and architectural coating phases.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

As shown in Table 4.2.H, construction emissions associated with the proposed project would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, SO_X, $PM_{2.5,}$ or PM_{10} emissions. As discussed above, according to SCAQMD guidance, projects that exceed the significance thresholds are considered by SCAQMD to result in cumulatively considerable air quality impacts. Conversely, projects that do not exceed the significance thresholds are generally not considered to result in cumulatively considerable air quality impacts. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant, and no mitigation is required.

***Operational Air Quality Impacts*.** Long-term air pollutant emission impacts are those typically associated with mobile sources (e.g., vehicle trips and truck trips), energy sources (e.g., electricity), area sources (e.g., architectural coatings and the use of landscape maintenance equipment), and stationary sources (e.g., use of fire pump).

Mobile source emissions include VOC and NO_X emissions that contribute to the formation of ozone. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Energy source emissions result from activities in buildings for which natural gas is used. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Stationary source emissions are associated with the use of the fire pump.

Model results are shown in Table 4.2.I. CalEEMod output sheets are included as Appendix C-1.

Table 4.2.I: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile Sources	20.8	17.6	231.6	0.7	78.1	20.0
Area Sources	47.6	0.6	67.7	<0.1	0.1	<0.1
Energy Sources	0.6	9.7	5.7	0.1	0.8	0.8
Total Proposed Project Emissions	**69.0**	**27.9**	**305.0**	**0.8**	**79.0**	**20.8**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**Yes**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2026).
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

As shown in Table 4.2.I, project emissions would not exceed the significance criteria for NO_X, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions; however, emissions of VOCs would exceed SCAQMD thresholds. It is important to note that the emissions shown in Table 4.2.1 represent a conservative analysis, as they do not account for potential reductions associated with existing uses. Mitigation Measure AQ-1 would require the implementation of all feasible measures to reduce operational impacts associated with the proposed project.

While Mitigation Measure AQ-1 would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project, these measures would provide emissions reductions that are not quantifiable. In addition, information regarding future development projects within the project site cannot be known at this time as no plans have been submitted to the City; thus, there is currently not enough information to quantify emissions of specific project development that may take place under the proposed project. It is important to note that approximately 54 percent of the total operational VOC emissions are derived from consumer products. Neither the project Applicant nor the City have regulatory authority to control consumer product emissions, and no feasible mitigation measures beyond the measures identified herein exist that would reduce project operation-source of VOC emissions to levels that are less than significant. Therefore, the proposed project's operational emissions of VOC would represent a significant and unavoidable impact for which additional mitigation is not available. Without quantification to guarantee a less than significant finding, future development projects within the project site may still exceed the SCAQMD regional significance thresholds.

Due to the level of the project's regional emissions that would exceed the SCAQMD regional thresholds, and as discussed in the preceding section, the proposed project would also result in significant and unavoidable impacts due to a conflict with or obstruction of the applicable air quality plans. As such, operation of the proposed project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is in nonattainment under an applicable federal or State AAQS. This impact would be significant and unavoidable.

***Long-Term Microscale (CO Hot Spot) Analysis*.** Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project

vicinity are not available. Ambient CO levels monitored at the Mission Viejo Station, the closest monitoring station to the project site, showed a highest recorded 1-hour concentration of 2.5 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 1.6 ppm (the State standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in Section 4.15, Transportation, the proposed project would generate 516 a.m. peak hour trips and 655 p.m. peak-hour trips. Based on the LOS analysis provided in the Traffic Impact Analysis, all study intersections for the proposed project are anticipated to operate at a satisfactory LOS during the a.m. and p.m. peak hours in Existing (2025) with Project condition and in the Opening Year (2035) with Cumulative Projects with Project traffic condition. Additionally, the project driveways are forecast to operate at satisfactory LOS (B or better) during both the a.m. and p.m. peak hours. Therefore, the proposed project would not conflict with the City's LOS standards as contained in the General Plan and the addition of the proposed project traffic would not create any significant wait times at nearby intersections that could generate COP hotspots.

Therefore, given the extremely low level of CO concentrations in the vicinity of the project site, and lack of traffic congestion at any intersections, project-related vehicles are not expected to contribute significantly to result in the CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the proposed project would not result in any project-related impacts on CO concentrations. Impacts would be less than significant, and no mitigation is required.

Threshold 4.2.3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Construction of the proposed project would require the use of diesel-fueled equipment, which could be a source of toxic air contaminants. Additionally, during project operation, diesel fueled trucks would operate on the project site.

The SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where persons gather (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields) as sensitive receptors. Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. Although not sensitive receptors, this discussion includes an analysis of health impacts to nearby worker receptors (i.e., employees in nearby businesses) to ensure that people working close to the proposed project would not be exposed to substantial pollutant concentrations.

The closest sensitive receptors to the project site are residential uses, including single-family homes, which are located adjacent to the east property line at approximately 58 feet from the project site's eastern boundary limit to the residential building facade. The closest worker receptor to the project site is located approximately 660 feet east of the project site along Palm Avenue. The nearest school

is Ethel Dwyer Middle School, located approximately 2,840 feet east of the project site. However, Huntington Beach High School, which is located approximately 4,330 feet east of the project site, represents the most impacted MEI due to modeling accounting for wind dispersion and other atmospheric conditions.

Localized Significance Analysis. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors such as residential land uses in the immediate vicinity of the opportunity sites as a result of construction and operational activities. The thresholds are based on standards established by the SCAQMD in its Localized Significance Thresholds (LST) Methodology[27] and are measured against construction and operational emissions that occur on a specific project site. These emissions are primarily generated from heavy-duty construction equipment and demolition, grading, and trenching activities. However, SCAQMD's LST methodology is intended for evaluation of specific development projects with known site plans, construction schedules, and operational characteristics. Because the proposed project is a program-level planning document and does not identify specific future development proposals, sufficient information is not available to conduct a project-specific LST analysis. Construction and operational emissions associated with future individual development projects within the project site, would however, have the potential to cause or contribute to significant localized air quality impacts to nearby residential land uses. As the location, scale, and construction characteristics of future development projects are not known at this time, the potential for localized air quality impacts cannot be evaluated using the SCAQMD LST methodology. Future development projects within the project site could result in localized air quality impacts and would be subject to project-level review to determine consistency with applicable LST thresholds and to identify any necessary mitigation measures.

Although a project-specific localized impact analysis cannot be conducted at the program level, the significance of regional operational emissions can be evaluated using SCAQMD's regional thresholds. As demonstrated in Table 4.2.I above, operational emissions associated with future development projects within the project site would exceed the SCAQMD's VOC thresholds. Although the emissions from operations resulting from buildout of the proposed project are expected to exceed the SCAQMD's project level thresholds, it should be noted that exceeding or not exceeding the SCAQMD's numeric regional mass daily thresholds does not, by itself, directly correlate to a determination regarding health risk impacts on nearby sensitive receptors. SCAQMD's regional thresholds are intended to evaluate a project's contribution to regional air quality impacts and are not designed to predict site-specific health risks to nearby receptors.

Regional thresholds are designed to evaluate a project's contribution to regional air quality impacts, whereas health risk impacts are evaluated based on pollutant concentrations at specific receptor locations. Accordingly, exceedance of a regional threshold does not necessarily indicate that nearby receptors would experience significant health risks. Potential health risks to nearby sensitive receptors are more appropriately evaluated through localized impact analyses and health risk assessment conducted at the project level. Health impacts are influenced by a

[27] South Coast Air Quality Management District (SCAQMD). 2021. Localized Significance Thresholds. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds (accessed May 2026).

number of factors, including pollutant concentrations at receptor locations, atmospheric conditions, and receptor exposure characteristics. As a result, direct correlations between a project's regional emissions and health outcomes cannot be reliably determined.

Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Because of the relatively small amount of emissions from the proposed project relative to regional-wide emissions, it would be speculative to assess whether or the extent to which the proposed project would contribute to adverse health effects. Even though SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, SCAQMD has not provided methodology, and modeling does not currently exist, to assess the specific correlation between mass emissions generated, cumulative increases from individual projects, and the effect on health or even to determine how exceeding the regional thresholds by small amounts would affect the number of days the region is in nonattainment. Similarly, CARB methodology has reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. For these reasons, mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited above. In contrast, for extremely large regional projects (unlike the proposed project), the SCAQMD has only been able to correlate potential health outcomes for very large emissions sources. As part of its rulemaking activity, the SCAQMD determined that, specifically 6,620 lbs/day of NO_X and 89,180 lbs/day of VOCs were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The proposed project would not generate anywhere near 6,620 lbs/day of NO_X or 89,190 lbs/day of VOC emissions. As shown in Table 4.2.I above, the proposed project would generate approximately 27.9 lbs/day of NO_X during operation (less than 1 percent of 6,620 lbs/day) and approximately 69.0 lbs/day of VOC emissions during operations (less than 1 percent of 89,190 lbs/day). Therefore, the proposed project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O3 to the same extent when exposed to O_3 photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3 which is a criteria pollutant. Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs.

Emissions from the proposed Project would be expected to result in negligible health impacts. No available modeling tools have been proven to provide a reliable and meaningful analysis to correlate an increase in mass totals or concentrations of criteria air pollutants from an individual

project to specific health effects or estimate additional pollutant nonattainment days relative to the NAAQS and CAAQS due to a single project at this time.

However, an analysis of health risks on nearby sensitive receptors from construction and operation of the project related to toxic and diesel particulate emissions was prepared, as detailed below.

Health Risk on Nearby* Sensitive *Receptors. The following sections describe the potential impacts on sensitive receptors from construction and operation of the proposed project, which are based on the results of construction HRA modeling prepared for the project, which is provided in Appendix C-2. The HRA analysis and results are presented below.

***Construction Health Risk* Assessment.** The OEHHA *Air Toxic Hot Spots Program Risk Assessment Guidelines*[28] has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any TAC it has evaluated. In addition, CARB has also identified DPM emitted by off-road and diesel-fueled engines as a TAC.[29] Accordingly, the TAC of primary concern for the proposed project is DPM emitted by diesel-powered construction equipment. For purposes of analysis, OEHHA identifies DPM as a surrogate for whole diesel exhaust. Therefore, PM emissions from construction equipment are used to represent DPM emissions in the HRA, consistent with OEHHA guidance.

A construction HRA was conducted to evaluate potential cancer and noncancer health impacts to nearby sensitive receptors resulting from DPM emissions generated during project construction activities. Table 4.2.J, below, identifies the results of the analysis at the MEI, who is a hypothetical individual who, because of realistically assumed proximity, activities, and living habits, would receive the highest exposure of a pollutant. Model snapshots of the sources are included in Appendix C-2.

As shown in Table 4.2.J, the maximum cancer risk for the residential MEI would be 2.75 in 1 million, which would not exceed the SCAQMD cancer risk threshold of 10 in 1 million. The worker MEI would be 0.05 in 1 million and the school MEI would be 0.04 in 1 million, which would also not exceed the SCAQMD cancer risk threshold of 10 in 1 million. The total chronic HI would be less than 0.01 for the residential MEI, worker MEI, and school MEI, which is below the threshold of 1.0. In addition, the total acute HI would be nominal (0.000), which would also not exceed the threshold of 1.0. Therefore, construction of the proposed project would not cause an

[28] California Environmental Protection Agency Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxic Hot Spots Program – Risk Assessment Guidelines. February. Website: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf (accessed May 2026).

[29] California Air Resources Board (CARB). 2025. Overview: Diesel Exhaust and Health. Website: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health (accessed May 2026).

Table 4.2.J: Health Risks from Project Construction to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential MEI	2.75	<0.01	0.00
Worker MEI	0.05	<0.01	0.00
School MEI	0.04	<0.01	0.00
SCAQMD Significance Threshold	**10 in 1 million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: Compiled by LSA (May 2026).
MEI = maximally exposed individual
SCAQMD = South Coast Air Quality Management District

exceedance of the SCAQMD health risk thresholds and would not result in the exposure of nearby sensitive receptors to substantial pollutant concentrations. Impacts resulting from the exposure of sensitive receptors to substantial pollutant concentrations during construction would be less than significant, and no mitigation is required.

Operational Health Risk. The proposed project includes a General Plan Amendment, a Specific Plan Amendment, and an LCP Amendment to amend the City's General Plan Land Use Element, PGSP, and LCP to allow for residential and open space/park uses. As such, implementation of the proposed project would introduce new sensitive receptors. To evaluate potential health risks associated with locating sensitive receptors near existing sources of air pollution, this analysis considers the recommendations contained in CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*.

CARB's recommendations for the siting of new sensitive land uses were based on a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. Respiratory and cardiovascular problems including asthma, lung cancer, and premature death have been associated with living near major roadways and freeways. Children who live near major roadways and freeways have been found to have higher asthma rates and reduced lung function. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks and benzene and butadiene from passenger vehicles. Exposure to DPM accounts for more than 80 percent of the total carcinogenic risk in the Basin. It has been found that outdoor concentrations are highest near the roadway and decrease with increasing distance downwind of the source. The CARB recommends avoiding siting new sensitive land uses within 500 feet of urban roads with more than 100,000 vehicles per day or rural roads with more than 50,000 vehicles per day.

Table 4.2.K summarizes CARB's recommended separation distances between new sensitive land uses and major sources of air pollution. These recommendations are intended to reduce localized pollutant exposure and associated health risks.

The proposed project includes commercial, residential, and open space uses. Commercial uses would be developed under Planning Area 1. To analyze a worst-case scenario of development, this Draft EIR assumes the development of Planning Area 1 with up to 350 hotel rooms and retail, dining, entertainment, or other visitor-serving commercial establishments. Therefore, none of the uses outlined in Table 4.2.K would be part of the proposed project nor would they be allowed within the project site. Therefore, the proposed project would not introduce land uses commonly associated with substantial TAC emissions, and the CARB-recommended separation distances for such sources would not apply.

Table 4.2.K: CARB Recommendations for Siting New Sensitive Land Uses

Source/Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting new sensitive land uses immediately downwind of ports in the most heavily affected zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005).
CARB = California Air Resources Board

CEQA generally focuses on a project's effect on the environment rather than the environment's effect on future project occupants. However, where a project would exacerbate an existing environmental hazard or condition, the resulting impacts to future residents or users may want evaluation. The project would remove the existing oil and natural gas production facilities within the project site. In addition, there are no nearby sources of TACs, such as industrial facilities, distribution centers, rail facilities, ports, refiners, or other major emission sources within the vicinity of the project site. As there are no substantial sources of TAC emissions and the proposed project would not alter or intensify any nearby sources of emissions, the project would not exacerbate any existing hazards. Therefore, the proposed project would not expose nearby sensitive receptor nor potential future residents to substantial operational health risks, and impacts would be less than significant. No mitigation is required.

4.2.7 Cumulative Impacts

As defined in the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for air quality. The cumulative impact area for air quality related to the proposed project is the South Coast Air Basin. Each project in the Basin is required to comply with SCAQMD rules and regulations and is subject to independent review.

The Basin is currently designated as a nonattainment area for the federal O_3 standard and $PM_{2.5}$ standard and as a nonattainment area for the State O_3, PM_{10}, and $PM_{2.5}$ standard. Thus, the Basin has not met the federal and State standards for these air pollutants. Future development projects within the project site would contribute criteria pollutants to the area during project construction and operation.

Air pollution is inherently a cumulative type of impact measured across an air basin. The discussion under Threshold 4.2.2, above, includes an analysis of the proposed project's contribution to cumulative air impacts. As discussed above, construction emissions associated with the proposed project would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, SO_X, $PM_{2.5,}$ or PM_{10} emissions. However, even with implementation of Mitigation Measure AQ-1, operational impacts from criteria pollutant emissions would exceed SCAQMD thresholds, which could hinder the attainment of air quality standards. Therefore, air quality emissions associated with future development that may occur under the proposed project would result in cumulatively considerable impacts, even with implementation of mitigation. Cumulatively considerable impacts related to air quality would be significant and unavoidable.

4.2.8 Level of Significance Prior to Mitigation

Prior to mitigation, the proposed project would have potentially significant impacts related to long term operational impacts of VOCs. Accordingly, the proposed project would have the potential to conflict with the applicable air quality plans. Furthermore, the proposed project would have potentially significant impacts to nearby sensitive receptors during operation prior to mitigation.

4.2.9 Standard Conditions and Mitigation Measures

4.2.9.1 Standard Conditions

There are no standard conditions that are applicable to the proposed project pertaining to air quality.

4.2.9.2 Mitigation Measures

The following mitigation measures are required to reduce potentially significant impacts related to air quality to the extent feasible:

Mitigation Measure AQ-1 Prior to issuance of building permits, the City of Huntington Beach shall identify project design details and specifications, where feasible, to document implementation and compliance with the following emission reduction measures. Implementation of the

following measures, where applicable, are considered to be applicable, feasible, and effective in reducing criteria pollutant emissions generated by the project:

- The project Applicant shall incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) at the proposed residential uses to minimize the potential impacts of air pollution on sensitive receptors.

- The project Applicant shall incorporate fuel-efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and low or zero-emitting architectural coatings. The project Applicant shall only utilize Energy Star heating, cooling, and lighting devices, and appliances.

- The project Applicant shall utilize energy-efficient design features, including use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.

- The project Applicant shall provide Class I and Class II bicycle parking/storage facilities on site. Bicycle parking facilities should be near destination points and easy to find. At least one bicycle parking space for every 20 vehicle parking spaces should be provided.

- The project Applicant shall provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles.

- The project Applicant shall install 240-volt electrical outlets or Level 3 chargers in parking lots that would enable charging of neighborhood electric vehicles (NEVs) and/or battery powered vehicles.

- The project Applicant shall ensure the planting of trees in landscaping and ground floor parking lots provide shading coverage at a minimum of 25%

- The project Applicant shall use light-colored paving and roofing materials.

- The project Applicant shall use low-volatile organic compound (VOC) paints with 10 grams per liter or less.

4.2.10 Level of Significance After Mitigation

Even with implementation of Mitigation Measure AQ-1, operational impacts from VOC emissions would exceed SCAQMD thresholds, which would hinder the attainment of air quality standards and would conflict with the applicable air quality plan. Impacts would be significant and unavoidable after implementation of mitigation.

4.3 BIOLOGICAL RESOURCES

This section evaluates the potential impacts to biological resources from implementation of the proposed project. This section is based in part on the following:

- *Biological Resources Assessment* (BRA)[1] (provided as Appendix D-1 to this Draft EIR);
- *Delineation of State and Federal Jurisdictional Waters Report* (Jurisdictional Delineation)[2] (provided as Appendix D-2 to this Draft EIR); and
- *City of Huntington Beach General Plan Update Program Environmental Impact Report, Biological Resources Technical Background Report*.[3]

4.3.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Twelve comment letters included comments related to biological resources. These comments generally pertain to concerns about the potential for the proposed project to cause habitat destruction and disrupt wildlife.

4.3.2 Methodology

The analysis of potential impacts to biological resources is based on the site-specific BRA and Jurisdictional Delineation completed for the proposed project. Preparation of the BRA involved a literature review, record search, and field investigation by qualified biologists to determine the existence and potential for occurrence of sensitive or special-status[4] plant and animal species within the project site or its direct vicinity (i.e., a 500-foot buffer). Preparation of the Jurisdictional Delineation involved field surveys and a field delineation to determine the jurisdictional limits of the

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1 ELMT Consulting, Inc. 2026. *California Resources Corporation Palm/Goldenwest Specific Plan Amendment, Huntington Beach, Orange County, California Biological Resources Assessment*. April.

2 ELMT Consulting, Inc. 2025. *California Resources Corporation Palm/Goldenwest Specific Plan Amendment, Huntington Beach, Orange County, California Delineation of State and Federal Jurisdictional Waters.* June.

3 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume I: Technical Background Reports. March. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed April 14, 2026).

4 For the purposes of this analysis, the term "special-status species" refers to those species that are listed or proposed for listing under the California and federal Endangered Species Acts (CESA and/or FESA, respectively); California Fully Protected Species; plants with a California Rare Plant Rank of 1, 2, or 3; California Species of Special Concern; and California Special Animals. It should be noted that "Species of Special Concern" and "California Special Animal" are administrative designations made by the CDFW and carry no formal legal protection status. However, Section 15380 of the *State CEQA Guidelines* indicates that these species should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein.

"waters of the United States," "waters of the State" and jurisdictional streambed (including potential wetlands), located within the boundaries of the project site. While in the field, jurisdictional features were recorded on an aerial base map and Global Positioning System (GPS) technology was used to record and identify specific widths for ordinary high water mark (OHWM) indicators and the locations of photographs, soil pits, and other pertinent jurisdictional features, if present.

In determining the level of significance, this analysis assumes that the construction and operation of the proposed project would comply with relevant federal and State laws and regulations, as well as applicable City General Plan policies in combination with the CEQA Guidelines Appendix G checklist related to biological resources. Refer to Table 4.10.B in Section 4.10, Land Use and Planning, for a full consistency analysis with applicable City General Plan policies.

4.3.2.1 Literature Review and Records Search

Prior to conducting the field investigation, a literature review and records search were conducted for special-status biological resources potentially occurring on or within the vicinity of the project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project site were determined through a query of relevant databases for the *Seal Beach* and *Newport Beach* United States Geological Survey (USGS) 7.5-minute quadrangles. The databases included California Department of Fish and Wildlife's (CDFW) Biogeographic Information and Observation System (BIOS), the California Native Plant Society Electronic Inventory's (CNPSEI) database, the Calflora Database, a compendia of special-status species published by the CDFW, and the United States Fish and Wildlife Service (USFWS) species listings.

All available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the project site were reviewed to understand existing site conditions and note the extent of any disturbances that have occurred within the project site that would otherwise limit the distribution of special-status biological resources. Standard field guides and texts were reviewed for specific habitat requirements of special-status and non-special-status biological resources, as well as the following resources:

- Google Earth Pro historic aerial imagery (1985–2020);
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey;
- USFWS National Wetland Inventory;
- USFWS Critical Habitat designations for Threatened and Endangered Species;
- USFWS Endangered Species Profiles;
- Environmental Protection Agency (USEPA) Water Program "My Waters" data layers; and
- National Oceanic and Atmospheric Administration (NOAA) Essential Fish Habitat Mapper.

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the project site. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the project site.

4.3.2.2 Habitat Assessment/Field Investigation

Following the literature review, on May 19, 2025, an ELMT Consulting biologist inventoried and evaluated the condition of the habitat within the project site. Plant communities and land cover types identified on aerial photographs during the literature review were verified by walking transects throughout the project site, where accessible. In addition, aerial photography was reviewed prior to the site investigation to locate potential natural corridors and linkages that could support the movement of wildlife through the area, which were then walked during the field investigation. Special attention was given to special-status habitats and/or undeveloped areas, which have higher potentials to support special-status plant and wildlife species.

All plant and wildlife species observed, as well as dominant plant species within each plant community, were recorded. Plant species observed during the field investigation were identified by visual characteristics and morphology in the field. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site plant communities and land cover types, and presence of potential jurisdictional drainage and/or wetland features were noted.

4.3.3 Existing Environmental Setting

The project site is located within the *Seal Beach* and *Newport Beach* quadrangles of the USGS 7.5-minute map series within Sections 3, 4, and 10 of Township 6 South, Range 11 West of the San Bernardino Baseline and Meridian. The project site is located at an approximate elevation of 31 to 42 feet above mean sea level and is generally flat, sloping gently down to the southeast with no areas of significant topographic relief.

Under existing conditions, Planning Areas 1, 2, and 3A of the project site are developed with oil and natural gas production infrastructure, including oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. In addition, Planning Area 3B consists of a generally undeveloped area that includes vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands.

4.3.3.1 Site Soils

Based on the NRCS USDA Web Soil Survey, the project site is underlain by Beaches, Marina Loamy Sand (0 to 2 percent slopes), Myford Sandy Loam (0 to 2 percent slopes; 9 to 30 percent slopes, eroded), Hanford fine sandy loam (moderately deep and deep over sand; 0 to 1 percent slopes), and Tidal Flats. Soils on site have been mechanically disturbed and heavily compacted from weed abatement, grading, and previous site development.

4.3.3.2 Vegetation

The vegetation communities within the project site consist of either hardscape or ornamental landscaping. There are no native plant communities or natural communities of special concern on site. The site supports two land-cover types classified as developed and disturbed. Vegetation within the developed portion of the project site generally consists of non-native, ornamental landscape shrubs and trees. The disturbed portion of the project site is generally void of vegetation with the exception of several ruderal, weedy, or non-native/invasive species.

4.3.3.3 Special-Status Plants

According to the CNDDB and CNPS, thirty (30) special-status plant species have been recorded in the *Seal Beach* and *Newport Beach* quadrangles. No special-status plant species were observed on site during the 2025 habitat assessment completed for the BRA. According to the CNDDB, four (4) special-status plant communities have been reported in the *Seal Beach* and *Newport Beach* quadrangles: Southern Coastal Salt Marsh, Southern Dune Scrub, Southern Foredunes, and Southern Cottonwood Willow Riparian Forest. No special-status plant communities were observed on site during the 2025 field investigation completed for the BRA. Due to frequency and degree of ongoing disturbances associated with the current on site land uses, the BRA determined the project site has a limited potential to support suitable habitat for special-status plant species.

Although several special-status plant species are adapted to disturbed environments and have been documented in the vicinity of the project site, soils historically underlying the project site have been highly compacted and overlain by gravel, decomposed granite, asphalt and other manufactured materials to support the current site development. Additionally, historically disturbed areas in the survey area to the northwest of the project site have been densely colonized by ice plant mats (an invasive species), preventing the establishment of any native special-status species.

Due to its regional significance and ability to occur on disturbed or anthropogenically altered sites, the BRA included an in-depth discussion of the potential for the southern tarplant (*Centromadia parryi ssp. australis*) to occur on the project site. Southern tarplant is designated as a CNPS Rare Plant Rank 1B.1 species (plants rare, Threatened, or Endangered in California and elsewhere; seriously Threatened in California). It is not federally listed but is considered a Species of Special Concern in California. Southern tarplant typically occurs in low-lying areas that pond during winter and spring and dry by late summer, leaving behind saline or alkaline soil. Southern tarplant can occur in disturbed or anthropogenically altered sites, provided that alkaline soils and appropriate hydrology remain intact.

A records search was conducted for southern tarplant within a 5-mile radius of the project site. The nearest CNDDB occurrence for the species was recorded on August 20, 2018, approximately 0.40 mile northeast of the project site within Harriett M. Wieder Regional Park. The closest observation posted on iNaturalist was made on May 11, 2024, at the same location.

Southern tarplant was not observed within the project site or the 500-foot survey buffer at the time of the May 2025 field investigation, which was conducted during the typical blooming season for the species (May to November). Therefore, it was determined that the project site has a low potential to support southern tarplant. Given the low likelihood of occurrence and the extremely disturbed

conditions of the project site, the BRA determined that any potential populations on site would be expected to be small, isolated, and of limited conservation value.

Based on the above, the BRA determined that the project site does not have the potential to support any special-status plant species known to occur in the vicinity of the project site and special-status plant species are presumed to be absent from the project site.

4.3.3.4 Wildlife

Fish. The detention basins on the project site do not have the potential to support fish species due to the absence of surface water. Therefore, no fish species are expected to occur within the boundaries of the project site.

Amphibians. The detention basins on the project site do not have the potential to support amphibian species due to the absence of surface water, moist soils, and suitable habitat. Therefore, no amphibian species are expected to occur within the boundaries of the project site.

Reptiles. The project site provides limited foraging and refuge habitat for reptile species adapted to a significant degree of human disturbance. Common reptile species adapted to significant disturbance that may occur on site include southern alligator lizard (*Elgaria multicarinata*) and western fence lizard (*Sceloporus occidentalis*). Due to the surrounding development, the high level of on-site disturbances, and the elimination of native habitats on-site, no special-status reptilian species are expected to occur within the project site.

Birds. The project site and surrounding area provides minimal foraging and nesting habitat for a variety of bird species adapted to a significant degree of human disturbance and urban environments. Bird species detected during the field investigation completed for the BRA include killdeer (*Charadrius vociferus*), house finch (*Haemorhous mexicanus*), rufous hummingbird (*Selasphorus rufus*), California gull (*Larus californicus*), and western gull (*Larus occidentalis*). According to the BRA, additional avian species which may be expected to occur on site include Cooper's hawk (*Accipiter cooperii*), great blue heron (*Ardea herodias*), great egret (*Ardea alba*), and snowy egret (*Egretta thula*).

No active nests or birds displaying nesting behavior were observed during the 2025 field investigation completed for the BRA, which was conducted during the typical breeding season. However, the ornamental landscaped areas on the project site have the potential to provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that are adapted to urban environments.

Mammals. The project site provides limited foraging and cover habitat for a limited variety of mammal species adapted to a significant degree of human disturbance and urban environments. The only mammalian species observed on site during the 2025 field investigation completed for the BRA was California ground squirrel (*Otospermophilus beecheyi*). According to the BRA, additional mammalian species that could occur on site include Viginia opossum (*Didelphis verginiana*), coyote (*Canis latrans*), and raccoon (*Procyon lotor*).

4.3.3.5 Special-Status Animals

According to the CNDDB, eighty-eight (88) special-status wildlife species have been reported in the *Seal Beach* and *Newport Beach* quadrangles.

Based on habitat requirements for the identified special-status species, and known distributions, the BRA determined that the project site has a high potential to support Cooper's hawk (*Accipiter cooperii*); a moderate potential to support great egret (*Ardea alba*), great blue heron (*Ardea herodias*), and California gull (*Larus californicus*); and a low potential to support burrowing owl (*Athene cuincularia*), snowy egret (*Egretta thula*), California horned lark (*Eremophila alpestris actia*), double-crested cormorant (*Nannopterum auritum*), black-crowned night heron (*Nycticorax nycticorax*), and osprey (*Pandion haliaetus*). Of these species, none are State or federally listed as Endangered or Threatened.

Due to their regional significance, the BRA included an in-depth discussion of the potential for the western snowy plover, California least tern, and western burrowing owl to occur on the project site.

Western Snowy Plover. The BRA evaluated the potential for the western snowy plover to be present on the project site due to its listing as a federally Threatened species and a California Species of Special Concern. Nesting habitat for this species includes flat, sandy, and sparsely vegetated areas surrounding coastal dunes, often near natural debris such as shells or kelp. In areas where predation is high, nests may be constructed under overhanging plants. While the project site itself does not provide suitable foraging or nesting habitat for western snowy plover, this species is known to occur at the Bolsa Chica Wetlands and Bolsa Chica State Beach and commonly nests in these areas.

However, the project site is separated from known snowy plover habitat by existing development (e.g., Seapoint Street) and disturbed areas and the species was not observed within the 500-foot survey buffer at the time of the 2025 field investigation. A beach is located west of the project site within the 500-foot survey buffer. While these areas historically supported habitat for the species, they are now subject to a high degree of frequent disturbance associated with recreational activities. Therefore, the project site and immediate surrounding areas no longer allow for suitable nesting opportunities for the species. Accordingly, the BRA concluded that the western snowy plover is absent from the project site.

California Least Tern. The BRA evaluated the potential for the California least tern to be present on the project site due to its listing as a federal and State Endangered subspecies of the least tern and a CDFW fully protected species. Least tern nesting habitat includes bare or sparsely vegetated sand or mudflats along beaches and rivers, as well as islands. Sites that are above the high water mark and are isolated from ground predators are favored. While this species is known to occur at the Bolsa Chica Wetlands, the project site itself does not provide suitable foraging or nesting habitat for California least tern. Additionally, the project site is separated from known least tern nesting habitat by existing development and disturbed areas (e.g., Seapoint Street) and the species was not observed within the 500-foot survey buffer at the time of the 2025 field investigation. Therefore, the BRA concluded that the California least tern is presumed absent from the project site.

Burrowing Owl. The BRA evaluated the potential for the burrowing owl to be present on the project site due to its listing as a Candidate endangered species under the California Endangered Species Act (CESA). Burrowing owls typically roost and nest in burrows created by mammals (such as ground squirrels) or manmade cavities, such as buried and non-functioning drain pipes, stand-pipes, and dry culverts. The 2025 field investigation did not identify any burrowing owls or signs that burrowing owls had been present. However, the field investigation did identify existing low-growing vegetation on the project site consistent with the kind favored by burrowing owl due to its facilitation of line-of-sight observation. Though California ground squirrel and associated burrows were also observed during the field investigation, these burrows were occupied and/or were not large enough to support burrowing owl. Further, the project site is surrounded by power poles, tall trees, and other structures that provide hatching opportunities for large raptors (i.e., red-tailed hawk [*Buteo jamaicensis*]) that typically prey on burrowing owls. Therefore, the BRA concluded that a low potential exists for this species to be present on the project site.

4.3.3.6 Delineation of Jurisdictional Waters

A Jurisdictional Delineation (Appendix D-2) was prepared for the proposed project in order to document the potential jurisdictional authority of the United States Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), the CDFW, and the California Coastal Commission (Coastal Commission) pursuant to Section 401 and 404 of the Federal Clean Water Act (CWA), the California Porter-Cologne Water Quality Control Act, Sections 1600 et seq. of the California Fish and Game Code, and the Coastal Zone Management Act respectively.

The Jurisdictional Delineation included a thorough review of relevant literature and materials to preliminarily identify areas that may fall under the jurisdiction of the regulatory agencies listed above. A query of the USFWS National Wetland Inventory determined that no aquatic resources have been historically mapped within the boundaries of the project site.

During the field delineation conducted on May 19, 2025, the project site was assessed for depressions, inundation, presence of hydrophytic vegetation, staining, cracked soil, ponding, and indicators of active surface flow and corresponding physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris. Suspected jurisdictional areas were checked for the presence of definable channels, soils, and hydrology.

Two (2) detention basins (Basins 1 and 2) were observed on the southeast corner of the project site during the field delineation. Water within these basins is pumped from Basin 1 to Basin 2, before eventually conveying flowing into the public underground storm drain system. At the time of the delineation, neither basin contained any surface water, soil saturation, or vegetation. Therefore, the BRA determined the detention basins on site do not have the potential to provide habitat for wildlife species known to occur in the area, and do not qualify as jurisdictional features under the authority of the USACE, RWQCB, CDFW, or Coastal Commission.

4.3.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to biological resources that are applicable to the proposed project are described below.

4.3.4.1 Federal Regulations

Federal Endangered Species Act of 1973. The federal Endangered Species Act (ESA) defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Under provisions of Section 9(a)(1)(B) of the ESA, it is unlawful to "take" any listed species.

"Take" is defined in Section 3(18) of ESA: "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the USFWS, through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification that result in injury to, or death of species, as forms of "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with the USFWS to ensure the action is not likely to jeopardize the continued existence of the listed species or result in destruction or adverse modification of designated critical habitat. Section 9(a)(2)(b) of the ESA addresses the protections afforded to listed plants.

The take of federally listed species can be authorized under Section 10(a) of the ESA, with development of a Habitat Conservation Plan (HCP) or as part of a Section 7 consultation between the USFWS and another federal agency if the project is subject to federal action (e.g., a Section 404 Permit). Upon development of an HCP, the USFWS can issue incidental take permits for listed species where the HCP specifies at minimum, the following: (1) the level of impact that will result from the taking, (2) steps that will minimize and mitigate the impacts, (3) funding necessary to implement the plan, (4) alternative actions to the taking that were considered by the applicant and the reasons why such alternatives were not chosen, and (5) such other measures that the Secretary of the Interior may require as being necessary or appropriate for the plan. In certain instances, such as for the California gnatcatcher, take of a Threatened species can be authorized by special rule (i.e., 4[d]).

Migratory Bird Treaty Act. The federal Migratory Bird Treaty Act (MBTA) governs take, possession, import, export, transport, selling, purchasing, or bartering of migratory birds and their eggs, parts, and nests, except as authorized under a valid permit. Section 704 of the MBTA states that the Secretary of the Interior is authorized and directed to determine if, and by what means, the take of migratory birds should be allowed and to adopt suitable regulations permitting and governing take while ensuring that take is compatible with protection of the species. Most bird species are protected under the MBTA.

Section 404 of the Clean Water Act. The USACE regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria. USACE's regulatory jurisdiction, pursuant to Section 404 of the Clean Water Act (CWA) and current regulatory definitions, is founded on a direct intermittent or perennial hydrological surface connection between the water body in question and waters subject to interstate commerce during typical years. The USACE typically regulates as non-wetland waters of the United States any body of water displaying an ordinary high water mark (OHWM). To be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic

vegetation, hydric soils, and wetland hydrology. Each characteristic must meet a specific set of mandatory wetland criteria. Based on the decision of *Sackett v. Environmental Protection Agency* on May 25, 2023, the Supreme Court ruled that the CWA extends only to wetlands that have a continuous surface connection with "waters" of the United States (i.e., with a relatively permanent body of water connected to any interstate waters, any waters connected to commerce, and any traditionally navigable waters). The United States Environmental Protection Agency (USEPA) and United States Department of the Army issued a final conforming rule on September 8, 2023, to amend the final "Revised Definition of 'Waters of the United States'" rule. The discharge of dredged or fill material (temporarily or permanently) into waters of the United States (including wetlands) requires authorization from the USACE pursuant to Section 404 of the CWA.

4.3.4.2 State Regulations

California Endangered Species Act. The CDFW, via policies formulated by the California Fish and Game Commission (Commission), regulates species of plants and animals that are in danger of, or threatened with, extinction. The Commission has established a list of Endangered, Threatened, and candidate species that are regulated by the CDFW. Endangered species are native species or subspecies of plants and animals that are in serious danger of becoming extinct throughout all or a significant portion of their range. Threatened species are those species that, although not presently threatened with extinction, are likely to become Endangered species in the foreseeable future in the absence of special protection and management efforts. Candidate species are those species the Commission has formally noticed as being under review for addition to either the list of Endangered or Threatened species or a species proposed for listing.

California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires evaluation of a project's impacts on biological resources and provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts. Furthermore, pursuant to *State CEQA Guidelines* Section 15380, CEQA provides protection for non-listed species that could potentially meet the criteria for State listing. For plants, CDFW recognizes that plants on Lists 1A, 1B, or 2 of the CNPS Inventory of Rare and Endangered Plants in California may meet the criteria for listing and should be considered under CEQA. CDFW also recommends protection of plants, which are regionally important, such as locally rare species, disjunct populations of more common plants, or plants on CNPS List 3 or 4.

Sections 1600–1603 of the California Fish and Game Code. Pursuant to Division 2, Chapter 6, Sections 1600–1603 of the California Fish and Game Code, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife.

CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation." CDFW's definition of "lake" includes "natural lakes or manmade reservoirs." CDFW also defines a stream as "a body of water that flows, or has flowed, over a given course during the historic hydrologic regime, and where the width of its course can reasonably be identified by physical or biological indicators."

It is important to note that the California Fish and Game Code defines fish and wildlife to include all wild animals, birds, plants, fish, amphibians, invertebrates, reptiles, and related ecological communities, including the habitat upon which they depend for continued viability (Fish and Game Code Division 5, Chapter 1, Section 45, and Division 2, Chapter 1, Section 711.2(a), respectively).

Furthermore, Division 2, Chapter 5, Article 6, Section 1600 et seq. of the California Fish and Game Code does not limit jurisdiction to areas defined by specific flow events, seasonal changes in water flow, or presence/absence of vegetation types or communities.

Fish and Game Code Section 3503. Sections 3503, 3503.5, and 3513 protect native birds. Mitigation for avoidance of impacts to nesting birds are typically necessary to comply with these sections of the California Fish and Game Code in CEQA and other permitting documents. Specifically, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit the take, possession, or destruction of birds, their nests, or eggs. This code also specifically protects raptors, including owls, and the CDFW considers a disturbance that results in nest abandonment or loss of reproductive effort as take. Disturbances of active nesting territories shall be avoided during the nesting season.

Fish and Game Code Sections 3511, 4700, 5050, and 5551. Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code designate 37 fully protected species and prohibit the take or possession at any time of such species with certain limited exceptions.

California Native Plant Society. The California Native Plant Society (CNPS) is a nonprofit organization whose purpose is to promote the preservation of native California plants. The CNPS has compiled an inventory comprised of the information focusing on geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California. The list serves as the candidate list for listing as Threatened and Endangered by the CDFW. CDFW recognizes that plants on Lists 1A, 1B, or 2 of the CNPS Inventory of Rare and Endangered Plants in California may meet the criteria for listing and should be considered under CEQA. CDFW also recommends protection of plants, which are regionally important, such as locally rare species, disjunct populations of more common plants, or plants on CNPS List 3 or 4.

Native Plant Protection Act. Sections 1900–1913 of the California Fish and Game Code, the Native Plant Protection Act (NPPA), direct the CDFW to carry out the Legislature's intent to "… preserve, protect and enhance endangered or rare native plants of this state." The NPPA gives the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

Section 401 of the Clean Water Act. Section 401 of the Clean Water Act (CWA) requires any applicant for a Section 404 permit to obtain certification from the State that the discharge (and the operation of the facility being constructed) will comply with the applicable effluent limitation and water quality standards. In California, this 401 certification is obtained from the RWQCB. The USACE, by law, cannot issue a Section 404 permit until a 401 certification is issued or waived. Areas subject to RWQCB jurisdiction typically coincide with those of the USACE (i.e., waters of the United States, including any wetlands). The RWQCB also asserts authority over waters of the State under waste discharge requirements pursuant to the California Porter-Cologne Water Quality Control Act (Porter-Cologne

Act), but this mechanism is typically not invoked in cases where the USACE asserts permitting authority pursuant to the CWA.

4.3.4.3 Regional Regulations

Orange County Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) Central and Coastal Subregions. Assembly Bill (AB) 2172 authorizes the CDFW to enter agreements with any person or local, State, or federal agencies for preparing and implementing NCCPs and for preparing guidelines for developing and implementing NCCPs. The purpose of the NCCP program is to provide regional or area-wide protection for species and natural communities and to promote perpetuation of natural wildlife diversity while allowing compatible and appropriate development and growth. The focus of the NCCP program represents a dramatic shift from "individual species" to "habitat" preservation. A Habitat Conservation Plan (HCP) is the federal counterpart to the NCCP. An HCP must meet ESA requirements and like the NCCP, it allows projects and activities to occur in endangered species' habitats by incorporating HCP-prescribed measures to avoid, minimize, or compensate for adverse effects on natural communities and endangered species.

Orange County's NCCP/HCP was approved in 1996 under the State of California's NCCP program. It encompasses a total area of 208,000 acres, split into Coastal and Central subregions. Of the 208,000 acres, 37,380 are within the Reserve System. The reserves contain special linkages, existing use areas, and other open space areas. The primary goal of the NCCP/HCP is to protect and preserve coastal sage scrub (CSS) in the Reserve System, as well as associated habitats and species. This includes three (3) "Target Species," an additional thirty-six (36) "Identified Species," and four (4) habitat types. The NCCP/HCP specifies that the populations of the Target Species shall be subject to long-term monitoring and that these taxa shall be treated as if they were listed under the California Endangered Species Act (CESA) and the ESA. The City of Huntington Beach is not a signatory to the NCCP/HCP. The project site is not located within the Central/Coastal Subregion of the Orange County NCCP/HCP.

4.3.4.4 Local Regulations

City of Huntington Beach General Plan. The Environmental Resources and Conservation Element and of the City's General Plan puts forth goals, objectives, and policies related to the City's biological resources. The following applicable goals and policies address biological resources:

- **Goal LU-1:** New commercial, industrial, and residential development is coordinated to ensure that the land use pattern is consistent with the overall goals and needs of the community.
    - **Policy LU-B:** Ensure new development supports the protection and maintenance of environmental and open space resources.
- **Goal ERC-1:** Adequately sized and located parks meet the changing recreational and leisure needs of existing and future residents.
    - **Policy ERC-F:** Continue to balance and maintain a mix of recreational focused and passive and natural environment areas that preserve and protect special-status species within open spaces.

- **Goal ERC-3:** Maintain the recreational and cultural identity of the beach while improving and enhancing the overall habitat value of coastal areas.

- **Goal ERC-7:** Wetland areas that serve as important biological resources for threatened and endangered birds, fish, and other species are protected and restored.
  - **Policy ERC-B:** Maintain and enhance existing natural vegetation buffer areas surrounding riparian habitats and protect these areas from new development.
  - **Policy ERC-E:** Reduce pollutant runoff from new development and urban runoff to the maximum extent practicable.
  - **Policy ERC-F:** Continue to evaluate and mitigate the effects of domestic and industrial wastes on living marine resources.

- **Goal ERC-8:** Coastal dunes and habitat resources remain resilient to potential impacts of encroaching development, urban runoff, and possible sea level rise.
  - **Policy ERC-A:** Sustain the biological productivity of coastal waters and maintain healthy populations of species of marine organisms adequate to support long-term commercial, recreational, scientific, and educational purposes.
  - **Policy ERC-C:** Prohibit development that jeopardizes or diminishes the integrity of sensitive or protected coastal plant and animal communities, accounting for expected changes from sea level rise.

- **Goal ERC-9:** Huntington Beach's trees and groves serves important biological functions, including but not limited to nesting and roosting areas for both birds and butterflies, and perches for raptor species.
  - **Policy ERC-A:** Identify, track, and protect trees and groves on public property that provide valuable habitat.
  - **Policy ERC-B:** Maximize and maintain tree coverage on public lands and in open spaces.

- **Goal ERC-10:** An enhanced network of parks, open spaces, and recreation facilities contributes to habitat preservation.
  - **Policy ERC-D:** Support the use of native vegetation and green infrastructure in parks to manage water use, reduce urban runoff impacts, and provide natural habitat.

- **Goal ERC-17:** Enhance and protect water quality of all natural water bodies including rivers, creeks, harbors, wetlands, and the ocean.

- **Policy ERC-F:** Reduce pollutant runoff from new development to marine biological resources and wetlands by requiring the use of the most effective best management practices currently available.

Huntington Beach Municipal Code. Chapter 13.50 (Regulation of Trees) of the City's Municipal Code establishes procedures for obtaining permits for tree removal, planting, spraying, and maintenance within streets, parkways, and public places. As stated in Section 13.50.120, no person shall plant, replant, relocate or remove any tree from any street, parkway or public place without first complying with Sections 13.50.050 through 13.50.070, which describe the process for obtaining a permit. The permit shall set out the specific number of trees to be planted and the specific work to be performed in connection therewith.

City of Huntington Beach Memorandum CI-74 – Tree Replacement for CEQA Compliance. The City of Huntington Beach Memorandum CI-74, Tree Replacement for CEQA Compliance (City Memo CI-74), dated October 1, 2005, requires all projects proposed on vacant lots and parcels developed prior to 1973 are required to replace mature and "significant" trees removed under the project at a 2:1 ratio. For projects proposed on parcels developed after 1973, removal of mature and "significant" trees as part of remodel or redevelopment would require replacement at a ratio of 1:1.

Under City Memo CI-4, if more than two mature trees on a vacant lot or developed parcel are slated for removal, further evaluation under CEQA may be required. In order for the Planning Department to make an adequate assessment, a site plan and photographs of the trees are required. The site plan shall identify all trees and their characteristics (location, type, trunk diameter, height, etc.). In some cases, a Tree Inventory Report prepared by an International Society of Arboriculture (ISA) Certified Arborist may be required.

4.3.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to biological resources if it would:

Threshold 4.3.1: 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 Wildlife or U.S. Fish and Wildlife Service;

Threshold 4.3.2: 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 Wildlife or U.S. Fish and Wildlife Service;

Threshold 4.3.3: 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;

Threshold 4.3.4: 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;

Threshold 4.3.5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

Threshold 4.3.6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Initial Study prepared for the proposed project (Appendix B) determined that all project impacts related to biological resources (Thresholds 4.3.1 through 4.3.6) would be less than significant, and the topic of biological resources was originally not planned for inclusion in this Draft EIR. However, in response to a scoping comment letter received from CDFW on March 23, 2026, the City has decided to include a more detailed analysis of biological resources and all associated thresholds (Thresholds 4.3.1 through 4.3.6) in this Draft EIR.

4.3.6 Project Impacts

Please refer to Section 4.3.9 for a full text description of the standard conditions and/or mitigation measures referenced in the analysis below.

Threshold 4.3.1: **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

Less Than Significant with Mitigation Incorporated.

Direct Impacts. As previously described, the majority of the project site (Planning Areas 1, 2, and 3A) is currently developed with oil and natural gas production infrastructure, including oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. In addition, Planning Area 3B consists of a generally undeveloped area that includes vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands. Therefore, under existing conditions, the project site is generally developed and contains little natural habitat. The only natural habitat present on the project site is located in Planning Area 3B and would be maintained under the proposed project, as no improvements are planned for Planning Area 3B. Therefore, the proposed project would not enable the redevelopment of any land currently used as natural coastal habitat and would not contribute to the loss of coastal habitat along the Pacific Ocean shoreline.

Under the federal Endangered Species Act, "Critical Habitat" refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. As stated in the

BRA, the project site is not located within any federally designated Critical Habitat. The nearest Critical Habitat designation is located approximately 680 feet north of the project site for western snowy plover (*Charadrius nivosus nivosus*). Further, no Environmentally Sensitive Habitat Areas, as defined by the Coastal Commission, were identified on the project site.

As described in Section 4.3.3, the BRA identified 30 special-status plant species that are known to occur within the vicinity of the project site. However, no special-status plant species were observed on the project site during the 2025 field investigation. The presence of ice plant, an invasive species, on the project site limits the potential for native flora to occur. Given the potential for competitive exclusion from invasive species, lack of habitat requirements, and the extent of existing site disturbance, the BRA concluded that the project site does not contain any suitable habitat with the potential to support special-status plant species with the exception of southern tarplant.

Southern tarplant, a CNPS Rare Plant Rank 1B.1 species, has the ability to occur within disturbed and anthropogenically altered sites; therefore, the BRA provided a detailed analysis of the potential for this species to occur on the project site. This analysis concluded that based on habitat requirements and known distributions of the southern tarplant, the project site has a low potential to support this species. To further reduce the low potential impacts to southern tarplant during construction activities (including demolition, remediation, site preparation, and/or future development projects within the project site), the proposed project would be required to implement Mitigation Measure (MM) BIO-1 requiring completion of a pre-construction survey to document the presence/absence of special-status plant species known to occur in the vicinity of the project site, with an emphasis on southern tarplant. As specified in MM BIO-1, if southern tarplant or other special-status plant species are detected and avoidance is not feasible, compensatory mitigation such as seed collection, topsoil salvage, plant salvage may be required to address impacts to these species. Therefore, with implementation of MM BIO-1 the proposed project would ensure that impacts to special-status plant species would be less than significant.

The BRA identified 88 special-status wildlife species that are known to occur within the vicinity of the project site. Of the 88 species, two were observed on the project site during the 2025 field investigation: the California gull and the rufous hummingbird. Although not observed on the project site, the BRA determined that additional special-status wildlife species could have the potential to occur based on habitat requirements. Specifically, the project site has a high potential to support Cooper's hawk; a moderate potential to support great egret, great blue heron, and California gull; and a low potential to support snowy egret, California horned lark, double-crested cormorant, black-crowned night heron, osprey, and burrowing owl. Of these species, none are State or federally listed as Endangered or Threatened. Further, the project site has limited potential to provide foraging habitat and marginal potential to provide nesting opportunities for these species given the degree of human disturbance under existing conditions. Given that surrounding land, including the Bolsa Chica Ecological Reserve and Harriett M. Wieder Regional Park, provide superior habitat, the subject species are more likely to be present in these locations. The portion of the project site most likely to provide foraging and nesting opportunities, Planning Area 3B, would be maintained under the proposed project as its existing condition (open space)

and therefore the proposed project would not result in the loss of habitat that could potentially support special-status species.

Despite the disturbed condition of the project site and the lack of vegetation communities, the project site does have existing ornamental landscaping that could provide suitable habitat for nesting birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or their eggs). To comply with the MBTA and California Fish and Game Code and avoid impacts to nesting birds from implementation of the proposed project, a pre-construction nesting bird survey would be required prior to removal of any on-site vegetation, as detailed in Standard Condition BIO-1. As specified in Standard Condition BIO-1, if an active avian nest is discovered during the pre-construction clearance survey, a no-disturbance buffer would be established to protect the nesting birds.

As described in Section 4.3.3, due to their regional significance, the BRA included an in-depth discussion of the potential for the western snowy plover, California least tern, and western burrowing owl to occur on the project site. These species were not observed on the project site during the 2025 field investigation, and the BRA concluded that the project site does not support suitable habitat for western snowy plover or the California least tern. However, known California least tern nesting colonies are located near the project site in the Bolsa Chica Ecological Reserve. Therefore, implementation of Standard Condition BIO-1 would also reduce potential impacts to California least tern should they be present on the project site at the time of construction activity (demolition, remediation, site preparation, and/or future development projects within the site). As specified in Standard Condition BIO-1, if California least tern are found within the project site or a 500-foot buffer during the pre-construction clearance survey, coordination will need to occur with the CDFW to determine if avoidance and impact prevention measures can be implemented to avoid any direct or indirect impacts to California least tern, or if an Incidental Take Permit Under Section 2081 of the CESA would need to be prepared and approved by CDFW.

While the 2025 field investigation did not identify any burrowing owls or signs that burrowing owls had been present on the project site, existing low-growing vegetation is present on the project site that is consistent with the kind favored by burrowing owl due to its facilitation of line-of-sight observation. Though California ground squirrel and associated burrows were also observed during the survey, these burrows were occupied and/or were not large enough to support burrowing owl. Further, the project site is surrounded by power poles and tall trees, and other structures that provide perching opportunities for large raptors that typically prey on burrowing owls. For these reasons, there is a low potential for burrowing owl to exist on the project site. With implementation of MM BIO-2 requiring pre-construction burrowing owl surveys be conducted prior to ground-disturbing activities, potential impacts to burrowing owl would be reduced to less than significant levels. Therefore, with implementation of MMs BIO-1 and BIO-2, and Standard Condition BIO-1, the proposed project would result in less than significant impacts to special-status wildlife species.

Indirect Impacts. Indirect impacts associated with construction and operation of the proposed project include increased noise, lighting, and other anthropogenic disturbances that could alter migration, breeding, sleeping, foraging, or other wildlife behaviors. Such disturbances could also

cause species to vacate their habitat altogether, depending on their severity. Indirect impacts could interfere with plant species through interference with growth or photosynthesis.

Surrounding land uses beyond the project site include a mix of residential communities, open space areas, and recreational facilities. It should be noted that approximately 700 feet north of the project site, beyond the oil and gas production infrastructure and open space, is the Bolsa Chica Ecological Reserve, which is owned by the State Lands Commission and managed by the CDFW. In addition, Harriett M. Wieder Regional Park is located approximately 800 feet east of the project site. Lastly, the beach is located approximately 350 feet west of the project site beyond PCH. However, the coastal bluffs separating the beach from PCH and the project site provide a natural buffer to noise, lighting, and other potential indirect disturbances associated with the proposed project.

Potential indirect impacts associated with construction and operation of the proposed project are discussed below.

Noise. It should be noted that noise from existing surrounding development contributes to the background noise in the project site vicinity. As described in Section 4.12, Noise, noise sources in the project vicinity include traffic noise from vehicles on PCH, Goldenwest Street, Seapoint Street, and other roadways in the project vicinity. Activities at the oil and natural gas extraction facilities in the Bolsa Chica Lowlands and Pattinson Park also contribute to the existing noise environment of the project site vicinity. Therefore, any special-status species adjacent to the project site are currently subject to a high level of ambient noise.

As described in Section 4.12, two types of short-term noise impacts could occur during construction activities on the project site: construction crew commutes and the transport of construction equipment and materials to the site, and noise generated from construction activities/equipment. Table 4.12.I in Section 4.12 shows the combined noise level at 50 feet from all construction equipment in each phase and the equivalent continuous sound level (L_{eq}) noise level for each equipment at 50 feet based on the quantity, reference maximum instantaneous noise level (L_{max}) noise level at 50 feet, and the acoustical use factor. According to Table 4.12.I, construction noise levels would reach up to 92.3 dBA L_{eq} at a distance of 50 feet. As described in Section 4.12, noise generated by project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once project construction is completed. However, construction noise levels have the potential to exceed the applicable daytime construction noise standard of 80 dBA L_{eq} at the closest residential property lines surrounding the project. Implementation of Mitigation Measure (MM) N-1 would reduce construction noise levels to the applicable daytime construction noise standards or below.

It should be noted that the significance of noise impacts under CEQA is based on perceptibility to the human ear rather than to wildlife species. The City has not adopted any wildlife-specific construction noise restrictions. However, as described in Standard Condition BIO-1, if an active avian nest is discovered during the pre-construction clearance survey, a no-disturbance buffer would be established to protect nesting birds. The size of the no-disturbance buffer would be determined by the wildlife biologist and will depend on the level of noise and/or

surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. Limits of construction to avoid an active nest would be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. Additionally, a biological monitor would be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction noise. With adherence to Standard Condition BIO-1, construction of proposed project (including demolition, remediation, site preparation, and/or future development projects within the project site) would not result in substantial adverse indirect noise impacts on special-status species occupying nearby habitat.

As described in Section 4.12, Noise, new stationary noise sources on the project site associated with future residential and commercial uses could exceed the City's stationary noise standards if they were to occur in areas adjacent to noise-sensitive land uses. Therefore, future development projects within the project site would be subject to MM N-2, requiring preparation of a project-specific operational noise study to identify appropriate measures that would reduce noise levels from long-term operations of the proposed project at nearby noise-sensitive land uses to less than significant. Measures could include setbacks, soundwalls, or locating loading/parking areas on sides of building structures opposite noise-sensitive receptors (using buildings as shielding). The implementation of such measures, as appropriate, would ensure that operation of future development projects within the project site would not result in substantial adverse indirect noise impacts on special-status species occupying nearby habitats.

Light. Lighting from existing surrounding development within the City contributes to the background lighting in the project site vicinity. Therefore, any special-status species in the project site vicinity are currently subject to a high level of ambient light.

As described in Section 4.12, Noise, the construction contractor would limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and Saturdays consistent with City regulations. Therefore, construction activities would generally be limited to daylight hours, with no nighttime construction or lighting during the night hours required. Construction of the proposed project would therefore not result in substantial adverse indirect lighting impacts on special-status species occupying nearby habitats.

As described in Section 4.1, Aesthetics, of the Initial Study prepared for the proposed project (Appendix B), the use of exterior lighting for security and aesthetic illumination of architectural features during project operations may contribute to the spillover of light from the project site onto adjacent properties, including open space areas where special-status species may be present. However, all outdoor lighting would be designed to provide adequate illumination of on-site areas without intruding upon surrounding properties or sensitive land

uses in the project site vicinity. Outdoor lighting would be directed downward and would use DarkSky[5] approved lighting fixtures for all nighttime hours.

Further, developers of future residential and commercial development projects within the project site would be required to provide a lighting plan showing the proposed location, size and materials of all proposed signs and outdoor lighting for review and approval by the Community Development Department prior to the issuance of building permits, as required under the Draft Amended PGSP and described in Standard Condition AES-1 (refer to Section 4.1, Aesthetics, of the Initial Study [Appendix B]). Implementation of Standard Condition AES-1 would ensure that operation of future development projects within the project site would not result in substantial adverse indirect lighting impacts on special-status species occupying nearby habitats.

Dust. As described in Section 4.3, Air Quality, fugitive dust associated with construction activities could occur. Sources of fugitive dust would include disturbed soils at each construction site. Unless properly controlled, vehicles leaving each site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. Generally, larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The South Coast Air Quality Management District (SCAQMD) has established Rule 403: Fugitive Dust, which requires the prevention, reduction, or mitigation of fugitive dust emissions from a project site. Rule 403 restricts visible fugitive dust to a project property line, restricts the net emissions of coarse particles that are 10 microns or less in diameter (PM_{10}) to less than 50 micrograms per cubic meter ($\mu g/m^3$), and restricts the tracking out of bulk materials onto public roads. Additionally, Rule 403 requires construction contractors to utilize one or more of the best available control measures (identified in the tables within the rule). Control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, Rule 403 requires that a contingency plan be prepared if so determined by the United States Environmental Protection Agency (USEPA). In addition, SCAQMD Rule 403(e), Additional Requirements for Large Operations, includes requirements to provide Large Operation Notification Form 403 N, appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control training class in the South Coast Air Basin. Through compliance with SCAQMD's Rule 403, construction activities on the project site would not result in substantial adverse indirect dust impacts on special-status species occupying nearby habitats.

Operation of future development projects within the project site would consist of residential and commercial land uses which are not known to generate substantial volumes of dust. PM_{10} emissions would result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. However, vehicular

[5] The DarkSky Approved program provides objective, third-party certification for products, designs, and completed projects that minimize glare and reduce light trespass/pollution (Source: DarkSky. What We Do. Website: https://darksky.org/what-we-do/darksky-approved/ [accessed August 19, 2025]).

travel is commonplace in the project site vicinity. Therefore, any special-status species in the project site vicinity are currently subject to vehicular PM_{10} conditions. As described in Section 4.3, PM_{10} emissions associated with the proposed project would not exceed applicable SCAQMD significance criteria and therefore would not represent a substantial increase in PM_{10} in the project site vicinity. Therefore, operation of future development projects within the project site would not result in substantial adverse indirect dust impacts on special-status species occupying nearby habitats.

Bird Collisions. The main factors that affect bird collisions include the height of a building, the reflective glass to surface ratio, vegetation along buildings that may be reflected in windows, and nighttime lighting. Because construction activities would not substantially increase these factors, construction of the proposed project would not result in impacts associated with bird collisions.

The Pacific Flyway is a migratory path over large areas used by migrating birds in Western North America, including endangered and threatened species.[6] According to analysis performed by BirdCast, a partnership between the Cornell Lab of Ornithology, Colorado State University, and the University of Massachusetts Amherst, that used weather radar to monitor and predict bird migrations, bird flights in Washington, Oregon, and California average approximately 2,600 feet high, with many birds flying as high as 6,000 feet in altitude.[7] These studies were conducted in geographic regions in California where the conditions, and thus results, could be reasonably applied to the proposed project location. Similarly, according to the Bird Safe Building Guidelines prepared by the National Audubon Society, waterfowl and shorebirds migrate at some of the highest altitudes, with shorebirds flying between 1,000 and 2,000 feet and waterfowl flying at altitudes greater than 2,000 feet.[8] Therefore, most waterfowl and shorebirds that inhabit or use the Bolsa Chica Ecological Reserve as a stopover along their migration routes are likely to migrate at altitudes higher than the maximum allowable building heights under the Draft Amended PGSP. For commercial development in Planning Area 1, the maximum building height would be 50 feet and four stories. For residential development in Planning Area 2, the maximum building height would be 35 feet and three stories. As described in Section 4.1, Aesthetics, these heights would be generally consistent with existing development in the project site vicinity and similar in nature to other mixed-use development along PCH within the city, including the Pacific City complex located approximately 1.4 miles southeast of the project site.

In the event that future development projects within the project site include a high glass to surface ratio, the potential exists for bird collisions. However, non-reflective glass, patterned glass, and glass in the ultra-violet range that would be visible to birds and not humans would

6 United States Fish and Wildlife Service. Migratory Bird Program Administrative Flyways. Website: https://www.fws.gov/partner/migratory-bird-program-administrative-flyways (accessed April 16, 2026).

7 The Cornell Lab of Ornithology. 2021. New BirdCast Analysis Shows How High Migrating Birds Fly. October 13. Website: https://www.allaboutbirds.org/news/new-birdcast-analysis-shows-how-high-migrating-birds-fly/ (accessed April 16, 2026).

8 The National Audubon Society, Audubon Minnesota. 2010. B*ird Safe Building Guidelines, Birds and Buildings*. May.

be considered as part of future project designs to reduce the risk of collisions pursuant to MM BIO-3. Because the proposed project would not create a substantial source of nighttime lighting, the proposed project is not anticipated to disorient birds in a manner that would lead to increased potential for collisions. In summary, with incorporation of Mitigation Measure BIO-1, implementation of the proposed project would not result in substantial adverse indirect impacts related to bird collisions.

Domestic Animals. During construction activities (demolition, remediation, site preparation, and/or future development projects within the project site), domestic animals are not anticipated to be present on the project site. However, residents and visitors present on the project site after each development phase has been completed and operational may be accompanied by domestic cats, dogs, and other animals. These animals could introduce a new, unnatural source of predation for special-status species occupying nearby habitats. However, as previously stated, the project site is located across PCH from a public beach commonly known as Dog Beach for its off-leash dog recreation. Therefore, it is reasonable to assume that domestic animals are already present in the project site vicinity to a greater degree than other parts of the City, including those owned by residents of adjacent residential neighborhoods and those owned by visitors accessing the beach.

In the event an unleashed domestic animal attempts to travel from the project site toward nearby open space areas (e.g. Bolsa Chica Ecological Reserve, Harriett M. Wieder Regional Park, or the beach), there is no direct path of travel for such animals to reach these areas. Each of these areas are separated from the project site by busy roadways (Seapoint Street and PCH, respectively) which would be difficult for domestic animals to cross.

Nevertheless, pursuant to MM BIO-4, future developers would be required to provide informational pamphlets and/or establish informational signage to residents that would inform them of the biological sensitivity of the surrounding areas and advise them of methods that could prevent pets from inadvertently entering sensitive habitat areas. These include, but are not limited to, appropriate leashing practices and the use of gates at home entry/exit points. Upon approval, the pamphlet and/or signage shall be included in the Covenants, Conditions, and Restrictions (CC&Rs) of future Homeowners Associations. Pamphlets would be distributed to each homeowner and/or tenant, while signage would be located at strategic locations throughout the project site. Therefore, with implementation of MM BIO-4, the proposed project would not result in substantial adverse indirect impacts related to domestic animals on special-status species occupying nearby habitats.

Invasive Plant Species. Disturbed portions of the project site are generally void of vegetation with the exception of ruderal, weedy, or non-native/invasive species. This vegetation would be removed as part of grading/site preparation activities associated with construction of the proposed project and properly handled and disposed of to ensure seeds are not transferred to other areas in the project site vicinity. Therefore, construction of the proposed project would not result in substantial adverse indirect impacts related to invasive plant species on special-status species occupying nearby habitats. Conversely, the project would be removing invasive plants.

As described in Chapter 3.0, Project Description, all landscaping on the project site would be consistent with the landscaping characteristics of surrounding land uses, and would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of native, drought tolerant plant species as listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP that is consistent with City landscaping regulations.

As described in Section 3.2.2(4) of the Draft Amended PGSP, Planning Area 3B is envisioned to remain as native habitat areas and no modifications to Planning Area 3B would result from implementation of the proposed project. Additionally, commercial development within Planning Area 1 would be required to incorporate native coastal landscaping to promote habitat preservation and visual connection to nature, as described in Section 3.2.2(4) of the Draft Amended PGSP. Therefore, the landscaped areas of the proposed project would not include highly invasive or exotic species that would have the potential to interfere with growth of native species. Future development projects within the project site would remove existing ruderal, weedy, and non-native/invasive species from the project site and replace them with native, drought tolerant plant species as deemed appropriate by the City as listed in the Draft Amended PGSP. Therefore, operation of future development projects within the project site would not result in substantial adverse indirect impacts related to invasive plant species on special-status species occupying nearby habitats.

Human Recreation. Increased recreational use of the open space areas in the project site vicinity containing suitable habitat for special-status species resulting from increased population on the project site could result in disturbances to such species. While some construction workers may use public recreational facilities located in the vicinity of the project site, this use would be temporary in nature and is expected to be minimal within the overall context of community members who currently use these facilities. Further, as described in Section 4.16, Recreation, of the Initial Study prepared for the proposed project (Appendix B), while some project residents, employees, and visitors would be expected to use public recreational facilities located in the vicinity of the project site, this use is expected to be minimal within the overall context of community members who currently use these facilities. Further, future residential development projects within the project site would include both public and private recreational facilities that would decrease the likelihood for future residents, employees, and guests to utilize external recreational facilities.

Harriett M. Wieder Regional Park consists of approximately 30 acres of natural habitat featuring native plants, a seasonal creek lined with willow trees, and multi-use trails. According to the City's classification system for parks, regional parks are intended to serve a larger regional area, roughly a 30- to 40-mile radius.[9] Harriett M. Wieder Regional Park is intended to serve a relatively high volume of recreational visitors, and species present in this

[9] City of Huntington Beach. 2017. City of Huntington Beach General Plan Update Program Environmental Impact Report, Volume I – Technical Background Reports, Recreation Technical Background Report. Page 1. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf?t=202404051227470&t=2024040512274709 (accessed April 15, 2026).

area are accustomed to a high degree of frequent disturbance associated with recreational activities.

Bolsa Chica Ecological Reserve, located directly north of the project site, is managed by the County and provides various walking trails and open space. However, only the northern portion of Bolsa Chica Ecological Reserve contains trails open to the public for recreation purposes. The portion of the Bolsa Chica Ecological Reserve in the project site vicinity is not open for recreational use; therefore, future residents, employees, and guests of the project site would not be able to utilize the portion of the reserve closest to the project site and would instead likely utilize on-site or recreational facilities in closer proximity to the site. In a broad sense, the inclusion of on-site recreational facilities could reduce the demand on off-site natural recreation areas, thereby reducing human presence in these areas. Further, Bolsa Chica Ecological Reserve is visited by an estimated 100,000 people each year.[10] Therefore, similar to Harriett M. Wieder Regional Park, species present in this area are accustomed to a high degree of frequent disturbance associated with recreational activities.

As described in the BRA, the beach across from the project site vicinity is also subject to a high degree of frequent disturbance associated with existing recreational activities, including off-leash dogs at Dog Beach, and are generally not considered suitable habitat for special-status species.

Based on the above, human recreation associated with future development projects within the project site would not result in substantial adverse indirect impacts on special-status species occupying nearby habitats.

With adherence to MMs BIO-1 through BIO-4, MMs N-1 and N-2, and Standard Conditions BIO-1 and AES-1, the proposed project would not have a substantial adverse effect, either directly or indirectly, on any special-status species. Impacts would be less than significant with mitigation incorporated.

Threshold 4.3.2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. As discussed in Section 4.3.3, the project site is considered developed/disturbed and no riparian habitat is present at the project site. While two water detention basins were observed on site, the basins do not support natural plant communities or riparian habitat(s) that are suitable for special-status species or riparian obligate bird species. Further, hydrology within these basins is generally artificial, consisting of intermittent runoff generated by on-site impervious surfaces, or from direct precipitation. These detention basins were evaluated against relevant criteria, and determined to not currently contain, or have the potential to contain, any

[10] Bolsa Chica Land Trust. Bolsa Chica Reserve Watch. Website: https://bclandtrust.org/blog/landingpage/reserve-watch/9 (accessed April 15, 2026).

riparian habitat or other sensitive wildlife community. Therefore, implementation of the proposed project would not result in direct adverse impacts to riparian habitat.

According to the CNDDB, four special-status plant communities have been reported in the *Seal Beach* and *Newport Beach* USGS 7.5-minute quadrangles: Southern Coastal Salt Marsh, Southern Dune Scrub, Southern Foredunes, and Southern Cottonwood Willow Riparian Forest. However, no special-status plant communities were observed on site during the 2025 field investigation. Therefore, implementation of the proposed project would not result in direct adverse impacts to sensitive natural communities.

As previously described, the project site is located approximately 0.19 mile south of the Bolsa Chica Ecological Reserve, which contains the Bolsa Chica Channel and associated wetlands. However, as previously described, the portion of the project site closest to the Bolsa Chica Ecological Reserve is Planning Area 3B, which would not be impacted by the proposed project and would remain open space consistent with its existing condition. Furthermore, Planning Area 3B is separated by Seapoint Street from the remainder of the project site that would be developed. Therefore, the proposed project would not result in development directly adjacent to any riparian habitat or sensitive natural communities. Therefore, the proposed project would not have a substantial adverse indirect or direct effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. Impacts would be less than significant, and no mitigation is required.

Threshold 4.3.3: Would the project 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?

Less Than Significant Impact.

Direct Impacts. The Jurisdictional Delineation prepared for the proposed project (Appendix D-2) did not identify any resources on site that are subject to USACE, CDFW, or Coastal Commission jurisdiction. The Jurisdictional Delineation determined that the two detention basins present on the southeastern portion of the project site under existing conditions are man-made for retention/detention purposes and are not natural wetlands, wetlands created by modification of a surface water of the state, or artificial wetlands, as described in Santa Ana RWQCB criteria. Further, these features do not support riparian vegetation, hydrophytic plant communities, or any geomorphic features associated with natural drainages as described in CDFW's criteria. Lastly, no Coastal Commission-defined Environmentally Sensitive Habitat Areas occur on the project site. Therefore, the features on site do not qualify as waters of the United States under USACE or waters of the State under Santa Ana RWQCB, CDFW, or Coastal Commission. Because no State or federally protected wetlands are present on the project site, the proposed project would not result in the removal, filling, or hydrological interruption of state or federally protected wetlands. Therefore, direct impacts of the proposed project with respect to state or federally protected wetlands would be less than significant, and no mitigation is required.

Indirect Impacts. The project site is located approximately 0.19 mile south of the Bolsa Chica Ecological Reserve, which contains the Bolsa Chica Channel and associated wetlands. As described

in the BRA, designated Essential Fish Habitat (EFH) for groundfish, finfish, krill (*Euphausia pacifica, Thysanoessa speinifera,* and others), and coastal pelagic species is located approximately 216 feet to the west of the project site. Additionally, estuarine habitat, which is a Habitat Area of Particular Concern (HAPC) for EFH, is located approximately 1,000 feet to the northwest of the project site within the Bolsa Chica Wetlands.

It should be noted that the portion of the project site closest to the Bolsa Chica Ecological Reserve is Planning Area 3B, which would not be impacted by the proposed project and would remain open space consistent with its existing condition. Furthermore, Planning Area 3B is separated by Seapoint Street from the remainder of the project site that would be developed. Therefore, the proposed project would not result in development directly adjacent to the Bolsa Chica Wetlands.

As previously stated, the project site slopes gently downward to the southeast. As described in Section 4.9, Hydrology and Water Quality, under existing conditions, stormwater generated on the project site drains to public catch basins along Goldenwest Street and PCH, and to a parkway drain outlet along Palm Avenue. From the catch basin along Goldenwest Street, stormwater flows to an existing 24-inch storm drain lateral, then to an existing 48-inch main along Goldenwest Street that discharges to the Pacific Ocean. From the catch basin at PCH, stormwater flows to an existing 24-inch storm drain lateral along PCH which discharges to the Pacific Ocean at Huntington Beach. From the parkway drain outlet, stormwater flows to an existing 24-inch storm drain lateral along Palm Avenue, which drains into a residential neighborhood (SeaCliff on the Greens) east of the project site. Therefore, under existing conditions, the Bolsa Chica Wetlands are not located downstream of the project site, and do not receive runoff from the project site.

Proposed amendments to the PGSP include a Master Storm Drain Plan, which would serve as a conceptual guide for future development within the project site. Under the proposed project, the project site would drain via proposed underground conduits into three drainage areas (DAs). Flows from DA 1 would be conveyed from catch basins through a series of storm drain systems to a detention area that would connect to a public catch basin on Goldenwest Street. From this catch basin, stormwater would flow to an existing 24-inch storm drain lateral, then to an existing 48-inch main on Goldenwest Street that ultimately discharges to the Pacific Ocean. Flows from DA 2 would be conveyed from catch basins to a downstream detention area to a public parkway drain outlet along Palm Avenue. From this drain, stormwater would flow to an existing 24-inch storm drain lateral that discharges to the SeaCliff on the Greens neighborhood to the east of the project site. Flows from DA 3 would flow along the surface to a downstream detention area where it would discharge to a State-owned catch basin along PCH. From this catch basin, stormwater would flow into an existing 24-inch storm drain lateral that ultimately discharges onto State-owned beach. Therefore, similar to existing conditions, the Bolsa Chica Wetlands are not located downstream of the project site, and would not receive runoff from the project site once the proposed project is operational.

Because there are no wetland areas located downstream from the project site, it is not anticipated that stormwater runoff from the site would indirectly affect water quality at nearby wetland areas. As described in Section 4.9, Hydrology and Water Quality, project-related construction activities are regulated through the National Pollutant Discharge Elimination System (NPDES) program. As described in Standard Condition WQ-1, future construction activities on the project

site that disturb one acre or more of land would be required to obtain coverage under the NPDES Construction General Permit. Under the Construction General Permit, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and would include Best Management Practices (BMPs) to reduce the introduction of pollutants into runoff. In addition, pursuant to Standard Condition WQ-2, construction activities on the project site would adhere to Section 17.05 of the City's Municipal Code through submittal of a grading plan and Erosion and Sediment Control Plan to the Director of the City Public Works Department, or designee, for review and approval prior to issuance of a grading permit for each individual future development project. Implementation of Standard Conditions WQ-1 and WQ-2, along with compliance with the requirements in the Construction General Permit and City Municipal Code and implementation of construction BMPs would reduce impacts on stormwater quality during construction activities on the project site. Therefore, indirect construction impacts to downstream waters, including potentially jurisdictional drainage features or water bodies, would be less than significant and no mitigation is required.

The proposed project would also be required to adhere to Standard Condition WQ-4, which requires the preparation of project-specific Water Quality Management Plans (WQMPs) for new development and significant redevelopment projects consistent with the requirements of the North Orange County MS4 Permit. Each future development project within the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement. Each project-specific WQMP would be required to specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff during project operation. Implementation of operational BMPs to target pollutants of concern, as required per the North Orange County MS4 Permit and specified in Standard Condition WQ-4, would ensure that the proposed project would not discharge substantial sources of polluted runoff from the project site. Compliance with these regulations would reduce indirect operational impacts to downstream waters, including any potentially jurisdictional drainage features or water bodies, to less than significant levels and no mitigation is required.

Based on the above, indirect impacts of the proposed project with respect to state or federally protected wetlands would be less than significant, and no mitigation is required.

Threshold 4.3.4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding,

and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project site is currently fully developed with oil and gas production infrastructure with the exception of Planning Area 3B, which would remain in its existing condition under implementation of the proposed project. Furthermore, Planning Areas 1, 2, and 3A are currently fenced. Figure 3-3, Surrounding Land Uses, in Chapter 3.0, depicts the project site in relation to surrounding land uses. The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, Ocean Colony), and Pattinson Park to the east; and PCH to the west. The presence of developed land in the project site vicinity (e.g., residential land uses, oil and gas production infrastructure, and roadways) currently limit wildlife movement between the project site and adjacent parcels. Given the developed nature of this area, the wildlife species that occur within the project site and nearby vicinity are adapted to the existing urban-wildland interface. The project site does not correspond to essential connectivity areas, natural landscape blocks or potential riparian connections as documented in the *California Essential Habitat Connectivity Project Report*.[11]

The nearest wildlife corridor in proximity to the project site is the Pacific Ocean, which is located approximately 450 feet west of the project site. The project site is separated from the Pacific Ocean by the busy four-lane PCH roadway, parking lots, the Huntington Beach Bike Trail, and a coastal bluff. Additionally, Harriett M. Wieder Regional Park, located approximately 800 feet east of Planning Area 3B, is considered a wildlife corridor. As previously stated, the portion of the project site closest to Hariett M. Weider Regional Park is Planning Area 3B, which would not be impacted by the proposed project and would remain in its existing condition under the proposed project. Harriett M. Wieder Regional Park is separated from the project site by existing residential uses and, in the case of Planning Areas 1, 2, and 3A, Seapoint Street. Furthermore, the proposed project is not located between the Bolsa Chica Ecological Reserve and Harriett M. Wieder Regional Park and therefore would not interfere with wildlife movement between these open space areas.

Given the intervening development between the project site and nearby habitat corridors, the potential indirect wildlife impacts described under Threshold 4.3.1 (including noise, vibration, light, dust, or human disturbance impacts) associated with construction activities on the project site are not anticipated to deter wildlife from using the nearby wildlife corridors discussed above. Project construction activities would not place any permanent barriers within any known wildlife movement corridors or interfere with habitat connectivity.

Given the developed nature of the project site under existing conditions and the physical separation between the project site and nearby wildlife corridors, the proposed project would not interfere with the movement of any wildlife species or with established wildlife corridors. However, the ornamentally landscaped areas within the project site have the potential to provide minimal foraging

[11] Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California*. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration.

and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. Standard Condition BIO-1 includes measures to prevent potential impacts to nesting birds during construction activities. With implementation of Standard Condition BIO-1, the proposed project would not interfere 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. Impacts would be less than significant, and no mitigation is required.

Threshold 4.3.5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. As described in Response 4.3.1(a), the project site generally lacks native vegetation, and trees present on the project site are non-native ornamental trees including Brazilian peppertree, California palm, bottlebrush, Chinese juniper, and mousehole tree. Development of the proposed project would require the removal of the existing ornamental landscaping and non-native trees from within the project site. It is possible that some of the existing trees may be protected in place, to be determined when project-specific design details for future development within the project site are available.

Although existing trees on the project site are non-native and are not considered sensitive biological resources, City Memo CI-74 requires replacement for removal of trees that are considered mature or "significant",[12] at a minimum 2:1 ratio for redevelopment of sites developed prior to 1973 and a minimum 1:1 ratio for redevelopment of sites developed after 1973. A described in the Historic Resources Assessment prepared for the proposed project (Appendix E-1), at least a portion of the project site was developed prior to 1973; therefore, development of portions of the project site may be subject to the 2:1 tree replacement ratio requirement. As future development projects are proposed within the project site, the City would review each site plan for applicability of City Memo CI-74. Consistent with Standard Condition BIO-2, construction activities within the project site involving the removal of mature/significant trees would be required to comply the requirements of City Memo CI-74 including with the applicable tree replacement ratio.

As discussed in Chapter 3.0, Project Description, ornamental landscaping would be provided throughout Planning Areas 1, 2, and 3A under the proposed project, including a combination of groundcovers, shrubs, and trees. All future landscaping, including replacement trees, would be consistent with the landscaping characteristics of surrounding land uses. All landscaping on the project site would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of plant species listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP.

As described in Section 4.4.5, Streetscape Guidelines, of the Draft Amended PGSP, a 35-foot-wide landscape setback, including a 12-foot-wide multi-use path, is planned for the entire frontage of the project site with Goldenwest Street. The streetscape is planned to feature a repetition of palm trees

[12] City Memo CI-74 states that the definition of a mature/significant tree varies by tree type. However, City Memo CI-74 states that, in general, statue trees with trunks exceeding 10 inches in diameter measured approximately 4 feet above grade are considered mature/significant.

with groupings of deciduous canopy trees. Similar to Goldenwest Street, along Seapoint Street, a 35-foot-wide landscape setback, including a 12-foot multi-use path, is designed for the entire frontage of the project site with Seapoint Street. Any tree plantings within the public right-of-way would be conducted in accordance with Chapter 13.50 (Regulation of Trees) of the City's Municipal Code, including obtaining the appropriate permits from the City Director of Public Works.

With implementation of Standard Condition BIO-2 and adherence to the landscaping requirements set forth in the Draft Amended PGSP, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

Threshold 4.3.6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. There is no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other habitat conservation plan in the City. As described in Section 4.3.4.3, the City of Huntington Beach is not a signatory to the Orange County Central/Coastal Subregion NCCP/HCP. The project site is not located within the Central/Coastal Subregion of the Orange County NCCP/HCP.

The Orange County Transportation Authority (OCTA)/California Department of Transportation (Caltrans) NCCP/HCP,13 which was adopted for the purpose of permitting freeway capital improvement projects proposed by OCTA and OCTA's habitat preserve, restoration, and monitoring activities, includes a Plan Area that covers the entirety of Orange County, including Huntington Beach. The City is not a party to the OCTA NCCP/HCP, and development activity within the City is not subject to the provisions of the OCTA NCCP/HCP. Therefore, the OCTA NCCP/HCP does not apply to the proposed project, and the proposed project would not conflict with any local, regional, or State HCP or NCCP. Therefore, the proposed project would not impact an adopted Natural Community Conservation Plan, Habitat Conservation Plan, or other approved local, regional, or State habitat conservation plan, and no mitigation is required.

4.3.7 Cumulative Impacts

As defined in Section 15355 of the *State CEQA Guidelines*, cumulative impacts refer to the incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. The cumulative study area for biological resources is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

Cumulative impacts are addressed only for those thresholds that would result in a project-related impact, whether it be less than significant or less than significant with mitigation. If the project would result in no impact with respect to a particular threshold, by definition, it would not contribute to a cumulative impact. Therefore, no analysis would be required. As detailed in this section, the proposed

13 Orange County Transportation Authority (OCTA). 2016. *OCTA M2 Natural Community Conservation Plan/Habitat Conservation Plan.* November. Website: https://www.octa.net/pdf/NCCP%20HCP%20FINAL.pdf (accessed November 10, 2025).

project would have no impact with respect to habitat conservation plans and therefore would not contribute to a cumulatively considerable impact with respect to this threshold. Additionally, as described in this section, the project site does not contain any riparian habitat, sensitive natural communities, or State or federally protected wetlands. As with the proposed project, the cumulative projects are generally proposed on infill sites that are already disturbed/developed under existing conditions, as they are also located in urbanized portions of the City. Therefore, there is no potential for the cumulative loss of natural coastal habitat under the proposed project in combination with cumulative projects. Based on this information, the proposed project would not contribute to cumulative impacts related to these topics. Other past, present, and future projects, including those listed in Table 4.A, with the potential to result in impacts to riparian habitat, sensitive natural communities, or State or federally protected wetlands would be required to adhere to existing regulatory schemes and project-specific mitigation, including obtaining permits from the USACE, RWQCB, and CDFW, to address potential impacts.

No special-status plant species were observed on the project site during the 2025 field investigation. Given the potential for competitive exclusion from invasive species, lack of habitat requirements, and the extent of existing site disturbance, the BRA concluded that the project site does not contain any suitable habitat with the potential to support special-status plant species with the exception of southern tarplant. It is possible that other cumulative project sites may also have the potential to support southern tarplant, meaning a cumulatively considerable impact could occur during concurrent construction periods. Although not observed on the project site during the 2025 field investigation, the BRA determined that the project site could support certain special-status animal species, including Cooper's hawk, great egret, great blue heron, and California gull, burrowing owl, snowy egret, California horned lark, double-crested cormorant, black-crowned night heron, and osprey. It is possible that other cumulative project sites may also have the potential to support these species meaning a cumulatively considerable impact could occur during concurrent construction periods. However, the proposed project's potential contribution to adverse impacts to these special-status species would be eliminated through the implementation of MMs BIO-1 through BIO-4, MMs N-1 and N-2, and Standard Conditions BIO-1 and AES-1. Therefore, the proposed project would not result in cumulatively considerable impacts to special-status species impacts and habitat corridors during construction would be reduced to a less than significant level. Further, pother past, present, and future projects, including those listed in Table 4.A, with the potential to result in impacts to special-status species would be required to adhere to existing regulatory schemes and project-specific mitigation, including the MBTA and the California Fish and Game Code to address potential impacts to nesting birds. Since all projects within the cumulative study area would be required to implement appropriate regulatory compliance measures to avoid impacts to nesting birds, implementation of the proposed project, when evaluated in combination with the development of projects listed in Table 4.A, would not contribute to a cumulatively considerable impact on special-status biological resources or habitat linkages. Further, each cumulative project is separated from the natural habitat areas and corridors discussed throughout this section (Bolsa Chica Ecological Reserve, Harriett M. Wieder Regional Park, and the beach in the project site vicinity) by intervening urban development and therefore would not be anticipated to contribute to incremental indirect impacts to special-status species occupying these areas or habitat corridors between these areas.

City Memo CI-74 (refer to Standard Condition BIO-2) requires replacement for removal of trees that are considered mature or "significant",[14] at a minimum 2:1 ratio for redevelopment of sites developed prior to 1973 and a minimum 1:1 ratio for redevelopment of sites developed after 1973. Further, under City Memo CI-74, if more than two mature trees on a vacant lot or developed parcel are proposed for removal, further evaluation under CEQA may be required, including documentation of the trees and possibly a Tree Inventory Report. Similarly, compliance with Chapter 13.50 (Regulation of Trees) of the City's Municipal Code would ensure adherence to approved City procedures for modifications to street trees. Compliance of the proposed project, in combination with cumulative projects, with City Memo CI-74 would address cumulative mature tree and street tree loss in the City through evaluation and replacement mandates, thereby ensuring that cumulative impacts related to policies or ordinances protecting biological resources are less than significant.

Each discretionary development proposal received by the City, including the past, present, and future projects listed in Table 4.A, would be required to comply with the requirements of CEQA, including an environmental review as applicable, to determine if the project would have a significant impact with respect to biological resources. If a project is determined to have a potentially significant impact related to biological resources, project-specific mitigation would be identified and prescribed in order to reduce any potentially significant impacts to biological resources, as with the proposed project. In addition, past, present, and future projects would also be required to demonstrate consistency with City's General Plan goals and policies intending to protect and preserve important ecological and biological resources, and natural features. Overall, the project's cumulative contributions to impacts to plant communities, sensitive wildlife species, habitat fragmentation, wildlife movement, jurisdictional waters, habitat conservation plans, local ordinances, and regulations protecting biological resources are considered less than significant with implementation of standard conditions and mitigation measures.

4.3.8 Level of Significance Prior to Mitigation

The proposed project would result in potentially significant impacts related to biological resources prior to mitigation.

4.3.9 Standard Conditions and Mitigation Measures

4.3.9.1 Standard Conditions

The following standard conditions, in addition to Standard Condition AES-1 (as detailed in Section 4.1, Aesthetics, of the Initial Study prepared for the proposed project [Appendix B]), Standard Conditions WQ-1, WQ-2, and WQ-4 (as detailed in Section 4.9, Hydrology and Water Quality), are required for the proposed project:

Standard Condition BIO-1 **Compliance with Migratory Treaty Bird Act (MBTA).** Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and

[14] City Memo CI-74 states that the definition of a mature/significant tree varies by tree type. However, City Memo CI-74 states that, in general, statue trees with trunks exceeding 10 inches in diameter measured approximately 4 feet above grade are considered mature/significant.

3513 prohibit the take, possession, or destruction of birds, their nests or eggs). In order to protect migratory bird species, a nesting bird clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities associated with construction of the proposed project (including demolition, remediation, site preparation, and/or future development projects within the Palm/ Goldenwest Specific Plan Area) that may disrupt the birds during the nesting season.

Bird nesting season generally extends from February 1 through August 31. To avoid impacts to nesting birds (both common and special status) during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird clearance survey, three (3) days prior to project-related activities to identify any active nests occur on or immediate adjacent to the project site. If project activities are delayed for more than 30 days, a new clearance survey will need to be conducted. Special attention shall be paid to the presence of California least tern, since known nesting colonies occur approximately 3,000 feet to the northwest within the Bolsa Chica Ecological Reserve. If no active nests are found, no further action shall be required. However, if an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer shall be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors shall be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas.

Additionally, a biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. Although not anticipated, if California least tern are found within the project site, or 500-foot buffer during the pre-construction clearance survey, each Project Applicant/Developer shall coordinate with the California Department of Fish and Wildlife (CDFW) to determine if avoidance and impact prevention measures can be implemented to avoid any

direct or indirect impacts to California least tern, or if an Incidental Take Permit Under Section 2081 of the California Endangered Species Act (CESA) will need to be prepared and approved by CDFW.

Standard Condition BIO-2 **Mature Tree Replacement.** Prior to the issuance of grading or building permits for site preparation activities or future developments within the project site, each project Applicant/Developer shall comply with City of Huntington Beach (City) Memorandum CI-74, Tree Replacement for CEQA Compliance (City Memo C1-74), including demonstrating in each project's landscaping plan that the appropriate number of replacement trees (at a minimum 2:1 ratio) are provided to replace existing mature trees (i.e., exceeding 10 inches in diameter measured approximately 4 feet above grade, or as otherwise determined by the City) that would be removed to accommodate each proposed development. The landscaping plan shall be submitted to the Director of the City's Community Development Department, or designee, for review and approval for each future development project within the project site.

4.3.9.2 Mitigation Measures

The following mitigation measures, in addition to Mitigation Measures N-1 and N-2 (as detailed in Section 4.12, Noise), are required to reduce potentially significant impacts related to biological resources to a less than significant level:

Mitigation Measure BIO-1 **Pre-Construction Special-Status Plant Survey.** A pre-construction special-status plant clearance survey shall be conducted prior to ground-disturbing activities associated with the proposed project (including demolition, remediation, site preparation, and/or future development projects within the Palm/Goldenwest Specific Plan Area) to document the presence/absence of special-status plant species known to occur in the vicinity of the project site. Special attention shall be paid to the presence/absence of southern tarplant within the project site and adjoining properties, when accessible. The focused plant survey shall be conducted in accordance with protocols and guidelines that have been approved and recommended by the United States Fish and Wildlife's (USFWS) 1996 *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants*; the California Department of Fish and Wildlife's (CDFW) 2018 *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*; and the California Native Plant Society's 2001 Botanical Survey.

Due to the variation in blooming periods for special-status plant species known to occur in the vicinity of the site, up to three (3) site visits during the blooming season (March through June) are usually required to make observations during the appropriate phenological stage of the target plant species. Since emphasis will be placed on the presence/absence of southern tarplant within the project site, the surveys shall be conducted between March and November to correlate with the typical blooming time of southern tarplant, with at least one (1) of the 3 surveys being conducted during the peak blooming time for the species (May through November).

Following the completion of the surveys, a letter report shall be prepared and submitted to the Director of the City of Huntington Beach's (City) Community Development Department, or designee, that includes a summary of the methods, conditions, and results of the surveys. An exhibit depicting the project site and survey area shall be included in the report that will also include the location of any special-status plant species, if found. If southern tarplant or other special-status plant species are detected and avoidance is not feasible, compensatory mitigation such as seed collection, topsoil salvage, plant salvage could be required. Recommended compensatory mitigation measures, if applicable, shall be included in the letter report. Each Applicant/Developer shall adhere to any such recommendations and provide evidence that these measures have been incorporated to the Director of the City's Community Development Department.

Mitigation Measure BIO-2

Pre-Construction Burrowing Owl Clearance Survey. To avoid impacts to burrowing owl, a qualified Avian biologist shall conduct a pre-construction burrowing owl clearance survey no more than three (3) days prior to any construction activity (including demolition, remediation, site preparation, and/or future development projects within the Palm/Goldenwest Specific Plan Area). The pre-construction survey will identify the presence and location of any burrowing owl within the boundaries of the project site and a 500-foot survey buffer. A report documenting the results of the survey shall be sent to the approving authority no more than 30 days after the survey. If burrowing owls are found within 150 feet of construction activities, all construction shall cease and consultation with the CDFW shall be required. Construction will only resume upon consultation with CDFW and when it is confirmed that the area is cleared of burrowing owl activity, or that construction activities shall not directly or indirectly affect the burrowing owls. If project activities are delayed for more than 30 days, a new clearance survey shall be conducted.

Mitigation Measure BIO-3 **Bird Collision Avoidance.** Prior to the issuance of building permits for each future development project within the project site, the Director of the City's Community Development Department, or designee, shall verify that each project incorporates bird safe elements in architectural design to the extent feasible, including but not limited to non-reflective glass, patterned glass, and glass in the ultra-violet range to minimize potential bird collisions.

Mitigation Measure BIO-4 **Environmental Awareness Strategies.** Prior to the issuance of occupancy permits for future residential developments within the project site, each project Applicant/Developer shall prepare an informational pamphlet and/or informational signage, subject to approval by the Director of the City's Community Development Department, that informs residents of the biological sensitivity of the surrounding areas (e.g., Bolsa Chica Ecological Reserve) and advises residents of methods to be used to prevent pets from inadvertently entering sensitive habitat areas. These include, but are not limited to, appropriate leashing practices and the use of gates at home entry/exit points. Upon approval, the pamphlet and/or signage shall be included in the Covenants, Conditions, and Restrictions (CC&Rs) of future Homeowners Associations and distributed to each homeowner and/or tenant or displayed at strategic locations throughout the project site.

4.3.10 Level of Significance After Mitigation

Potentially significant impacts would be reduced to less than significant levels after mitigation. Therefore, with implementation of MMs BIO-1 through BIO-4, the proposed project would not result in any significant impacts related to biological resources.

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4.4 CULTURAL RESOURCES

This section evaluates the potential impacts to cultural resources from implementation of the proposed project. This section is based in part on the following:

- *City of Huntington Beach General Plan Historic and Cultural Resources Element*;[1]
- Project-specific *Historic Resources Assessment, Palm/Goldenwest Specific Plan Amendment Project* (Historic Resources Assessment; HRA)[2] (provided as Appendix E-1 to this Draft EIR); and
- Project-specific *Archaeological Survey Report for the Palm/Goldenwest Specific Plan Amendment Project, City of Huntington Beach, Orange County, California* (Archaeological Survey Report)[3] (provided as Appendix E-2 to this Draft EIR).

The term "site" is used in two contexts in this section:

- The "project site" should be interpreted to mean the approximately 92-acre site proposed for development.
- A "cultural resources site" should be interpreted to mean the specific locations of documented cultural materials or artifacts.

4.4.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Four comment letters included comments related to cultural resources. These comments pertain to concerns about the potential for finding unknown archaeological resources during ground-disturbing activities and engagement from applicable cultural groups.

4.4.2 Methodology

4.4.2.1 Historic Resources Assessment

The analysis of potential impacts to historic resources is, in part, based on the site-specific HRA (October 2025) prepared for the proposed project. Preparation of this report included conducting

1 City of Huntington Beach. 2015. *City of Huntington Beach General Plan Historic and Cultural Resources Element*. October 19. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Historic-And-Cultural-Resource-Element-with-Matrix-2018.pdf?t=202404051228200&t=202404051228200 (accessed April 1, 2026).

2 LSA Associates, Inc. 2025. *Historic Resources Assessment, Palm/Goldenwest Specific Plan Amendment Project.* October.

3 LSA Associates, Inc. 2026. *Archaeological Survey Report for the Palm/Goldenwest Specific Plan Amendment Project, City of Huntington Beach, Orange County, California*. January.

historical background research and carrying out an intensive-level field survey to provide the City with the necessary information and analysis to determine, as mandated by CEQA, whether the proposed project would cause substantial adverse changes to any historical resources that may exist in or around the project site.

Research methods focused on the review of a variety of primary and secondary source materials relating to the history and development of the project area. Sources included, but were not limited to, building permits, published literature in local and regional history, news articles, historic aerial photographs and maps, historic photographs, the *City of Huntington Beach Historic Context & Survey Report* (Context Statement),[4] and records available at the California Department of Conservation. The City's Context Statement was prepared for the purpose of identifying, measuring, and classifying historic sites and structures, and possible candidates for historic districts as they pertain to the history and events that have contributed to the development of the City's built environment.

The intensive-level pedestrian field survey was conducted by two qualified architectural historians on September 26, 2025. The focus of this field survey was buildings, structures, and groups of structures and/or infrastructure on the project site determined to be constructed prior to 1980 based on archival research. Observations regarding materials, current conditions, and, where appropriate, architectural characteristics, were recorded. Photographs were also taken and are included throughout the HRA (Appendix E-1 to this Draft EIR).

4.4.2.2 Archaeological Survey Report

The analysis of potential impacts to archaeological resources is based in part on the site-specific Archaeological Survey Report (January 2026) prepared for the proposed project. Preparation of this report included a literature and records search, a search for prior studies and recorded resources at the California Historical Resource Information System's (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, and an intensive-level cultural resource pedestrian survey.

The archaeological records search was conducted at the SCCIC on September 25, 2025, and included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects completed within 0.5 mile of the project site.

The archaeological pedestrian field survey was conducted by a qualified archaeologist on November 5, 2025, and November 13, 2025, to locate prehistoric or historic material in areas of exposed sediment within the project site. The survey was conducted by walking northwest-southeast transects separated by 5–7 meters in the northwest-southeast direction parallel to Pacific Coast Highway (PCH) since surface oil pipelines are aligned in the same direction. The survey found only small areas with exposed sediment within the project area. These areas included the water retention basins near Goldenwest Street, the fenced edge of the entire project site, and the water

[4] City of Huntington Beach. 2014. *City of Huntington Beach Historic Context & Survey Report*. Website: https://cms3.revize.com/revize/huntingtonbeachca/Historic-Context-and-Survey-Report-Final-Draft.pdf (accessed April 1, 2026).

retention basin on the east side of the project site north of Seapoint Street. Exposed sediment was observed to be a yellow-brown silt clay with quantities of gravel road base. All sediment exposures were carefully inspected for evidence of cultural resources, and photographs were taken at various points within the project site boundaries.

4.4.3 Existing Environmental Setting

4.4.3.1 Natural Setting

The project site is located along the southwestern margin of the Orange County Coastal Plain, a relatively broad lowland area characterized by alluvial sediments and alluvial fans deposited along the ancestral Santa Ana River during late Quaternary time.[5] The Coastal Plain is bounded to the northeast by highland areas and foothills, including the Puente and Coyote Hills, and to the southwest by low coastal hills and mesas that are associated with the Newport-Inglewood structural zone. Along this margin, the coastline oscillates between highland areas and the continuations of lowland areas that extend to the Pacific Ocean shoreline.

Based on regional mapping, site soils are anticipated to consist of poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine, and colluvial deposits.[6]

4.4.3.2 Cultural Setting

In the late 18th century, the project site and much of the City belonged to a rancho spanning approximately 167,000 acres known as *Rancho Los Nietos*.[7] By the late 19th century, the project site became part of a different rancho, *Rancho La Bolsa Chica*, which spanned approximately 8,100 acres. Ranchos, first established during Spanish rule and later continued under the Mexican flag, were government-issued property ownership rights to large tracts of land given to individuals who had been loyal to the Spanish Crown or later to the newly independent government in Mexico.[8] Ranchos were generally used for raising cattle and sheep. At the time the project site belonged to ranchos, it generally consisted of semi-arid grazing lands with treeless bluffs.[9]

In 1845, local Californians ousted the Mexican-appointed Governor Manuel Micheltorena and elected Pío Pico to administer the *Pueblo of Los Angeles*, which by then, was California's largest city. The United States intervened in the rebellion against Mexico, and in January 1847, Pico surrendered to Colonel John C. Fremont and Los Angeles became American.

With the discovery of gold in northern California bringing waves of prospectors into Mexican Alta California, Los Angeles grew as a mercantile center and its surrounding ranches prospered by

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5 Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*, Page 2. February 28.

6 *Ibid.* Page 2.

7 LSA Associates, Inc. 2025. *Historic Resources Assessment, Palm/Goldenwest Specific Plan Amendment Project.* October.

8 California Missions Foundation. *California Ranchos*. Website: https://californiamissionsfoundation.org/ranchos/ (accessed January 14, 2025).

9 LSA Associates, Inc. 2025. *Historic Resources Assessment, Palm/Goldenwest Specific Plan Amendment Project.* October.

supplying beef to the miners and recent arrivals. Land ownerships were contested in the courts due to political upheaval and imprecise mapping, leaving the project site and surrounding area its pre-American agrarian character through the American Civil War.

The rancho system eventually collapsed, creating opportunities for new settlers to move in. New settlers drained the marshes, dug ditches and canals, and farmed the reclaimed fields to grow crops. The Pacific Electric Railway was extended to the area via Seal Beach on a route paralleling modern-day PCH in 1904, as the Huntington Beach Company (HBC) developed the town with infrastructure and utilities. At the time of the City's incorporation in 1909, agriculture was the City's primary economic engine, while tourism began to grow due to the coastal location of the City.

Oil was discovered underlying the City in the Huntington Beach Oil Field in the 1920s, leading to the rapid development of oil production infrastructure and new residential subdivisions for oil workers and their families. This period is known today as the Huntington Beach Oil Boom. To date, this pattern of development characterizes the project site and surrounding area.

4.4.3.3 Project Site History

Under existing conditions, the project site is developed with active oil and natural gas production facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. Planning Areas 1, 2, and 3A contain paved and unpaved internal circulation roadways and surface parking for employee and visitor vehicles. Planning Area 3B consists of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands.

According to the data obtained from the SCCIC records search, 21 previous cultural resource studies were completed within a 0.5-mile radius of the project site, resulting in the recording of eight cultural resources (six prehistoric resources and two historic resources) within this 0.5-mile radius.

Of the 21 previous cultural resources studies, 8 included portions of the project site, though these prior studies generally overlapped with only a small portion of the project site. No cultural resources were recorded within the project site boundaries as a result of these previous cultural resources studies.

4.4.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to cultural resources that are applicable to the proposed project are described below.

4.4.4.1 Federal Regulations

The National Historic Preservation Act of 1966 (NHPA). The NHPA requires that the federal government list significant historic resources on the National Register of Historic Places (National Register). Federal agencies must consult the National Register when planning to undertake or grant approval through permits for a project. Prior to the issuance of any license or implementation of any project, the federal agency must consider the effects of a project or license on any historical

buildings, sites, structures, or objects that are included on, or eligible for inclusion on, the NRHP (16 United States Code [USC] Section 470(f)). This typically includes consultation with the federal agency responsible for the undertaking; the State Historic Preservation Officer (SHPO); local Native American groups and individuals; local and State historical societies and organizations; and relevant archival sources, including the appropriate facility of the California Historical Resources Information System (CHRIS).

Archaeological Resources Protection Act. The Archaeological Resources Protection Act was enacted in 1979 by the United States government with the purpose of securing the protection of archaeological resources and sites on public lands and Native American lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals.

Native American Graves Protection and Repatriation Act. The Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. It requires that federal agencies and museums receiving federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items.[10]

4.4.4.2 State Regulations

California Environmental Quality Act (CEQA) Requirements. CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's lead agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)). A historical resource consists of:

> "Any object, building, structure, site, area, place, record, or manuscript which a Lead Agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California…. Generally, a resource shall be considered by the Lead Agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" *State CEQA Guidelines* Section 15064.5(a)(3).

In accordance with *State CEQA Guidelines* Section 15064.5(b), a substantial adverse change in the significance of a historical resource is a significant effect on the environment.

[10] National Park Service (NPS). *The Native American Graves Protection and Repatriation Act (NAGPRA).* Website: https://www.nps.gov/subjects/nagpra/index.htm (accessed January 14, 2025).

CEQA requires a lead agency to determine whether an archaeological cultural resource meets the definition of a historical resource, a unique archaeological resource, or neither (*State CEQA Guidelines* Section 15064.5(c)). Prior to considering potential impacts, the lead agency must determine whether an archaeological cultural resource meets the definition of a historical resource in *State CEQA Guidelines* Section 15064.5(c)(1). If the archaeological cultural resource meets the definition of a historical resource, it is treated like any other type of historical resource in accordance with *State CEQA Guidelines* Section 15126.4. If the archaeological cultural resource does not meet the definition of a historical resource, then the lead agency determines whether it meets the definition of a unique archaeological resource as defined in *State CEQA Guidelines* Section 21083.2(g). In practice, however, most archaeological sites that meet the definition of a unique archaeological resource will also meet the definition of a historical resource. Should the archaeological cultural resource meet the definition of a unique archaeological resource, it must be treated in accordance with *State CEQA Guidelines* Section 21083.2. If the archaeological cultural resource does not meet the definition of a historical resource or an archaeological resource, the effects to the resource are not considered significant effects on the environment (*State CEQA Guidelines* Section 15064.5(c)(4)).

California Public Resources Code Section 5097.5. PRC Section 5097.5 provides for the protection of cultural resources and prohibits the removal, destruction, injury, or defacement of archaeological features on any lands under the jurisdiction of State or local authorities.

California Health and Safety Code Section 7050.5. California Health and Safety Code (HSC) Section 7050.5 states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

California Register of Historical Resources (PRC Section 5020 et seq.). State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the *State CEQA Guidelines*. These criteria are nearly identical to those of the National Register of Historic Places (National Register).

The State Historic Preservation Officer (SHPO) maintains the California Register. Properties listed, or formally designated eligible for listing, on the National Register are nominated to the California Register and then selected to be listed on the California Register, as are State Landmarks and Points of Interest.

4.4.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to cultural resources.

4.4.4.4 Local Regulations

City of Huntington Beach General Plan Historic and Cultural Resources Element. The Historic and Cultural Resources Element of the City's General Plan addresses protection of the City's historic and cultural resources. The following policies related to cultural resources are applicable to the proposed project:

- **Goal HCR-1:** To promote the preservation and restoration of the sites, structures and districts which have architectural, historical, and/or archaeological significance to the City of Huntington Beach.
    - **Policy HCR 1.1.2:** Consider the designation of any historically significant public trees, archaeological sites, parks, structures, sites or areas deemed to be of historical, archaeological, or cultural significance as a Huntington Beach City Historical Point, Site or District.
- **Goal HCR-3:** Highlight the City's unique cultural heritage and enhance its visual appeal.
    - **Policy HCR 3.1.3:** Encourage urban design and public art projects to enhance the image of the City and foster a sense of place.
- **Goal C-5:** Promote the preservation of significant archaeological and paleontological resources in the Coastal Zone.
    - **Policy C-5.1.2:** Where new development would adversely impact archeological or paleontological resources within the Coastal Zone, reasonable mitigation measures to minimize impacts shall be required.
    - **Policy C-5.1.3:** In the event that any Native American human remains are uncovered, the County Coroner, the Native American Heritage Commission, and the Most Likely Descendants, as designated by the California Native American Heritage Commission, shall be notified. The recommendations of the Most Likely Descendants shall be obtained prior to the disposition of any prehistoric Native American human remains.
    - **Policy C-5.1.5:** A County-certified paleontologist/archeologist, shall monitor all grading operations where there is a potential to affect cultural or paleontological resources based on the required research design. A Native American monitor shall also monitor grading operations. If grading operations uncover paleontological/archeological resources, the paleontologist/archaeologist or Native American monitor shall suspend all development activity to avoid destruction of resources until a determination can be made as to the significance of the paleontological/archeological resources. If found to be significant, the site(s) shall be tested and preserved until a recovery plan is completed to assure the protection of the paleontological/archeological resources.

4.4.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to cultural resources if it would:

Threshold 4.4.1: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5;

Threshold 4.4.2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or

Threshold 4.4.3: Disturb any human remains, including those interred outside of dedicated cemeteries.

As discussed in Section 4.5 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would result in less than significant impacts related to the disruption of human remains (Threshold 4.4.3). Therefore, this topic is not further addressed below.

4.4.6 Project Impacts

Please refer to Section 4.4.9 for a full text description of the mitigation measure referenced in the analysis below.

Threshold 4.4.1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. Pursuant to Section 15064.5 of the *State CEQA Guidelines*, the term "historical resource" is defined as:

> (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources [California Register] (Pub. Res. Code § 5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.).
>
> (2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
>
> (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an

historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

B. Is associated with the lives of persons important in our past.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic values.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to Public Resources Code (PRC) § 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The proposed project includes: 1) demolishing and removing all existing oil and natural gas production facilities within the project site, including both aboveground structures and underground infrastructure such as pipelines and wells; 2) remediating the project site, as needed, including grading to prepare the project site for future development; and 3) amending the General Plan, Specific Plan, and Local Coastal Program to allow for residential development, visitor serving commercial development, and open space/park uses. As discussed in Section 4.4.2, a project-specific HRA was prepared in October 2025 (Appendix E-1 to this Draft EIR) and included archival research and an intensive-level field survey in order to evaluate the historic-period[11] buildings, structures, and groups of structures and/or infrastructure on the project site for historical significance under the criteria for listing in the California Register. An Archaeological Survey Report was also prepared for the project site in January 2026 (Appendix E-2) and included a literature and records search, a search of the SCCIC database, and an intensive-level pedestrian field survey. While the HRA focused on the built environment, the Archaeological Survey Report analyzed both the built environment and the potential for archaeological resources to be present in the soils underlying the project site.

Of the 13 historic-period resources identified on the project site, the HRA noted that four are office buildings associated with oil companies and nine consist of industrial infrastructure such as tanks, pipes, and pumps of an unknown age. The HRA concluded that, based on substantial evidence, none of the structures on site appear to meet the criteria for listing in the California Register or the National Register. Specifically, the structures are not associated with historical events or people, do

[11] For the purposes of this analysis, structures constructed prior to 1980 are considered "historic-period" given that the National Register of Historic Places (National Register) criteria for evaluation exclude properties that are less than 50 years old unless they are of exceptional importance.

not represent a particular architectural style, and do not have the potential to yield information important to the history of the area. Thus, the HRA concluded that none of the structures on the project site, either individually or collectively, qualify as a "historical resource" pursuant to *State CEQA Guidelines* Section 15064.5. Therefore, the proposed project would have no impact to historical built environment resources and no mitigation is required.

As previously stated, an Archaeological Survey Report was prepared for the proposed project in January 2026. In support of the Archaeological Survey Report, an archaeological records search was conducted on September 25, 2025, through the SCCIC. The purpose of this search was to establish the status and extent of previously recorded resources and studies in the search radius and to note what types of previously undocumented resources might be expected within the project site based upon known cultural resources and studies in the SCCIC database.

The results of the record search indicate that a total of 21 prior cultural resource studies have previously been conducted within 0.5 mile of the project site, eight of which have at least partially overlapped with the project site boundaries. It should be noted that these prior studies generally overlapped with only a small portion of the project site. Of the eight studies, five consisted of surveys, one consisted of excavation, one consisted of research design, and one consisted of a desktop study in support of the City's General Plan. None of the studies indicated the presence of cultural resources within the project site.

Outside of the project site, a total of eight previously recorded cultural resources were identified, consisting of six prehistoric resources and two historic resources. Four of the six prehistoric resources are habitation sites located along the nearby bluff in the Bolsa Chica Ecological Reserve north of the project site. The closest cultural resource site to the project site is more than 650 feet north of Planning Area 3B. Resources found on the habitation sites include marine shell collected for food, flaked and ground stone artifacts, and features such as hearths, shell beads, and tarring pebbles. The remaining two isolated prehistoric finds consist of an unifacial granitic mano and a biface midsection of quartzite.

The two historic resources consist of oil field-related resources located in Bolsa Bay north of the project site. Specifically, one site is the oil field within the bay, while the other site consists of the roads and levees within the bay.

In an effort to locate prehistoric or historic material in areas of exposed sediment within the project site, an intensive-level pedestrian field survey was conducted by a qualified archaeologist on November 5, 2025, and November 13, 2025. No archaeological material was observed during the survey; the entire project site is highly disturbed from years of use as oil and natural gas production facilities.

Although no prehistoric or historic period resources were identified on the project site based on the project-specific HRA and Archaeological Survey Report (Appendices E-1 and E-2, respectively), the proposed demolition, remediation, and site preparation activities, as well as construction of future development projects within the project site, would include ground disturbance to a maximum depth of approximately 13 feet below ground surface. Disturbance of soils at this depth could have the potential to unearth previously undocumented resources possessing historical significance,

including those associated with Native American tribes (refer to Section 4.16, Tribal Cultural Resources). Implementation of Mitigation Measure (MM) CUL-1 requiring that an Archaeological Mitigation and Monitoring Plan (AMMP) is prepared for the proposed project, which includes construction activities associated with demolition, remediation, and site preparation as well as each future development project within the project site, and that construction-related ground-disturbing activities are monitored by a qualified archaeologist, would reduce potential impacts associated with previously unknown cultural or historical resources to a less than significant level. Further, the AMMP would be required to include language that all work must be stopped within 50 feet of an archaeological find while the find is assessed by the archaeologist and any Native American monitors, thereby protecting the materials until proper handling procedures have been identified.

At the completion of construction, the proposed project would not result in further disturbance of native soils on the project site, and therefore, project operations would have no potential to impact previously unknown cultural or historical resources.

With implementation of MM CUL-1, construction and operation of the proposed project would not result in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines*. Impacts would be less than significant with mitigation incorporated.

Threshold 4.4.2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. A "substantial adverse change" to an archaeological resource, according to Public Resources Code (PRC) §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired".

As discussed under Threshold 4.4.1 and in Section 4.4.2 above, the Archaeological Survey Report prepared for the proposed project (Appendix E-2) included a literature review, an archaeological records search, and an intensive-level field survey.

The archaeological records search, conducted through the SCCIC on September 25, 2025, identified eight previous cultural resource studies that included a portion of the project site. However, these studies only overlapped small portions of the project site, and no cultural resources were identified within the project site. Conversely, eight previously recorded cultural resources were identified within 0.5 mile of the project site, including one site within 650 feet of Planning Area 3B.

No archaeological resources were observed during the archaeological field survey of the project site, conducted on November 5, 2025, and November 13, 2025. The results of the survey indicated that the entire project site is highly disturbed from years of use as oil and natural gas production facilities.

Although the Archaeological Survey Report did not identify any known archaeological resources on the project site, ground-disturbing activities associated with the proposed demolition, remediation, and site preparation, as well as construction of future development projects within the project site,

have the potential to unearth previously undocumented archaeological resources, including resources of Native American origin. Mitigation Measure (MM) CUL-1, as discussed above, requires an Archaeological Mitigation and Monitoring Plan (AMMP) be prepared for all ground-disturbing activities associated with the proposed project (i.e., demolition, remediation, site preparation, and future development projects within the project site), and that construction-related ground-disturbing activities are monitored by a qualified archaeologist. Pursuant to MM CUL-1, in the event that previously undocumented archaeological resources are encountered during construction activities, the qualified archaeologist would be consulted to determine appropriate treatment of the discovery. With implementation of MM CUL-1 potential impacts to previously undiscovered archaeological resources would be less than significant.

At the completion of construction, the proposed project would not result in further disturbance of native soils on the project site and, therefore, project operations would have no potential to impact previously undiscovered archaeological resources.

Therefore, with implementation of MM CUL-1, construction and operation of the proposed project would not result in a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the *State CEQA Guidelines*. Impacts would be less than significant with mitigation incorporated.

4.4.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The cumulative study area for cultural resources is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

As detailed in this section, the proposed project would not have an impact on historical resources belonging to the built environment. However, the proposed project would have the potential to impact unknown archaeological resources during construction of future development projects within the project site. However, with implementation of MM CUL-1, potential project-related impacts to unknown archaeological resources would be less than significant.

Additionally, each discretionary development project within the cumulative study area would be required to comply with CEQA. If there were any potential for significant impacts to archaeological resources associated with development projects in the cumulative study area, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. When archaeological resources are assessed and/or protected as they are discovered, impacts to these resources are considered less than significant. Since all projects within the cumulative study area would be required to implement appropriate mitigation measures, implementation of the proposed project, when evaluated in combination with the development projects listed in Table 4.A, would not contribute to a cumulatively considerable impact on cultural resources. Therefore, there would be no cumulatively significant impact on cultural resources, and no mitigation is required.

4.4.8 Level of Significance Prior to Mitigation

The proposed project would result in a potentially significant impact to cultural resources prior to mitigation.

4.4.9 Standard Conditions and Mitigation Measures

The following mitigation measure is required to reduce potentially significant impacts to cultural resources to a less than significant level:

Mitigation Measure CUL-1 **Archaeological Mitigation and Monitoring Plan.** Prior to the issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, a City of Huntington Beach (City)-approved archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for archaeology shall prepare an Archaeological Mitigation and Monitoring Plan (AMMP) for each individual project for review and approval by the City Director of Community Development, or designee. The AMMP shall include protocols for monitoring and mitigation of any finds through a Research Design and Recovery Plan outlining significance testing of the inadvertent finds, laboratory analyses, curatorial requirements, and reporting requirements. The AMMP shall include language that all work must be stopped within 100 feet of an archaeological find while the find is assessed by the archaeologist and any Native American monitors.

As outlined in the AMMP, a City-approved archaeologist shall oversee archaeological monitoring of all construction-related ground disturbance for each future development project within the project site. Archaeological monitoring shall continue until the archaeologist determines that there is a low potential for encountering subsurface cultural resources. In the event that archaeological cultural resources are identified during ground-disturbing project activities, the protocols outlined in each project's AMMP shall be implemented.

4.4.10 Level of Significance after Mitigation

Potentially significant impacts to cultural resources would be reduced to a less than significant level after mitigation. Therefore, with implementation of MM CUL-1 the proposed project would not result in any significant impacts related to cultural resources.

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4.5 ENERGY

This section discusses energy use resulting from the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency. The analysis in this section is based on the California Emissions Estimator Model version 2022.1 (CalEEMod) prepared for the proposed project (Appendix C-1).

4.5.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Two comment letters included comments related to energy. These comments pertain to concerns about energy demand and siting of electrical infrastructure.

4.5.2 Methodology

The energy use analysis in this section is based on information from the California Emissions Estimator Model (CalEEMod) version 2022.1. Operational fuel consumption (diesel fuel and gasoline) from vehicle trips was based on the trip generation estimates provided in Section 4.15, Transportation, vehicle emission factors from CalEEMod, and fuel efficiencies from the California Air Resources Board's (CARB) EMFAC2025 model for the operational year of 2035. Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from CalEEMod and fuel efficiencies from the CARB's EMFAC2025 model.

The analysis focuses on the four sources of energy that are relevant to the proposed project: electricity, natural gas, the equipment fuel necessary for project construction, and vehicle fuel necessary for project operations. To assist in the analysis and provide context, the amount of electricity, natural gas, construction fuel, and fuel use from operations are quantified and compared to that consumed in Orange County as a whole. The electricity/natural gas use of the proposed project is analyzed as a whole on an annual basis.

4.5.3 Existing Environmental Setting

4.5.3.1 Electricity

Electricity is a manmade resource. The production of electricity requires the consumption or conversion of energy resources (including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources) into energy. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling, and refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).

According to the most recent data available, in 2024, California's electricity was generated primarily by natural gas (40.0 percent) and renewable sources (59.7 percent), including nuclear (8.5 percent), large hydroelectric (11.7 percent), coal (less than 1.0 percent), and other and

unspecified sources. Total electric generation in California in 2024 was 278,338 gigawatt-hours (GWh), down 1.0 percent from the 2023 total generation of 281,140 GWh.[1]

The project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California.[2] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2024 was 282,783 GWh (99,880 GWh for the residential sector and 182,903 GWh for the non-residential sector). Total electricity consumption in Orange County in 2024 was 19,225 GWh (19,225,145,139 kilowatt-hours [kWh]).[3]

4.5.3.2 Natural Gas

Natural gas is a non-renewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend on out-of-state imports for nearly 90 percent of its natural gas supply.[4]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000-square-mile service area throughout Central and Southern California, from Visalia to the Mexican border.[5] According to the CEC, total natural gas consumption in the SoCalGas service area in 2024 was 4.9 billion therms (901 million therms for the commercial sector and 1.6 billon therms for the industry sector). Total natural gas consumption in Orange County in 2024 was 561.7 million therms (561,736,496 therms).[6]

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1 California Energy Commission (CEC). 2024. *2024 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation (accessed May 2026).

2 Southern California Edison (SCE). 2020. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed May 2026).

3 California Energy Commission (CEC). 2024. Electricity Consumption. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0(accessed May 2026).

4 California Energy Commission (CEC). 2021. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed May 2026).

5 Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www.socalgas.com/about-us (accessed May 2026).

6 California Energy Commission (CEC). 2024. Natural Gas Consumption. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed May 2026).

4.5.3.3 Petroleum/Transportation Energy

Petroleum is also a non-renewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid, and solid hydrocarbons that occurs naturally beneath the earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil, gasoline, and diesel.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles [SUVs]) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 23.4 mpg in 2024.[7] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. The act, which originally mandated a national fuel economy standard of 35 mpg by year 2020,[8] applies to cars and light trucks of Model Years 2011 through 2020. In March 2020, the United States Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) finalized the Corporate Average Fuel Economy (CAFE) standards for Model Years 2024–2026 Passenger Cars and Light Trucks, further detailed below.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and SUVs. According to the most recent data available, total gasoline consumption in California was 314,150 thousand barrels or 1,586.1 trillion British Thermal Units (BTU) in 2023.[9] Of the total gasoline consumption, 296,948 thousand barrels or 1,499.3 trillion BTU were consumed for transportation.[10] Based on fuel consumption obtained from CARB's EMFAC2025, approximately 170.8 million gallons of diesel and approximately 1.0 billion gallons of gasoline will be consumed from vehicle trips in Orange County in 2025.

4.5.4 Regulatory Setting

Federal, State, and local regulations and programs related to energy that are applicable to the proposed project are described below.

4.5.4.1 Federal Regulations

On the federal level, the United States Department of Transportation (USDOT), the United States Department of Energy, and the USEPA are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for

7 United States Department of Transportation (USDOT). 2024. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed May 2026).

8 United States Department of Energy. 2007. "Energy Independence & Security Act of 2007." Website: https://www.afdc.energy.gov/laws/eisa (accessed May 2026).

9 A British Thermal Unit is defined as the amount of heat required to raise the temperature of one pound of water by one degree Fahrenheit.

10 United States Department of Energy, Energy Information Administration (EIA). 2021. California State Profile and Energy Estimates. Table F3: Motor gasoline consumption, price, and expenditure estimates, 2021. Website: eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed May 2026).

automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements.

Energy Policy Act of 2005. The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provides incentives to reduce current demand on these resources. For example, under this act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

Corporate Average Fuel Economy (CAFE) Standards. On March 31, 2022, the National Highway Traffic Safety Administration (NHTSA) finalized the Corporate Average Fuel Economy (CAFE) standards for Model Years 2024–2026 Passenger Cars and Light Trucks. The amended CAFE standards would require an industry wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024–2025, and 10 percent annually for model year 2026. The final standards are estimated to save about 234 billion gallons of gas between model years 2030 to 2050.

4.5.4.2 State Regulations

On the State level, the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are two agencies with authority over different aspects of energy. The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies and serves the public interest by protecting consumers and ensuring the provision of safe, reliable utility service and infrastructure at reasonable rates, with a commitment to environmental enhancement and a healthy California economy.

The CEC is the State's primary energy policy and planning agency. The CEC forecasts future energy needs, promotes energy efficiency, supports energy research, develops renewable energy resources, and plans for/directs state response to energy emergencies.

Assembly Bill 1575, Warren-Alquist Act. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575 (also known as the Warren-Alquist Act), which created the CEC. The statutory mission of the CEC is to forecast future energy needs; license power plants of 50 megawatts (MW) or larger; develop energy technologies and renewable energy resources; plan for and direct State responses to energy emergencies; and, perhaps most importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) and *State CEQA Guidelines* Section 15126.4 to require Environmental Impact Reports (EIRs) to include, where relevant, mitigation measures proposed to minimize the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the *State CEQA Guidelines*. Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* also states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal,

including (1) decreasing overall per capita energy consumption; (2) decreasing reliance on fossil fuels such as coal, natural gas, and oil; and (3) increasing reliance on renewable energy sources.

Senate Bill 1389, Energy: Planning and Forecasting. In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

In compliance with the requirements of SB 1389, the CEC adopts an Integrated Energy Policy Report every 2 years and an update every other year. The most recently adopted report includes the *2024 Integrated Energy Policy Report Update.*[11] The *Integrated Energy Policy Report Update* covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast. The *Integrated Energy Policy Report Update* provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs.

The CEC has initiated the *2025 Integrated Energy Policy Report* to evaluate updated statewide energy demand forecasts, reliability considerations, and long-term energy planning needs. While the CEC has released preliminary forecasting materials and analyses, the *2025 Integrated Energy Policy Report* has not been formally adopted. Accordingly, this analysis primarily relies on the adopted *2024 Integrated Energy Policy Report Update* while referencing the ongoing *2025 Integrated Energy Policy Report* for contextual purposes only.

Renewable Portfolio Standard. SB 1078 established the California Renewable Portfolio Standards program in 2002. SB 1078 initially required that 20 percent of electricity retail sales be served by renewable resources by 2017; however, this standard has become more stringent over time. In 2006, SB 107 accelerated the standard by requiring that the 20 percent mandate be met by 2010. In April 2011, SB 2 required that 33 percent of electricity retail sales be served by renewable resources by 2020. In 2015, SB 350 established tiered increases to the Renewable Portfolio Standards of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In 2018, SB 100 increased the requirement to 60 percent by 2030 and required that all the State's electricity come from carbon-free resources by 2045. SB 100 took effect on January 1, 2019.[12]

[11] California Energy Commission (CEC). 2024. *2024 Integrated Energy Policy Report Update*. California Energy Commission. Docket Number: 24-IEPR-01.

[12] California Public Utilities Commission (CPUC). 2019. Renewables Portfolio Standard Program. Website: cpuc.ca.gov/rps (accessed May 2026).

California Energy Code. Energy consumption by new buildings in California is regulated by the Building Energy Efficiency Standards in Part 6 of Title 24 of the California Code of Regulations (CCR), known as the Energy Code. The CEC first adopted the Building Energy Efficiency Standards for Residential and Non-residential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. The Energy Code is updated every 3 years, with the most recent update consisting of the 2025 Energy Code that became effective January 1, 2026. The efficiency standards apply to both new construction and rehabilitation of both residential and nonresidential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in the Energy Code.

California Green Building Standards Code. In 2010, the California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code took effect on January 1, 2011. The CALGreen Code is updated on a regular basis, with the most recent update consisting of the 2025 CALGreen Code standards that became effective January 1, 2026. The CALGreen Code established mandatory measures for residential and nonresidential building construction and encouraged sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and nonresidential buildings subject to the standard.

California Energy Efficiency Strategic Plan. On September 18, 2008, the CPUC adopted California's first Long-Term Energy Efficiency Strategic Plan, presenting a roadmap for energy efficiency in California. The Plan articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The Plan also reiterates the following four specific programmatic goals known as the "Big Bold Energy Efficiency Strategies" that were established by the CPUC in Decisions D.07-10-032 and D.07-12-051:

- All new residential construction will be zero net energy (ZNE) by 2020.
- All new commercial construction will be ZNE by 2030.
- 50 percent of commercial buildings will be retrofitted to ZNE by 2030.
- 50 percent of new major renovations of State buildings will be ZNE by 2025.

4.5.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project.

4.5.4.4 Local Regulations

City of Huntington Beach General Plan. The City of Huntington Beach addresses energy in the Environmental Resources and Conservation Element of the General Plan.[13] Environmental Resources and Conservation Element includes goals and policies that work to conserve energy in homes and businesses. The following goals and policies are applicable to the proposed project:

- **Goal ERC-12:** New buildings are increasing energy efficient and ultimately equipped to support zero net energy performance.
    - **Policy ERC-B:** Promote the use of passive solar design techniques and technologies in new buildings to reduce energy use for heating and cooling.
- **Goal PSI-10:** Superior electricity, natural gas, telephone, and data services improve quality of life and support economic development.
    - **Policy PSI-E:** Encourage integrated and cost-effective design and technology features within new development and reuse projects to minimize demands on dry utility networks.
- **Goal C-8:** Accommodate energy facilities with the intent to promote beneficial effects while mitigating any potential adverse impacts.
    - **Policy C-8.3.1:** Promote the use of solar energy and encourage energy conservation.
    - **Policy C-8.3.3:** Encourage development of new methods to conserve energy such as the following:
        - Solar water heating requirements for new developments;
        - Solar access and orientation;
        - The limited use of conventional fuels for heating swimming pools;
        - Requirements for "weatherization" and other minimum conservation measures, and
        - Energy audits of buildings at time of deed transfer.

4.5.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to energy if it would:

Threshold 4.5.1: Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or

[13] City of Huntington Beach. 2017. *General Plan, Environmental Resources and Conservation Element*. Adopted October 2017. Website: https://huntingtonbeachca.gov/departments/community_development/planning_zoning/general_plan.php#outer-741 (accessed May 2026).

Threshold 4.5.2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.6 Project Impacts

Threshold 4.5.1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Implementation of the proposed project would increase the demand for energy through day-to-day operations and fuel consumption associated with construction activities. This section discusses energy use resulting from implementation of the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources.

Construction. The proposed project would amend the General Plan, Specific Plan, and Local Coastal Program to allow future development at the project site. While a specific development plan is not being proposed at this time, this EIR analyzes a worst-case scenario of development, or the maximum allowable scale of future development allowed under applicable development standards as set forth in the Draft Amended PGSP.

As described in Chapter 3.0, Project Description, the proposed project includes the demolition and removal of all existing oil and natural gas production facilities within the project site, including both above ground structures and underground infrastructure such as pipelines and wells. Following demolition and remediation activities, the project site would then be prepared for future development through rough grading of the entire project site and the installation of primary infrastructure. Site preparation activities and the construction of future development projects within the project site would only occur after the demolition and remediation activities.

This analysis assumes that the construction associated with buildout of the proposed project, including construction activities associated with demolition, site preparation, and construction of future development within the project area would occur through the horizon year 2034, which would result in fuel consumption associated with construction activities. In addition, construction activities within the project site, including building construction, architectural coating, and paving—would occur at a later time and would be subject to separate project-level environmental review, as applicable.

Construction activities require energy associated with the manufacture and transportation of building materials, grading activities, and building construction. Construction activities also typically require electricity to power construction-related equipment and do not involve the consumption of natural gas.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption.

Construction trucks and vendor trucks hauling materials to and from the project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, VMT, the fuel efficiency of the vehicles, and the travel mode.

Information regarding specific development projects within the project site is not yet known; however, due to the scale of development activity associated with the proposed project, this analysis assumes that the proposed project would be constructed over an approximately 4-year period. Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from EMFAC2025. This analysis is consistent with the CalEEMod modeling assumptions described in Section 4.2, Air Quality. Fuel consumption estimates are presented in Table 4.5.A. CalEEMod output sheets are detailed in Appendix C-1, while detailed energy calculations are included in Appendix F.

Table 4.5.A: Energy Consumption Estimates During Construction

Energy Type	Total Energy Consumption	Percentage Increase Countywide
Diesel Fuel (total gallons)	354,664	0.20
Gasoline (total gallons)	304,446	0.03

Source: Compiled by LSA (May 2026).

As indicated in Table 4.5.A, the proposed project would consume approximately 354,664 gallons of diesel fuel and approximately 304,446 gallons of gasoline during construction. The proposed project would be constructed over an approximately 4-year period; therefore, when averaged over a 4-year period, the proposed project would consume 76,112 gallons of gasoline per year and 88,666 gallons of diesel fuel per year during construction. Based on fuel consumption obtained from EMFAC2025, approximately 901.5 million gallons of gasoline and approximately 174.9 million gallons of diesel will be consumed from vehicle trips in Orange County in 2026. Therefore, construction of the proposed project would increase the annual fuel use in Orange County by approximately 0.20 percent for diesel fuel usage and by less than 0.03 percent for gasoline fuel usage.

Based on the information presented above, project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Orange County's overall use of the State's available energy resources. No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel because gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. The proposed project would not

cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary. Impacts would be less than significant, and no mitigation is required.

Operation. Operational activities associated with the proposed project would result in energy demand associated with natural gas use, electricity consumption, and fuel used for vehicle trips. As described in Section 4.2, Air Quality, this analysis was conducted using land use codes *Single Family Housing, Apartments Low Rise*, *Hotel,* and *City Park.* Because the proposed project is currently in the early planning stages, detailed information regarding building design, operational characteristics, electricity and natural gas demand, electrification measures, and decarbonization strategies has not yet been finalized or provided. Accordingly, project-specific operational data necessary to quantify energy demand is not currently available. In the absence of detailed project information, CalEEMod default parameters were employed to develop preliminary estimates of the project's anticipated electricity and natural gas consumption. As such, the energy analysis presented herein should be considered preliminary and conservative.

The proposed project would result in energy usage associated with gasoline and diesel fuel consumed by project-related vehicle and truck trips. Fuel use associated with vehicle and truck trips generated by the proposed project was calculated based on the project's trip generation described in Section 4.15, Transportation, which identifies that the proposed project would generate approximately 7,638 average daily trips. The amount of operational fuel use was estimated using CARB's EMFAC2025 model, which provided projections for typical daily fuel usage associated with vehicles and trucks in Orange County.

Electricity and fuel usage estimates associated with the proposed project are shown in Table 4.5.B.

Table 4.5.B: Proposed Project Energy Consumption Estimates during Operation

Energy Type	Annual Energy Consumption
Electricity Consumption (kWh/year)	11,510,780
Natural Gas Consumption (Therms/year)	373,075
Gasoline (gallons/year)	1,546,342
Diesel Fuel (gallons/year)	111,801

Source: Compiled by LSA (May 2026).
kWh = kilowatt-hours

As shown in Table 4.5.B, the estimated potential electricity demand associated with the operation of the proposed project is 11,510,780 kWh per year. The project site is currently occupied by existing oil and natural gas production facilities and has been historically utilized for oil and natural gas production. Existing electricity consumption data for the past three years (2023 through 2025) was provided by the project Applicant and was used to characterize current site operations. Based on the available data, the existing site consumes an average of approximately 86,288,930 kWh per year. Compared to the existing operations, the proposed

project would consume approximately 74,778,150 kWh per year less. This reduction is attributable to operational characteristics associated with the existing uses.

Total electricity consumption in Orange County in 2024 was 19,225 GWh (19,225,145,139 kWh). Therefore, implementation of the proposed project would decrease the annual electricity consumption in Orange County by approximately 0.4 percent.

As shown in Table 4.5.B, the estimated potential increase in natural gas demand associated with operation of the proposed project is 373,075 therms per year. Total natural gas consumption in Orange County in 2024 was 561.7 million therms (561,736,496 therms). Therefore, operation of the proposed project would negligibly increase the annual natural gas consumption in Orange County by less than 0.07 percent.

No existing natural gas data was provided for the current operations. As described above, the existing site is characterized by oil and natural gas production activities, which are typically energy-intensive and involve substantial fuel use for extraction, processing, and associated equipment operations. In contrast, the proposed project would redevelop the site with a mix of residential, commercial, and open space uses, which are generally less energy-intensive on a per-acre basis and operate under more stringent energy efficiency standards. As a result, overall natural gas demand under the proposed project is anticipated to be lower than under existing conditions. Because the proposed project remains conceptual in nature, no finalized information regarding future building designs, electrification measures, or natural gas infrastructure has been identified at this time. Development within the project site would be required to comply with applicable California Building Standards Code and Title 24 Building Energy Efficiency Standards in effect at the time of development approval and construction, which are anticipated to include increased energy efficiency and electrification requirements that could reduce future natural gas demand.

Furthermore, electrical demand associated with project operations would be limited to only what is required to efficiently meet the proposed project's operational needs. In addition, the proposed project's electrical demand would be relatively small in comparison to Orange County's overall use of the State's available electricity resources. Therefore, the proposed project's electrical demand would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. In addition, SCE is the private utility that would supply the proposed project's electricity services. SCE is positioned to meet the State's 60 percent goal for renewable energy by 2030 and the 100 percent goal for achieving carbon neutrality by 2045 mandate set forth in SB 100. SCE plans to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand. Accordingly, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Furthermore, the proposed project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. In addition, the proposed project would include conservation and sustainability measures. Some of the features included in the design include, but are not limited to, bicycle

parking racks, electric vehicle (EV) charging stations and EV capable spaces, passive solar design, water conserving plumbing fixtures and fittings, and irrigation with automatic controllers, sensors, and metering for outdoor water use.

As shown in Table 4.5.B, the increase in fuel use associated with the vehicle trips generated by the proposed project is estimated at 1,546,342 gallons of gasoline and 111,801 gallons of diesel fuel per year. This analysis conservatively assumes that all vehicle trips generated as a result of project operation would be new to Orange County. Based on fuel consumption obtained from EMFAC2025, approximately 774.4 million gallons of gasoline and approximately 188.5 million gallons of diesel will be consumed from vehicle trips in Orange County in 2034. Therefore, vehicle and truck trips associated with the proposed project would increase the annual fuel use in Orange County by 0.2 percent for gasoline fuel usage and by approximately 0.06 percent for diesel fuel usage. Therefore, fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Impacts would be less than significant, and no mitigation is required.

Threshold 4.5.2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for ZEVs and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's *2024 Integrated Energy Policy Report Update* provide the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the overall use in Orange County, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation is required.

4.5.7 Cumulative Impacts

As defined in Section 15355 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area. The geographic area for cumulative analysis of electricity is that of the SCE service area, while the geographic area for cumulative analysis of natural gas service is that of the SoCalGas service area.

Cumulative impacts are addressed only for those thresholds that would result in a project-related impact, whether it be less than significant or less than significant with mitigation. If the project would result in no impact with respect to a particular threshold, by definition, it would not contribute to a cumulative impact. Therefore, no analysis would be required.

Although the proposed project would result in demand for electricity, this demand would represent a decrease from existing conditions, and would not require SCE to expand or construct infrastructure that could cause substantial environmental impacts. As discussed previously, total electricity consumption in the SCE service area in 2024 was 282,783 GWh. By 2030, consumption is anticipated to increase by 12,000 GWh for the low-demand scenario and by 22,000 GWh for the high-demand scenario.[14] While this forecast represents a large increase in electricity consumption, the proposed project's share of cumulative consumption would be negligible. The proposed project, in combination with cumulative development, is well within SCE's system-wide net annual increase in electricity supplies over the 2018 to 2030 period, and there are sufficient planned electricity supplies in the region for estimated net increases in energy demands.

Similarly, additional natural gas infrastructure is not anticipated due to cumulative development. Total natural gas consumption in the SoCalGas service area in 2024 was 4.9 billion therms. Between 2018 and 2030, total natural gas consumption in the SoCalGas service area is forecast to remain steady for the low- and mid-demand scenarios and to increase by approximately 650 million therms in the high-demand scenario due to intense energy efficiency efforts.[15] In addition, both SCE and SoCalGas demand forecasts include the growth contemplated by the proposed project and the other cumulative development within their respective service areas. Increased energy efficiency to comply with building energy efficiency standards would reduce energy consumption on a per-square-foot basis. Furthermore, utility companies are required to increase their renewable energy sources to meet the Renewable Portfolio Standards mandate of 60 percent renewable supplies by 2030. SCE and SoCalGas plan to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

Transportation energy use would also increase; however, as described in Section 4.5.6, Project Impacts, this transportation energy use would not represent a major amount of energy use compared to the amount of existing development and to the total number of vehicle trips and VMT throughout Orange County and the region. The proposed project and cumulative development are

[14] California Energy Commission (CEC). 2018. *California Energy Demand, 2018–2030 Revised Forecast*. Publication Number: CEC-200-2018-002-CMF. February. Website: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244 (accessed May 2026).

[15] *Ibid.*

required to comply with various federal and State government legislation to improve energy efficiency in buildings, equipment, and appliances and to reduce VMT.

Based on the information presented above, the proposed project would not result in an inefficient, wasteful, and unnecessary consumption of energy. Therefore, the proposed project's contribution to impacts related to the inefficient, wasteful, and unnecessary consumption of energy would not be cumulatively considerable, and no mitigation is required.

4.5.8 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to energy.

4.5.9 Regulatory Compliance Measures and Mitigation Measures

4.5.9.1 Regulatory Compliance Measures

There are no regulatory compliance measures applicable to the proposed project pertaining to energy.

4.5.9.2 Mitigation Measures

The proposed project would not result in significant impacts related to energy, and no mitigation is required.

4.5.10 Level of Significance After Mitigation

The proposed project would result in less than significant impacts related to energy.

4.6 GEOLOGY AND SOILS

This section evaluates the potential impacts to geology and soil conditions from implementation of the proposed project. This section is based in part on the following:

- *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California* (Geotechnical Investigation Report)[1] (provided as Appendix G to this Draft EIR); and

- *Paleontological Resources Memorandum for the Palm/Goldenwest Specific Plan Amendment Project* (Paleontological Resource Memorandum)[2] (provided as Appendix H to this Draft EIR).

4.6.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Four comment letters included comments related to geology and soils. These comments pertain to concerns about coastal erosion as well as grading and ground disturbance process due to historical oil and gas uses on site.

4.6.2 Methodology

The analysis of potential geologic and soil-related impacts is based on information from relevant planning documents and sources including the Geotechnical Investigation Report (Appendix G) prepared for the proposed project, the City of Huntington Beach General Plan and the City of Huntington Beach General Plan Program EIR, the Paleontological Resource Memorandum (Appendix H) prepared for the proposed project, the United States Geological Survey, and the California Department of Conservation. In determining the level of significance, the analysis assumes that construction and operation of the proposed project would comply with relevant State laws and regulations, as well as applicable City General Plan policies.

4.6.3 Existing Environmental Setting

4.6.3.1 Regional Geologic Setting

The Specific Plan Area is located along the southwestern margin of the Orange County Coastal Plain, a relatively broad lowland area characterized by alluvial sediments and alluvial fans deposited along the ancestral Santa Ana River during late Quaternary time. The Coastal Plain is bounded to the northeast by highland areas and foothills, including the Puente and Coyote Hills, and to the southwest by low coastal hills and mesas that are associated with the Newport-Inglewood structural zone. Along

[1] Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

[2] LSA Associates, Inc. 2026. *Paleontological Resources Memorandum for the Palm/Goldenwest Specific Plan Amendment Project.* January 16.

this margin, the coastline oscillates between highland areas and the continuations of lowland areas that extend to the Pacific Ocean shoreline.

Results of the literature review completed for the Paleontological Resource Memorandum (Appendix H), indicate that the region is situated within the Peninsular Ranges Geomorphic Province. This province extends from the Transverse Ranges in the north to the tip of Baja California in the south, and includes the Los Angeles Basin. It spans approximately 225 miles, from the Colorado Desert in the east, to the southern Channel Islands in the west. The province is characterized by a series of northwest-southeast trending mountain ranges and intervening valleys, generally oriented that trend in a northwest-southeast parallel to the San Andreas Fault Zone.

4.6.3.2 Project Site Geologic Setting

The project site is located within an urbanized area and is currently occupied by industrial land uses including oil and natural gas production facilities, as well as an undeveloped area consisting of vegetation (Planning Area 3B).

Published regional geologic mapping indicates that the Specific Plan Area is underlain by Holocene Beach Deposits (younger than approximately 11,700 years), Middle to Late Pleistocene Old Shallow Marine Deposits on Wave-Cut Surface (about 774,000 to 11,700 years old), and Artificial Fill associated with prior development and oil-field construction.

The Holocene Beach Deposits consist primarily of fine-to-coarse grained sand that is well sorted although local areas may contain loose rock debris. The Old Shallow Marine Deposits on Wave-Cut Surface consist of poorly sorted, moderately permeable, reddish-brown layered deposits from old shorelines, beach, estuarine, and colluvial deposits.[3] These deposits formed in old beach and shallow marine environments, as well as from materials washed downslope from adjacent highlands. They rest upon now-emergent wave-cut abrasion platforms, which were carved by coastal processes when the area was at lower relative sea level.

A pedestrian field survey of the Specific Plan Area was conducted on November 5 and 13, 2025. The survey documented that the developed portion of the project site is highly disturbed from years of use as an oil and natural gas production facility. The mostly undeveloped area (Planning Area 3B) includes vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands.

The southern portion of the project site near Goldenwest Street contains several oil wells with working pumpjacks and two shallow basin areas used for water retention during rain events. Only small areas of exposed sediment were observed during the survey, including exposures in retention basins near Goldenwest Street, along the fenced margins of the project area, and within the retention basin north of Seapoint Street. These visible sediments consisted of yellow-brown silt clay containing gravel road base, reflecting extensive surface disturbance. Gravel used for road surfacing is

[3] Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

widespread across the site, confirming that the ground surface is highly disturbed. Where native material was visible, it was consistent with regional geologic mapping.

4.6.3.3 Seismicity and Faulting

The City of Huntington Beach, like the rest of Southern California, is located in a seismically active area. The project site is located in the Peninsular Range Geomorphic Province of California. The geologic structure of the entire Southern California area is dominated by northwest-trending faults associated with the San Andreas Fault system. The project site is in a seismically active area that has historically been affected by generally moderate to occasionally high levels of ground motion. The Newport-Inglewood Fault Zone runs through the City, and the San Andreas Fault, the Elsinore Fault, the San Jacinto Fault, the San Joaquin Hills Thrust Fault, and the Puente Hills Thrust Fault are all located within approximately 50 miles of the City.[4] An active fault is defined by the United States Geological Survey (USGS) as a fault that is likely to have another earthquake sometime in the future.[5] Faults are commonly considered to be active if they have moved one or more times in the last 10,000 years. The closest known active fault to the project site is a segment of the Newport-Inglewood Fault (Alt 1), located approximately 1 mile east of the project site.[6] However, the project site is not situated within an "Alquist-Priolo" Earthquake Fault Zone or Fault Rupture Study Area.

4.6.3.4 Groundwater and Surface Waters

The presence of groundwater may increase the susceptibility to liquefaction for loose to medium granular soils, low-plasticity silts, and some clays when subjected to sufficient ground shaking. While groundwater was encountered on-site at the depth of 35.5 feet, historical high groundwater depth in the Specific Plan Area is 10 feet.[7]

Surface waters in the project site vicinity include channelized rivers (East Garden Grove Wintersburg Channel), wetlands (Bolsa Chica Wetlands), and ocean (Pacific Ocean).

4.6.3.5 Liquefaction, Lateral Spreading, and Landslides

Liquefaction is a transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses shear strength resulting from the buildup of excess pore-water pressure, especially during earthquake-induced cyclic loading. Flow failure, lateral spreading, differential settlement, loss of bearing, ground fissures, and sand boils are evidence of excess pore-pressure generation and liquefaction. Soil susceptible to liquefaction includes loose to medium-dense sands and gravels, low-plasticity silts, and some low-plasticity clay deposits below the groundwater table.

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4 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element.* Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Natural-and-Environmental-Hazards.pdf?t=202404051228190&t=202404051228190 (accessed January 8, 2026).

5 United States Geological Survey (USGS). n.d. Earthquake Hazards Program. Website: https://www.usgs.gov/glossary/earthquake-hazards-program (accessed January 8, 2026).

6 Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

7 *Ibid.*

According to the CGS, while there are no Liquefaction Zones identified on the project site, there are Liquefaction Zones adjacent to both the northern and western boundaries of the project site.[8] However, according to Figure HAZ-3, Seismic Hazard Zones (Liquefaction and Landslide), of the City of Huntington Beach General Plan Natural and Environmental Hazards Element, the project site is mapped to have a liquefaction potential from "high to medium" to "very high".[9]

Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. The surficial blocks are transported downslope or in the direction of a free face, such as a slope, by earthquake and gravitational forces. Lateral spreading often occurs on very gentle slopes or flat terrain. When coherent material, either bedrock or soil, rests on materials that liquefy, the upper units may undergo fracturing and extension and may then subside, translate, rotate, disintegrate, or liquefy and flow. Although the City of Huntington Beach General Plan Natural and Environmental Hazards Element, maps the site to have a liquefaction potential from "high to medium" to "very high"[10], as CGS does not designate the project site as a liquefaction zone, and there are no free faces present within or near the project site, the Geotechnical Investigation Report[11] prepared for the proposed project determined that the potential for lateral spreading onsite was negligible.

Landslides are most common where slopes are steep, soils are weak, and groundwater is present. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes in areas with significant ground slopes. The project site is relatively flat, with no slopes on site. According to the CGS, while there are no Landslide Zones identified on the project site, there are Landslide Zones adjacent to the western boundary of the project site.[12] Additionally, according to Figure HAZ-3, Seismic Hazard Zones (Liquefaction and Landslide), of the City of Huntington Beach General Plan Natural and Environmental Hazards Element, the project site does not have any mapped Earthquake-induced Landslide Zones.[13]

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8 Department of Conservation. n.d. California Geological Survey. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ (accessed January 8, 2026).

9 City of Huntington Beach. *City of Huntington Beach General Plan Natural and Environmental Hazards Element.* Figure HAZ-3, Seismic Hazard Zones (Liquefaction and Landslide). Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Natural-and-Environmental-Hazards.pdf?t=202404051228190&t=202404051228190 (accessed January 8, 2026).

10 *Ibid.*

11 Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

12 Department of Conservation. n.d. California Geological Survey. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ (accessed January 8, 2026).

13 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element.* Figure HAZ-3, Seismic Hazard Zones (Liquefaction and Landslide). Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Natural-and-Environmental-Hazards.pdf?t=202404051228190&t=202404051228190 (accessed January 8, 2026).

4.6.3.6 Expansion Potential

Expansive soils are soils that change in volume when the soil's moisture content changes. The volume change occurs when the moisture content in the soil causes swelling or shrinking because of cyclic wet/dry weather cycles, installation of irrigation systems, change in landscape plantings, or changes in grading. Swelling and shrinking soils can result in differential movement of structures including floor slabs and foundations, and site work including hardscape, utilities, and sidewalks. The current (2025) CBC defines potentially expansive soils as soils with expansion indices (EI) greater than 20.[14] Soils on the project site include 2 to 5 feet of undocumented fill generally consisting of silty sands and clayey sands with varying amounts of gravel. These soils have low expansion potential (EI of 10).[15]

4.6.3.7 Paleontological Resources

As previously described, the project site is located within the Peninsular Ranges Geomorphic Province. Results of the Literature Review completed for the Paleontological Resource Memorandum (Appendix H), indicate that the Peninsular Ranges Geomorphic Province contains extensive pre-Cenozoic igneous and metamorphic rocks (older than approximately 66 million years) that are overlain by younger Cenozoic sedimentary deposits (less than 66 million years old).

According to the Draft Program Environmental Impact Report (PEIR) prepared for the City of Huntington Beach General Plan Update,[16] older and shallower marine sediments are widespread along the Bolsa Chica and Huntington Beach mesas. These deposits have the potential to contain significant vertebrate fossils from marine, freshwater, and terrestrial environments, including species such as leopard shark, three-spined stickleback, garter snake, desert shrew, pocket gopher, mammoth, bison, and horse. The General Plan PEIR concluded that future development allowed under the General Plan Update could result in potentially significant direct and indirect impacts on known and unknown paleontological resources, because construction activities may damage or destroy fossils preserved in underlying rock units.[17]

As described in the geologic setting, the Specific Plan Area is underlain by Holocene Beach Deposits (younger than approximately 11,700 years), Middle to Late Pleistocene Old Shallow Marine Deposits on Wave-Cut Surface (approximately 774,000 to 11,700 years old), and Artificial Fill. Although Holocene deposits may contain remains of plants and animals, only fossils from the early to middle Holocene (approximately 4,200–11,700 years ago) are typically considered scientifically important.

The Middle to Late Pleistocene Old Shallow Marine Deposits on Wave-Cut Surface span the two most recent North American Land Mammal Ages (NALMAs): the Irvingtonian (about 1.8 million–240,000

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14 2025 California Building Code. 2026. Website: https://codes.iccsafe.org/s/CABC2025P1/chapter-18-soils-and-foundations/CABC2025P1-Ch18-Sec1803.5.3 (accessed January 8, 2026).

15 Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

16 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report,* May 2017. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed January 8, 2026).

17 *Ibid.*

years ago) and the Rancholabrean (about 240,000–11,700 years ago). Fossils from these time periods are well documented in similar deposits throughout southern California, recovered during construction excavations, quarrying, road building, and formal scientific investigations. Reported fossils include mammoths, mastodons, horses, bison, camels, saber-toothed cats, coyotes, deer, and ground sloths, as well as rodents, rabbits, birds, reptiles, and fish. Accordingly, these Pleistocene deposits are considered to have high paleontological sensitivity.

The pedestrian field survey of the Specific Plan Area conducted on November 5 and 13, 2025 did not identify any paleontological resources at the surface. However, the absence of visible fossils does not preclude the presence of buried paleontological resources within undisturbed Pleistocene deposits beneath the site.

4.6.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to geology and soils that are applicable to the proposed project are described below.

4.6.4.1 Federal Regulations

There are no federal regulations that apply to the proposed project with respect to geology and soils.

4.6.4.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act (1972). The major State legislation regarding earthquake fault zones is the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act), which was passed in 1972. Following passage of the A-P Act, the State of California began delineating "Earthquake Fault Zones" (called Special Studies Zones prior to 1994) around and along faults that are "sufficiently active" and "well defined" to reduce fault-rupture risks to structures for human occupancy.[18] The boundary of an "Earthquake Fault Zone" is generally 500 feet from major active faults and from 200 to 300 feet from well-defined minor faults. The mapping of active faults is conducted by the State Geologist, and these maps are distributed to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction.

Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault and must be set back from the fault a minimum of 50 feet.

The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

Seismic Hazard Mapping Act (1990). The Seismic Hazard Mapping Act (SHMA) was adopted by the State in 1990 to address the potential hazards posed by secondary effects of seismic activity, including strong ground shaking, soil liquefaction, and associated ground failure and seismically induced landslides. The California Geological Survey (CGS) prepares and provides local governments with

[18] California Public Resources Code Sections 2621–2630.

seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The seismic hazard zones are referred to as "zones of required investigation" because site-specific geological investigations are required for construction projects located within these areas. Before a project can be permitted, a geologic investigation, evaluation, and written report must be prepared by a licensed geologist to demonstrate that the potential hazards can be successfully mitigated.

Natural Hazards Disclosure Act. Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller's agent must disclose this fact to potential buyers.

California Building Code. Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is also known as Title 24, Part 2, of the California Code of Regulations (CCR). Local jurisdictions often adopt local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on site, and the strength of ground shaking with a specified probability at a site. The 2025 CBC took effect on January 1, 2026.

Requirements for Geotechnical Investigations. Requirements for geotechnical investigations for subdivisions requiring tentative and final maps and for other types of structures are provided in California Health and Safety Code, Sections 17953 through 17955, and in Section 1802 of the CBC. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Public Resources Code Section 5097.5. Section 5097.5 of the PRC provides for the protection of cultural and paleontological resources and prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any lands under the jurisdiction of State or local authorities.

4.6.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to geology and soils.

4.6.4.4 Local Regulations

City of Huntington Beach Municipal Code. Building and construction in the City are subject to the regulations of the City of Huntington Beach Municipal Code. CCR Title 24, Part 2, of the CBC (2025) provides minimum standards for building design in the State. Local codes are permitted to be more

restrictive than Title 24, but not less restrictive. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, configuration, structural system height, and seismic design category. The seismic ratings used in the CBC are derived from the International Building Code specifications. Most of Southern California is located in Seismic Design Category D. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in the California Occupational Safety and Health Administration (Cal/OSHA) regulations (CCR, Title 8). In addition, uses constructed as part of the proposed project would adhere to the seismic and building standards in the City's Building Code that have adopted the CBC with amendments and modifications.

The following provisions of the City's Municipal Code address geologic hazards and paleontological resources:

- **Chapter 17.04.010 (Adoption):** Adopts the 2025 CBC Volumes 1 and 2 including Appendix I and all national codes and standards referenced therein.

- **Chapter 17.05.020 (Scope):** Sets rules and regulations to control excavation, grading, and earthwork construction, including fills and embankments, and establishes administrative requirements for issuance of grading permits and approval of plans and inspection of grading construction in accordance with requirements for grading and excavation as contained in the Uniform Building Code.

City of Huntington Beach General Plan. The Natural and Environmental Hazards Element of the City's General Plan puts forth goals, objectives, and policies related to the safety of the environment and community members. The following applicable goals and policies address geologic hazards and paleontological resources:

- **Goal HAZ-1:** Structures are designed and retrofitted to be more resilient to earthquakes and other geologic and seismic hazards, protecting against injury while also preserving the structural integrity of the structure.

    - **Policy A:** Ensure that new and significantly retrofitted structures are sited and designed to reduce the risk of damage from geologic and seismic hazards.

    - **Policy C:** Construct new key facilities to be resistant to damage from geologic and seismic hazards.

- **Goal C-5:** Promote the preservation of significant archaeological and paleontological resources in the Coastal Zone.

    - **Policy C-5.1.2:** Where new development would adversely impact archeological or paleontological resources within the Coastal Zone, reasonable mitigation measures to minimize impacts shall be required.

    - **Policy C-5.1.5:** A County-certified paleontologist/ archeologist, shall monitor all grading operations where there is a potential to affect cultural or paleontological resources based on

the required research design. A Native American monitor shall also monitor grading operations. If grading operations uncover paleontological/archeological resources, the paleontologist/archaeologist or Native American monitor shall suspend all development activity to avoid destruction of resources until a determination can be made as to the significance of the paleontological/archeological resources. If found to be significant, the site(s) shall be tested and preserved until a recovery plan is completed to assure the protection of the paleontological/archeological resources.

- **Goal C-10:** Minimize risks to life and property in areas of high hazards (e.g., geologic, flood and fire) within the Coastal Zone and ensure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
    - **Policy C-10.1.4:** Require appropriate engineering and building practices for all new structures to withstand ground shaking and liquefaction such as those stated in the Uniform Building Code.
    - **Policy C-10.1.6:** Minimize bluff and mesa edge erosion through the regulation of new development up stream.

4.6.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to geology and soils if it would:

Threshold 4.6.1: 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;

(ii) Strong seismic ground shaking;

(iii) Seismic-related ground failure, including liquefaction;

(iv) Landslides;

Threshold 4.6.2: Result in substantial soil erosion or loss of topsoil;

Threshold 4.6.3: 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;

Threshold 4.6.4: 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;

Threshold 4.6.5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater; or

Threshold 4.6.6: Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature.

As discussed in Section 4.7 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would result in less than significant impacts due to the rupture of a known earthquake fault, seismic ground shaking, seismic related ground failure, including liquefaction, and landslides (Threshold 4.6.1). In addition, the Initial Study found that the proposed project would have less than significant impacts associated with ground stability (Threshold 4.6.3), expansive soils (Threshold 4.6.4), and soil capability to support the use of septic tanks (Threshold 4.6.5). Therefore, these topics are not further addressed below.

While the Initial Study also determined that the proposed project would have less than significant impacts associated with soil erosion or loss of topsoil (Threshold 4.6.2) in response to scoping comment letters received during the public review period for the IS/NOP regarding coastal erosion and bluff stability, the City has decided to include a more detailed analysis of this threshold in this Draft EIR.

4.6.6 Project Impacts

Please refer to Section 4.6.9 for a full text description of the mitigation measure referenced in the analysis below.

Threshold 4.6.2: Result in substantial soil erosion or loss of topsoil?

Less Than Significant Impact. The project site is generally flat, sloping gently down to the southeast. Under existing conditions, stormwater generated on the project site drains to public catch basins along Goldenwest Street or PCH as well as a parkway drain outlet along Palm Avenue. From the catch basin along Goldenwest Street, stormwater flows to an existing 24-inch storm drain lateral, then to an existing 48-inch main along Goldenwest Street that discharges to the Pacific Ocean. From the catch basin at PCH, stormwater flows to an existing 24-inch storm drain lateral along PCH which discharges to the Pacific Ocean. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within the Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean.

Construction. During demolition, remediation, and site preparation activities associated with the proposed project, soil would be exposed, and on-site drainage patterns may be temporarily

altered. As a result, there would be an increased potential for soil erosion and loss of topsoil compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As described in Standard Condition (SC) WQ-1 (refer to Section 4.9, Hydrology and Water Quality), construction activities on the project site (including demolition, site preparation, and development of future projects on the project site) that would disturb 1 acre of soil or more would be required to comply with the Construction General Permit, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of construction best management practices (BMPs) during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site during construction activities on the project site. Compliance with SC WQ-1 would also ensure implementation of hydromodification control BMPs that would maintain the site's existing drainage patterns and prevent increases in runoff in order to ensure that construction activities would not result in downstream erosion or loss of topsoil.

In addition, Sections 17.05.310 through 17.05.330 of the City's Municipal Code sets forth standard erosion control requirements for development projects within the City, including the preparation of Erosion and Sediment Control Plans. Pursuant to SC WQ-2, construction activities on the project site (including demolition, site preparation, and development of future projects on the project site) would be required to adhere to Section 17.05 of the City's Municipal Code through submittal of a grading plan and Erosion and Sediment Control Plan to the Director of the City Public Works Department, or designee, for review and approval prior to issuance of grading permits.

With compliance with the requirements in the Construction General Permit (SC WQ-1) and City of Huntington Beach Municipal Code (SC WQ-2) and implementation of construction BMPs, construction impacts related to erosion and loss of topsoil would be less than significant, and no mitigation is required.

Operation. As previously described, implementation of the proposed project is anticipated to result in an overall increase in impervious surface area on the project site compared to existing conditions, which would alter on-site drainage patterns in a manner that could increase the rate and volume of runoff during a storm, and more readily transport sediments. Pervious surfaces on the project site would be landscaped with vegetation that would stabilize the soil and promote infiltration, thereby minimizing on-site erosion and topsoil loss associated with exposed soils.

As described in Section 4.9, Hydrology and Water Quality, under existing conditions, stormwater generated on the project site drains to public catch basins along Goldenwest Street or Pacific Coast Highway (PCH) as well as a parkway drain outlet along Palm Avenue. Flows from the proposed project would drain via proposed underground conduits into three drainage areas (DAs), as delineated in Figure 3-14, Master Storm Drain Plan, in Chapter 3.0, Project Description. Flows from DA 1 would be conveyed from catch basins through a series of storm drain systems to a detention area that would connect to a public catch basin on Goldenwest Street. From this catch basin, stormwater would flow to an existing 24-inch storm drain lateral, then to an existing 48-inch main on Goldenwest Street that ultimately discharges to the Pacific Ocean. Flows from DA 2 would be conveyed from catch basins to a downstream detention area to a public parkway drain outlet along Palm Avenue. From the parkway drain outlet, stormwater flows (via surface flow in

the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within The Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean. Lastly, flows from DA 3 would flow along the proposed internal circulation roadway to a downstream detention area where it would discharge to a State-owned catch basin along PCH. From this catch basin, stormwater would flow into an existing 24-inch storm drain lateral that ultimately discharges into the Pacific Ocean. Therefore, in addition to on-site drainage patterns, off-site drainage patterns would also change under the proposed project, potentially resulting in the erosion of natural landforms where outfalls would occur (e.g., Bolsa Chica Ecological Reserve and the beaches of the Pacific Ocean).

As described in Section 4.9, Hydrology and Water Quality, the proposed project is subject to the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (North Orange County MS4 Permit), Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062. The North Orange County MS4 Permit acknowledges that increased flows due to urbanization may increase erosion of stream banks and channels and cause stream channel alterations and impact aquatic resources. Pursuant to the North Orange County MS4 Permit and SC WQ-4 (refer to Section 4.9, Hydrology and Water Quality), each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be required to prepare a project-specific WQMP to specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would minimize stormwater runoff thereby minimizing on-site erosion and siltation associated with the proposed project.

Additionally, as specified in SC WQ-5 (refer to Section 4.9, Hydrology and Water Quality), a Hydrology Study would be required to be prepared for each future development project on the project site, which would demonstrate that the design of each future project meets recognition of and mitigates any potential hydromodification impacts by demonstrating that, with implementation of applicable BMPs, the peak flow of stormwater runoff in the proposed condition would not exceed existing conditions. The Hydrology Study would prescribe mitigation measures, as necessary, to ensure that the rate and volume of stormwater runoff in the post-development condition would not exceed the pre-project condition. Therefore, with adherence to SCs WQ-4 and WQ-5, as well as incorporation of LID techniques and hydromodification requirements as required by the North Orange County MS4 Permit, would ensure that natural landforms associated with storm drain outfall points serving the project site would not experience substantial soil erosion or loss of topsoil. Impacts related to on-site or off-site erosion or siltation would therefore be less than significant, and no mitigation is required.

Threshold 4.6.6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant With Mitigation Incorporated. As described in Section 4.6.3.7, the project site is underlain by Artificial Fill, Holocene Beach Deposits, and Middle to Late Pleistocene Old Shallow Marine Deposits on Wave-Cut Surfaces. Artificial Fill has no paleontological sensitivity because it

consists of previously disturbed material. Although Holocene Beach Deposits (less than 11,700 years ago) can contain remains of plants and animals, only those from the middle to early Holocene (approximately 4,200–11,700 years ago) are considered scientifically important. As fossils from this time interval are uncommon, the Holocene Beach Deposits on-site are considered to have low paleontological sensitivity. In contrast, the Middle to Late Pleistocene Old Shallow Marine Deposits on Wave-Cut Surfaces possess high paleontological sensitivity, as they are known regionally to preserve significant vertebrate, invertebrate, and plant fossils. Because the proposed project, including activities associated with demolition, remediation, site preparation, and construction of future development projects within the project site would include ground disturbance to a maximum depth of 13 feet below ground surface (bgs), there is potential for the proposed project to impact scientifically significant paleontological resources.

Although the fossil locality search conducted for the Paleontological Resource Memorandum (Appendix H), identified no previously recorded fossil localities within the project site, nine fossil localities were identified in surrounding areas within the same or similar sedimentary formations. The closest localities (LACM VP 7366, 7422–7425 and 7679), located within the Pleistocene sands of the Huntington Beach Urban Center Sand Borrow Area approximately 1.9 miles southeast of the project site produced scientifically important fossils. Additionally, a locality (LACM VP 6912) from Pleistocene terrace deposits at Bolsa Chica State Beach approximately 1.9 miles northwest of the project site produced scientifically important fossils.

Two nearby localities (LACM IP 21419 and LACM IP 23657), located adjacent to the Bolsa Chica Ecological Preserve approximately 2.7 miles northwest of the project site and in Central Park West approximately 2 miles north of the project site, respectively, produced uncatalogued invertebrates from Pleistocene sands.

Finally, locality (LACM VP 1121) from Pleistocene terrace deposits approximately 6 miles northwest of the project site and just south of Seal Beach produced scientifically important fossils, including the following: Mammoth (*Mammuthus*), Sea Otter (*Enhydrus*), and Horse (*Equus*).

These records demonstrate that the same geologic units present at the project site are fossil-bearing elsewhere in the region and therefore have the potential to contain similar resources within the project limits. Construction associated with the proposed project, including demolition, remediation, site preparation and future project site development would involve ground-disturbing activities such as grading, excavation, trenching, and utility installation which could extend into undisturbed Middle to Late Pleistocene Old Shallow Marine Deposits. These activities could directly or indirectly damage or destroy previously undiscovered paleontological resources, including scientifically significant fossils.

To ensure that potential impacts to undiscovered paleontological resources remain less than significant, all ground-disturbing activities associated with the proposed project would implement Mitigation Measure (MM) GEO-1, as outlined below. MM GEO-1 would require preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) by a qualified Society of Vertebrate Paleontology (SVP)-standard paleontologist, monitoring of ground disturbance within sediments of high paleontological sensitivity, evaluation and collection of any discovered fossils, curation of recovered resources into a qualified scientific repository, and a final monitoring report for each phase

of ground-disturbing activities associated with the proposed project (i.e., demolition, remediation, and site preparation; and future development projects).

With implementation of MM GEO-1, scientifically important fossils would be identified, protected, and curated rather than damaged or destroyed. Additionally, no unique geologic features have been identified within the project site; therefore, implementation of the proposed project would not adversely affect any unique geologic feature. As such, the proposed project would result in a less than significant impacts to paleontological resources with mitigation incorporated.

4.6.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines,* cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The cumulative study area for geology and soils is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

As detailed in this section, ground-disturbing activities associated with the proposed project (i.e., demolition, remediation, site preparation, and future development projects within the project site) would involve ground-disturbing activities such as grading, excavation, trenching, and utility installation which could extend into undisturbed Middle to Late Pleistocene Old Shallow Marine Deposits and directly or indirectly damage or destroy previously undiscovered paleontological resources, including scientifically significant fossils. As described in Chapter 4.0 of this Draft EIR in Table 4.A, Cumulative Projects List and shown in Figure 4.1, several mixed use, residential, and commercial development projects are approved, pending, or in the planning stages in the City. These cumulative projects could include ground-disturbing activities in areas that are paleontologically sensitive. Therefore, potential impacts of the proposed project to unknown paleontological resources and unique geologic features, when combined with the impacts of the cumulative project list provided in Chapter 4.0, could contribute to a cumulatively significant impact due to the overall loss of paleontological remains unique to the region. However, all ground-disturbing activities associated with the proposed project would implement Mitigation Measure (MM) GEO-1, which would require preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) by a qualified SVP-standard paleontologist, monitoring of ground disturbance within sediments of high paleontological sensitivity, evaluation and collection of any discovered fossils, curation of recovered resources into a qualified scientific repository, and a final monitoring report for each phase of ground-disturbing activities associated with the proposed project (i.e., demolition, remediation, and site preparation; and future development projects). With implementation of MM GEO-1, impacts to paleontological resources associated with the proposed project would be less than significant.

Additionally, each discretionary development project within the cumulative study area would be required to comply with CEQA. If there were any potential for significant impacts to paleontological resources or unique geologic features associated with development projects in the cumulative study area, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. When resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant.

Therefore, implementation of MM GEO-1 would ensure that the proposed project, together with cumulative projects, would not contribute a cumulatively considerable impact to unique paleontological resources or sites, or unique geologic features.

4.6.8 Level of Significance Prior to Mitigation

The proposed project would result in a potentially significant impact related to unique paleontological resources prior to mitigation.

4.6.9 Standard Conditions and Mitigation Measures

4.6.9.1 Standard Conditions

Standard Conditions WQ-1, WQ-2, WQ-4, and WQ-5 (as detailed in Section 4.9, Hydrology and Water Quality) are required for the proposed project.

4.6.9.2 Mitigation Measures

The following mitigation measure is required to reduce potentially significant impacts related to unique paleontological resources to a less than significant level:

Mitigation Measure GEO-1 **Paleontological Resources Impact Mitigation Program.** Prior to issuance of each grading permit (i.e., site demolition, remediation, and preparation; and each future development project within the project site), each project Applicant/Developer shall provide a letter to the Director of Community Development Department, or designee, stating that they have retained a qualified paleontologist (defined as a practicing paleontologist who is recognized in the paleontological community and proficient in vertebrate paleontology) who is listed on the County of Orange list of certified paleontologists.

Prior to the issuance of each grading permit, the qualified paleontologist shall submit to the City, a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology. The City shall not issue a grading permit for the project until the letter and PRIMP, both referenced above, have been received.

During construction, excavation and grading activities in deposits with high paleontological sensitivity shall be monitored by a paleontological monitor as defined by the PRIMP. No monitoring is

required for excavations in deposits with no or low paleontological sensitivity (i.e., engineered fill soils).

If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist shall be contacted to assess the find for significance.

Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution prepared by the Applicant-hired qualified paleontologist.

Prior to the issuance of grading permits, a report of findings shall be prepared to document the results of the monitoring program prepared by the Applicant-hired qualified paleontologist. The report shall be provided to the Director of Community Development, or designee.

4.6.10 Level of Significance after Mitigation

Potentially significant impacts to paleontological resources would be reduced to less than significant levels after mitigation. Therefore, with implementation of MM GEO-1, the proposed project would not result in any significant impacts related to geology and soils.

4.7 GREENHOUSE GAS EMISSIONS

This section evaluates the potential for the proposed project to produce greenhouse gas (GHG) emissions that would cause environmental impacts.

4.7.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Six comment letters included comments related to GHG emissions. These comments pertain to concerns about increases in GHG emissions associated with the proposed project and the need for mitigation for impacts related to GHG emissions.

4.7.2 Methodology

This analysis used the California Emissions Estimator Model (CalEEMod) version 2022.1 to quantify the potential GHG emissions associated with both construction and operation of the proposed project. The following discussion describes the methodology used for evaluating emissions:

4.7.2.1 Construction

Construction emissions were estimated for the project using CalEEMod consistent with the methodology described in Section 4.2, Air Quality. Demolition of the existing oil and natural gas facilities on the project site would begin in mid-2029 and last approximately two years. During the demolition phase, construction equipment would use Tier 4 Interim equipment, which was included in CalEEMod. Demolition is expected to generate about 102,046 tons of debris, equivalent to approximately 12 trips per day over the demolition period, which was also included in CalEEMod. Site preparation and grading would follow in late 2031, involving approximately 180,000 cubic yards of soil import, with Tier 2 equipment and model-default haul truck activity assumptions (see Table 4.2.H in Section 4.2, Air Quality, for a detailed list of construction equipment).

Future discretionary development projects within the project site would undergo separate CEQA review and permitting; however, this analysis assumes full buildout of proposed uses. Building construction, paving, and architectural coating activities are anticipated to start late 2032 and would involve standard equipment (e.g., cranes, forklifts, pavers) meeting at least Tier 2 standards. Compliance with SCAQMD Rule 403 is assumed, and where project-specific details are unavailable, CalEEMod default parameters were used.

4.7.2.2 Operation

The proposed project includes amendments to the City's General Plan Land Use Element, the Draft Amended PGSP, and the LCP to allow for the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for the development of up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the Huntington Beach Zoning & Subdivision Ordinance (HBZSO); and (3) 22.8 acres of open space/park uses, including

preservation of the existing 3.1-acre open space area north of Seapoint Street. Therefore, the proposed project analysis was conducted using land use codes *Single Family Housing, Apartments Low Rise, Hotel, and City Park*. Although the specific design and configuration of future development within the project site cannot be known at this time as no plans have been submitted to the City, *Single Family Housing* and *Apartments Low Rise* were determined to best represent the average building type anticipated under buildout of the proposed project based on the proposed densities and the anticipated mix of housing types.

Trip generation rates used in CalEEMod for the project were based on the project's trip generation described in Section 4.15, Transportation, which identifies that the proposed project would generate approximately 7,638 average daily trips, including 516 trips during the a.m. peak hour, and 655 trips during the p.m. peak hour. In addition, the CalEEMod analysis assumes that the proposed project would be operational in 2034. Information regarding specific development is not yet known; therefore, default assumptions (e.g., energy and water usage) from CalEEMod were used.

4.7.3 Existing Environmental Setting

4.7.3.1 Background

Global Climate Change. Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans in recent decades. The Earth's average near-surface atmospheric temperature rose 0.6 ± 0.2 degrees Celsius (°C) or 1.1 ± 0.4 degrees Fahrenheit (°F) in the 20th century. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide (CO_2) and other GHGs are the primary causes of the human-induced component of warming. GHGs are released by the burning of fossil fuels, land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect.[1]

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- CO_2
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

[1] The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduces the heat escaping, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the naturally occurring greenhouse effect is necessary to keep our planet at a comfortable temperature.

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally occurring GHGs (e.g., CO_2, methane, and N_2O), some gases (e.g., HFCs, PFCs, and SF_6) are completely new to the atmosphere.

Certain gases (e.g., water vapor) are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this air quality analysis, the term "GHGs" will refer collectively to the six gases listed above.

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to carbon dioxide, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e). Table 4.7.A shows the GWP for each type of GHG. For example, SF_6 is 23,900 times more potent at contributing to global warming than CO_2.

Table 4.7.A: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-Year Time Horizon)
Carbon Dioxide	50-200	1
Methane	12	25
Nitrous Oxide	114	310
HFC-23	270	11,700
HFC-134a	14	140
HFC-152a	1.4	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoromethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900

Source: *Second Update to the Climate Change Scoping Plan: Building on the Framework* (CARB 2017). Website: www.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents (accessed June 2025).
CARB = California Air Resources Board HFC = hydrofluorocarbon PFC = perfluorocarbon

The following discussion summarizes the characteristics of the six GHGs and black carbon.

Carbon Dioxide. In the atmosphere, carbon generally exists in its oxidized form, as CO_2. Natural sources of CO_2 include the respiration (i.e., breathing) of humans, animals, and plants, volcanic out gassing, decomposition of organic matter, and evaporation from the oceans. Human-caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral

production, and deforestation. Natural sources release approximately 150 billion tons of CO_2 each year, far outweighing the 7 billion tons of manmade emissions of CO_2 each year. Nevertheless, natural removal processes (e.g., photosynthesis by land- and ocean-dwelling plant species) cannot keep pace with this extra input of manmade CO_2, and consequently, the gas is building up in the atmosphere.

Methane. CH_4 is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites[2], and oceans. Decomposition occurring in landfills accounts for the majority of human-generated CH_4 emissions in California and in the United States as a whole. Agricultural processes such as intestinal fermentation, manure management, and rice cultivation are also significant sources of CH_4 in California.[3]

Nitrous Oxide. N_2O is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. Nitrous oxide is a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion emit N_2O, and the quantity emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N_2O emissions in California.[4]

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride. HFCs are primarily used as substitutes for ozone-depleting substances regulated under the Montreal Protocol.[5] PFCs and SF_6 are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in California; however, the rapid growth in the semiconductor industry leads to greater use of PFCs.[6]

Black Carbon. Black carbon is the most strongly light-absorbing component of suspended particulate matter (PM) formed by burning fossil fuels such as coal, diesel, and biomass. Black carbon is emitted directly into the atmosphere in the form of particulate matter less than 2.5 microns in size ($PM_{2.5}$) and is the most effective form of PM, by mass, at absorbing solar energy. Per unit of mass in the atmosphere, black carbon can absorb one million times more energy than CO_2.[7] Black carbon contributes to climate change both directly, such as absorbing sunlight, and

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2 Termites are important decomposers of plant material. During digestion, microbes in their guts break down the plant material, producing methane.

3 California Air Resources Board (CARB). 2022. GHGs Descriptions & Sources in California. Website: ww2.arb.ca.gov/ghg-descriptions-sources (accessed June 2026).

4 *Ibid.*

5 The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for ozone depletion.

6 California Air Resources Board (CARB). 2022. Op. cit.

7 United States Environmental Protection Agency (USEPA). 2015. Black Carbon, Basic Information. February 14, 2017. Website: https://19january2017snapshot.epa.gov/www3/airquality/blackcarbon/basic.html (accessed June 2026).

indirectly, such as affecting cloud formation. However, because black carbon is short-lived in the atmosphere, it can be difficult to quantify its effect on global warming.

Most United States emissions of black carbon come from mobile sources (52 percent), particularly from diesel-fueled vehicles. The other major source of black carbon is open biomass burning, including wildfires, although residential heating and industry also contribute. The California Air Resources Board (CARB) estimates that the annual black carbon emissions in California will be reduced approximately 50 percent below 2013 levels by 2030.[8]

Greenhouse Gas Inventories. An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, and California GHG emissions inventories.

Global Emissions. Worldwide emissions of GHGs in 2020 totaled 22.9 billion metric tons (MT) CO_2e. Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change (UNFCCC).[9]

United States Emissions. In 2022, the year for which the most recent data are available, the United States emitted about 6,343 million metric tons (MMT) CO_2e. Overall, emissions in 2022 increased by 1 percent relative to the 2021 total GHG emissions. This increase in total GHG emissions was driven by fossil fuel combustion due primarily to increased energy use, due inpart to the continued rebound in economic activity after the height of the COVID-19 pandemic. However, GHG emissions in 2022 were 17 percent below those of 2005 levels. Of the five major sectors, residential and commercial, agricultural, industry, transportation, and electricity generation, transportation accounted for the highest amount of GHG emissions in 2022 (approximately 28 percent), with electricity generation second at 25 percent and emissions from industry third at 23 percent.[10]

State of California Emissions. The State emitted approximately 371.1 MMT CO_2e emissions in 2022, which was 9.3 MMT CO_2e lower than 2021 levels.[47] CARB estimates that transportation was the source of approximately 37.7 percent of the State's GHG emissions in 2022. The next largest sources included industrial sources at approximately 19.6 percent and electricity generation at 16.1 percent. The remaining sources of GHG emissions were commercial and residential activities at 10.6 percent, agriculture at 8.0 percent, high GWP at 5.7 percent, and waste at 2.2 percent.[11]

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8 California Air Resources Board (CARB). 2017. *Final Short-Lived Climate Pollutant Reduction Strategy.* March. Website: https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf (accessed June 2026).

9 United Nations Framework Convention on Climate Change (UNFCCC). 2021. GHG Data from UNFCCC. Website: unfccc.int/process-and-meetings/transparency-and-reporting/greenhouse-gas-data/ghg-data-unfccc/ghg-data-from-unfccc (accessed June 2026).

10 United States Environmental Protection Agency (USEPA). 2023. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. Website: https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf (accessed June 2026).

11 *Ibid.*

City of Huntington Beach GHG Emissions. In 2012, the total GHG emissions in Huntington Beach were 1,432,540 metric tons of carbon dioxide equivalent (MT CO_2e). The City's total emissions showed little change between 2005 and 2012, declining by 19,530 MT CO_2e (approximately 1 percent). Table 4.7.B compares emissions by sector for 2005 and 2012.

Table 4.7.B: City of Huntington Beach GHG Emissions by Sector (2005 and 2012)

Sector	2005 MT CO_2e	2012 MT CO_2e	Percentage Change, 2005–2012
Residential energy	313,310	327,340	4
Nonresidential energy	286,260	301,840	5
Transportation	723,440	726,190	<1
Off-Road Equipment	35,240	11,580	-67
Resource Management	67,210	38,620	-43
Water and Wastewater	10,000	10,410	4
Oil Drilling	16,610	16,560	<~1
Total	**1,452,070**	**1,432,540**	**-1**

Source: City of Huntington Beach General Plan Environmental Resources and Conservation Element, Greenhouse Gas Reduction Program (City of Huntington Beach 2017).
(Website: https://huntingtonbeachca.gov/departments/community_development/planning_zoning/general_plan.php# outer-1756, accessed June 2026).
GHG = greenhouse gas
MT CO_2e = metric tons of carbon dioxide equivalent

4.7.4 Regulatory Setting

Federal, State, and local regulations and programs related to greenhouse gas emissions that are applicable to the proposed project are described below.

4.7.4.1 Federal Regulations

The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the United States Environmental Protection Agency (USEPA) has the authority to regulate CO_2 emissions under the federal Clean Air Act (CAA).

Although there currently are no adopted federal regulations for the control or reduction of GHG emissions, the USEPA commenced several actions in 2009 to implement a regulatory approach to global climate change, including the 2009 USEPA final rule for mandatory reporting of GHGs from large GHG emission sources in the United States. Additionally, the USEPA Administrator signed an endangerment finding action in 2009 under the CAA, finding that seven GHGs (CO_2, CH_4, N_2O, HFCs, NF_3, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national GHG emission standards.

4.7.4.2 State Regulations

The CARB is the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

Assembly Bill 1493 (2002). In a response to the transportation sector's significant contribution to California's CO_2 emissions, Assembly Bill (AB) 1493 was enacted on July 22, 2002. AB 1493 requires the CARB to set GHG emission standards (the Pavley Standards) for passenger vehicles and light duty trucks (and other vehicles whose primary use is noncommercial personal transportation in the State) manufactured in 2009 and all subsequent model years. These standards (starting in model years 2009 to 2016) were approved by the CARB in 2004, but the needed waiver of the California Clean Air Act (CCAA) Preemption was not granted by the USEPA until June 30, 2009. The CARB responded by amending its original regulation, now referred to as Low Emission Vehicle III, to take effect for model years starting in 2017 to 2025. The Trump Administration revoked California's waiver in 2019; however, the Biden Administration restored California's waiver in 2021.

Executive Order S-3-05 (2005). Governor Arnold Schwarzenegger signed Executive Order (EO) S-3-05 on June 1, 2005, which proclaimed that California is vulnerable to the impacts of climate change. To combat those concerns, the executive order established California's GHG emissions reduction targets, which established the following goals:

- GHG emissions should be reduced to 2000 levels by 2010;
- GHG emissions should be reduced to 1990 levels by 2020; and
- GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

The Secretary of the California Environmental Protection Agency (CalEPA) is required to coordinate efforts of various State agencies in order to collectively and efficiently reduce GHGs. A biannual progress report must be submitted to the Governor and State Legislature disclosing the progress made toward GHG emission reduction targets. In addition, another biannual report must be submitted illustrating the impacts of global warming on California's water supply, public health, agriculture, the coastline, and forestry, and report possible mitigation and adaptation plans to address these impacts.

The Secretary of CalEPA leads this climate action team (CAT) made up of representatives from State agencies as well as numerous other boards and departments. The CAT members work to coordinate statewide efforts to implement global warming emission reduction programs and the State's Climate Adaptation Strategy. The CAT is also responsible for reporting on the progress made toward meeting the statewide GHG targets that were established in the executive order and further defined under AB 32, the "Global Warming Solutions Act of 2006." The first CAT Report to the Governor and the Legislature was released in March 2006, which laid out 46 specific emission reduction strategies for reducing GHG emissions and reaching the targets established in the executive order. The most recent report was released in December 2020.

Assembly Bill 32 (2006), California Global Warming Solutions Act. California's major initiative for reducing GHG emissions is AB 32, passed by the State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. The CARB has established the level of GHG emissions in 1990 at 427 MMT CO_2e. The emissions target of 427 MMT CO_2e requires the reduction of 169 MMT CO_2e from the State's projected business-as-usual (BAU) 2020 emissions of 596 MMT CO_2e. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping

Plan was approved by the CARB on December 11, 2008, and contains the main strategies California will implement to achieve the reduction goals and includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory.

The CARB approved the *First Update to the Climate Change Scoping Plan* on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020 and also sets the groundwork to reach long-term goals set forth in EOs S-3-05 and B-16-2012. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[12] to reflect the 2030 target set by EO B-30-15 and codified by Senate Bill (SB) 32.

The 2022 Scoping Plan[13] was approved in December 2022 and assesses progress towards achieving the SB 32 2030 target and lays out a path to achieve carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Senate Bill 97 (2007). SB 97, signed by the Governor in August 2007 (Chapter 185, Statutes of 2007; PRC Sections 21083.05 and 21097), acknowledges climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA). This bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Resources Agency guidelines for mitigating GHG emissions or the effects of GHG emissions, as required by CEQA.

[12] California Air Resources Board (CARB). 2017. *California's 2017 Climate Change Scoping Plan*. November.

[13] California Air Resources Board (CARB). 2022. *2022 Scoping Plan Update*. May 10. Website: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf (accessed June 2026).

The California Natural Resources Agency adopted the amendments to the *State CEQA Guidelines* in November 2018, which went into effect in December 2018. The amendments do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific MMs. The amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but preserve the discretion granted by CEQA to lead agencies in making their own determinations based on substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs when they perform individual project analyses.

Senate Bill 375 (2008). Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, CARB-approved GHG reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations (MPOs). CARB may update the targets every 4 years and must update them every 8 years. MPOs, in turn, must demonstrate how their plans, policies, and transportation investments meet the targets set by CARB through Sustainable Community Strategies (SCSs). The SCSs are included with the Regional Transportation Plan (RTP), a report required by State law. However, if an MPO finds that its SCS will not meet the GHG reduction targets, it may prepare an Alternative Planning Strategy. The Alternative Planning Strategy identifies the impediments to achieving the targets.

Executive Order B-30-15 (2015). Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the immediate target of:

- GHG emissions should be reduced to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target and, therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act. SB 350, signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent; and
- Increasing energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission (CPUC) for the private utilities and by the California Energy Commission (CEC) for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other non-renewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to State energy agencies under existing law. The addition made by this legislation

requires State energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197. In summer 2016, the Legislature passed, and the Governor signed, SB 32 and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO_2e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Senate Bill 100. On September 10, 2018, Governor Brown signed SB 100, which raises California's Renewables Portfolio Standard (RPS) requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18. EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Title 24, Part 11, Building Standards Code and CALGreen Code. In November 2008, the California Building Standards Code established the California Green Building Standards Code (CALGreen Code), which sets performance standards for residential and non-residential development to reduce environmental impacts and encourage sustainable construction practices. The CALGreen Code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code is updated every 3 years and was most recently updated in 2025 to include new mandatory measures for residential as well as non-residential uses; the new measures took effect on January 1, 2026. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

Title 24, Part 6, California Building Efficiency Standards. The California Building Standards Code, or Title 24 of the California Code of Regulations (CCR) contains the regulations that govern the

construction of buildings in California. Part 6 is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. These standards were first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption and are updated on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings for which an application for a building permit is submitted on or after January 1, 2026, must follow the 2025 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

Executive Order N-79-20, Executive Order B-48-18, Low Carbon Fuel Standard and the Advanced Clean Cars Program. EO N-79-20, which was signed by the Governor on September 23, 2020, sets the following goals for the State: 100 percent of in-state sales of new passenger cars and trucks shall be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the State shall be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and 100 percent of off-road vehicles and equipment in the State shall be zero-emission by 2035, where feasible. EO B-48-18 requires all State entities to work with the private sector to have at least 5 million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle (EV) charging stations by 2025. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. EO S-01-07 calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California. In 2018, CARB approved amendments to the LCFS regulation to readjust carbon intensity benchmarks to meet California's 2030 GHG reductions targets under SB 32. These amendments include opportunities to promote ZEV adoption, carbon capture and sequestration, and advanced technologies for decarbonization of the transportation sector. Furthermore, CARB adopted the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of ZEVs, into a single package of regulatory standards for vehicle model years 2017 through 2025. The program's ZEVs regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

California Integrated Waste Management Act. To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. In 2011, AB 341 modified the California Integrated Waste Management Act and directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939. In April 2016, AB 1826 further modified the California Integrated Waste Management Act, requiring businesses that generate a specified amount of organic waste per week to arrange for recycling services for that organic waste in a specified manner.

4.7.4.3 Regional Regulations

South Coast Air Quality Management District. In 2008, the South Coast Air Quality Management District (SCAQMD) formed a Working Group to identify GHG emissions thresholds for land use projects

that could be used by local lead agencies in the South Coast Air Basin (Basin). The Working Group developed several different options that are contained in the SCAQMD 2008 draft guidance document titled *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*[14] that could be applied by lead agencies. On September 28, 2010, SCAQMD Working Group Meeting No. 15 provided further guidance, including a tiered approach for evaluating GHG emissions for development projects where the SCAQMD is not the lead agency. The SCAQMD has not presented a finalized version of these thresholds to the governing board.

The SCAQMD identifies the emissions level for which a project would not be expected to substantially conflict with any State legislation adopted to reduce statewide GHG emissions. As such, the utilization of a service population represents the rates of emissions needed to achieve a fair share of the State's mandated emissions reductions. Overall, the SCAQMD identifies a GHG efficiency level that, when applied statewide or to a defined geographic area, would meet the year 2020 and post-2020 emissions targets as required by AB 32 and SB 32. If projects are able to achieve targeted rates of emissions per the service population, the State will be able to accommodate expected population growth and achieve economic development objectives, while also abiding by AB 32's emissions target and future post-2020 targets.

Southern California Association of Governments. On April 4, 2024, Southern California Association of Governments (SCAG) adopted the 2024–2050 RTP/SCS (Connect SoCal).[15] However, the CARB has not officially approved the 2024–2050 RTP/SCS. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled (VMT) from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, CARB has set GHG reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035. The RTP/SCS lays out a strategy for the region to meet these targets. Overall, the SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high-quality transit areas and livable corridors and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles.[16] However, the SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the SCS; SCAG is required to consider local land use controls when drafting the SCS.

4.7.4.4 Local Regulations

City of Huntington Beach General Plan. The City of Huntington Beach addresses greenhouse gases in the Environmental Resources and Conservation Element of the City's General Plan. The Environmental Resources and Conservation Element contains goals, policies, and implementing actions to reduce greenhouse gas emissions in the community. The following goals, policies, and implementing actions

[14] SCAQMD. 2008. I*nterim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*.

[15] Southern California Association of Governments (SCAG). 2024. Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/connect-socal (accessed June 2026).

[16] Southern California Association of Governments (SCAG). 2024. Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/connect-socal (accessed June 2026).

related to greenhouse gases are presented in the Environmental Resources and Conservation Element[17] and are applicable to the proposed project:

- **Goal ERC-5:** Greenhouse gas emissions from activities occurring in Huntington Beach are reduced to levels consistent with state goals.
    - **Policy ERC-A:** By 2020, reduce community-wide greenhouse gas emissions to 15 percent below 2005 levels. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the states 2050 greenhouse gas emissions reduction goals.
    - **Policy ERC-C:** Explore strategies to reduce greenhouse gas emissions from off-road construction and landscaping equipment.
    - **Policy ERC-D:** Support efforts by the South Coast Air Quality Management District and the California Air Resources Board to decrease greenhouse gas emissions from large industrial facilities and other stationary sources.

Greenhouse Gas Reduction Program. The Greenhouse Gas Reduction Program (GHGRP) is the City of Huntington Beach's approach to reduce GHG emissions. The GHGRP establishes the City's existing, projected, and target levels of GHG emissions and identifies how the City can achieve target levels through an extensive set of strategies, emphasizing actions that are voluntary, economically viable, consistent with community character, and advance the priorities of Huntington Beach residents, businesses, and visitors. The GHGRP contains 42 strategies, 36 of which have measurable GHG reduction benefits. The strategies are divided into the following nine categories:

1. Land Use (LU)
2. Alternative Fuels (F)
3. Energy Efficiency (EE)
4. Water and Wastewater (WW)
5. Community Awareness (CA)
6. Transportation (T)
7. Renewable Energy (RE)
8. Off-Road Equipment (OR)
9. Resource Management (RM)

[17] City of Huntington Beach. 2017. *City of Huntington Beach General Plan, Natural Resources and Conservation Element.* October. Website: https://huntingtonbeachca.gov/departments/community_development/planning_zoning/general_plan.php#outer-741 (accessed May 2026).

4.7.5 Thresholds of Significance

4.7.5.1 CEQA Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to GHG emissions if it would:

Threshold 4.7.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

Threshold 4.7.2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.7.5.2 Regional Emissions Thresholds

Section 15064.4 of the *State CEQA Guidelines* states "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The City of Huntington Beach GHGRP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy, consistent with *State CEQA Guidelines* Section 15183.5 However, the City's GHGRP was adopted in 2017 and was prepared based on the State's 2020 GHG targets, which are now superseded by more recent State policies and emission reduction goals, including the 2030 GHG emission reduction targets established in SB 32, as well as State goals for carbon neutrality, as included in Executive Orders and codified in AB 1279. Accordingly, to ensure consistency with current regulatory guidance, the proposed project is evaluated against applicable SCAQMD GHG significance thresholds and the 2022 CARB Scoping Plan framework.

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). The last Working Group meeting was held in September 2010 (Meeting No. 15). At that meeting, SCAQMD proposed to adopt the following tiered approach. While the approach has never been formally adopted, SCAQMD uses this approach for evaluating GHG emissions from development projects where SCAQMD is not the lead agency:

- **Tier 1—Exemptions:** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

- **Tier 2—Consistency with a Locally Adopted GHG Reduction Plan:** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

- **Tier 3—Numerical Screening Threshold:** If GHG emissions are less than the numerical screening-level threshold, project-level and cumulative GHG emissions are considered to be less than significant.

  For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. For the analysis of stationary/industrial projects, the SCAQMD adopted a threshold of 10,000 MT of CO_2e per year (MT CO_2e/yr). The proposed project is not a stationary source project and therefore, the 10,000 MT CO_2e/yr threshold is not applicable.

  For all other land use types, the SCAQMD recommends utilizing one of two options to analyze the impact of a project's GHG emissions. Under Option 1, the SCAQMD applies a "bright-line" screening-level threshold of 3,000 MT of CO_2e/yr) for all land use types. Under Option 2, the SCAQMD applies a "bright-line" screening level threshold based on specific land use types as follows: 1,400 MT CO_2e for commercial projects; 3,500 MT CO_2e for residential projects; or 3,000 MT CO_2e for mixed-use projects. This "bright-line" threshold is based on a review of the Office of Planning and Research (OPR) database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the "bright-line" thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact on GHG emissions.

- **Tier 4—Performance Standards:** If emissions exceed the numerical screening threshold, a more detailed review of the project's GHG emissions is warranted. The SCAQMD has proposed an efficiency target for projects that exceed the bright-line threshold. The current recommended approach is per-capita efficiency targets. The SCAQMD is not recommending use of a percentage emissions reduction target. Instead, the SCAQMD proposed a 2020 efficiency target of 4.8 MT CO_2e/yr per service population for project-level analyses and 6.6 MT CO_2e/yr per service population for plan-level projects (e.g., program-level projects such as General Plans). In addition, GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. This 40 percent reduction was applied to the 2020 targets, resulting in an efficiency threshold for plans of 4.1 MT CO_2e/yr/SP and an efficiency threshold at the project level of 3.0 MT CO_2e/yr/SP.

  The 3,000 MT CO_2e per year threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MT CO_2e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold[18] document

[18] SCAQMD. 2008. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. October. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2 (accessed June 2026).

and subsequent Working Group meetings (the latest of which took place in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2023.[19] Lastly, this threshold has been used for hundreds, if not thousands, of GHG analyses completed for projects within the Basin. Although the threshold was never formally adopted by SCAQMD and is therefore not considered legally binding, it has been included in the discussion below in order to provide full disclosure and consistency with other CEQA documents produced by the City and other jurisdictions within the Basin. This inclusion complements the analysis of compliance with applicable air quality documents, such as the 2022 Scoping Plan and the 2020–2045 RTP/SCS presented under Threshold 4.7.2 below.

For the purpose of this analysis, the proposed project will first be compared to the SCAQMD screening-level Tier 3 Numerical Screening Threshold of 3,000 MT CO_2e/yr for all land use type projects. If it is determined that the proposed project is estimated to exceed this numerical threshold, it will then be compared to the SCAQMD-recommended 2035 efficiency-based threshold of 4.1 MT CO_2e/yr per service population for plan-level projects. The proposed project is also evaluated for compliance with the City's GHGRP, the 2022 Scoping Plan and the 2020–2045 RTP/SCS.

4.7.6 Project Impacts

Please refer to Section 4.7.9 for full text descriptions of the standard conditions and/or mitigation measures referenced in the analysis below.

Threshold 4.7.1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Significant and Unavoidable Impact. This section describes the proposed project's construction- and operational-related GHG emissions and contribution to global climate change. The SCAQMD has not addressed emission thresholds for construction in its *CEQA Air Quality Handbook*; however, the SCAQMD requires quantification and disclosure. Thus, an evaluation of the proposed project's impacts related to the release of GHG emissions for both construction and operational phases of the project is described below.

Short-Term Greenhouse Gas Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during

[19] *Ibid.*

the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As indicated above, the SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD then requires the construction GHG emissions to be amortized over the life of the project, defined by the SCAQMD as 30 years,[20] added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.

Using CalEEMod, it is estimated that the proposed project would generate approximately 6,715 MT CO_2e during construction of the proposed project. When annualized over the 30-year life of the project, annual emissions would be 223.8 MT CO_2e.

Long-Term Greenhouse Gas Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle and truck trips), area sources (e.g., maintenance activities and landscaping), refrigerant sources (e.g. heating and ventilation) indirect emissions from sources associated with energy consumption (e.g., off-site utility providers), waste sources (e.g., land filling and waste disposal), and water sources (e.g., water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Refrigerant source emissions would be associated with heating ventilation, and air conditioning. Energy source emissions would be generated at off-site utility providers because of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Consistent with the SCAQMD guidance for estimating emissions associated with land use development projects, CalEEMod was used to calculate the long-term operational emissions associated with the project.

Table 4.7.C shows the estimated GHG emissions for the proposed project.

[20] The SCAQMD has identified the average operational lifespan of buildings to be 30 years. SCAQMD. 2008. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf (accessed June 2025).

Table 4.7.C: Unmitigated Greenhouse Gas Emissions

Emissions Source	Operational Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Mobile Sources	11,667.0	0.4	0.4	11,809.0
Area Sources	24.1	<0.1	<0.1	24.2
Energy Sources	4,757.0	0.3	<0.1	4,773.0
Water Sources	76.2	1.3	<0.1	117.1
Waste Sources	72.0	7.2	0.0	252.0
Refrigerated Sources	0.0	0.0	0.0	133.0
Total Project Operational Emissions				**17,108.0**
Amortized Construction Emissions				223.8
Total Project Emissions				**17,331.8**
SCAQMD Threshold				3,000
Exceed?				**Yes**
Service Population Emissions				**6.9**
SCAQMD Plan-Level Service Population Threshold				**4.1**
Exceed?				**Yes**

Source: Compiled by LSA (May 2026).
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

As discussed above, according to SCAQMD, a project would have less than significant GHG emissions if it would result in operational-related GHG emissions of less than 3,000 MT CO_2e/yr. Based on the analysis results, the proposed project would result in 17,331.8 MT CO_2e/yr, which would exceed the SCAQMD threshold of 3,000 MT CO_2e/yr. Therefore, consistent with the SCAQMD's interim guidance, the following discussion compares the proposed project to the efficiency-based threshold.

The proposed project would develop approximately 800 new housing units. In 2022, SCAG estimated that the City had an average household size of 2.53 persons per household.[21] Based on this average, it can be estimated that the proposed project would result in the addition of approximately 2,024 new City residents. In addition, operation of the proposed commercial uses within the project site would increase the number of permanent employees present on the project site compared to existing conditions. Although the exact number of employees necessary for each individual commercial development project proposed within the project site cannot be known at this time, the following analysis estimates 481 permanent employees would be generated by the commercial development within the project site. Therefore, the proposed project would result in per service population emissions of 6.9 MT CO_2e/yr/SP, which would exceed the SCAQMD's plan-level screening threshold of 4.1 MT CO_2e/yr/SP. Therefore, operation of the proposed project would have the potential to generate significant GHG emissions that would have a significant effect on the environment.

[21] Southern California Association of Governments (SCAG). 2023. Local Profiles Data 2023. Website: https://hub.scag.ca.gov/documents/7f0208030a964f7cb486d8b69daec83b/about (accessed December 22, 2025).

As shown in Table 4.7.C, the majority of GHG emissions would be from mobile sources (approximately 68 percent of the total emissions). While the project incorporates design features intended to support alternative transportation, such as enhanced pedestrian connectivity, open space integration, and improved internal circulation, these features would incrementally reduce, but not eliminate, VMT. In addition, the proposed project would be required to implement Mitigation Measures TRA-1 through TRA-3, as described in Section 4.15, Transportation. These measures include implementation of a Commute Trip Reduction (CTR) Program to encourage alternative transportation modes (e.g., transit, carpooling, bicycling), provision of on-site bicycle facilities and transit incentives, support for vanpool and rideshare programs, and enhancement of bicycle connectivity to regional trails and facilities. Collectively, these measures are intended to reduce VMT, improve traffic flow, and incrementally reduce emissions from mobile sources. However, because travel behavior is influenced by factors beyond the control of the project and the City (e.g., regional land use patterns, job-housing balance, and broader transportation networks), these measures would not sufficiently reduce emissions to below applicable thresholds.

Energy-related emissions represent the second-largest source (approximately 27.5 percent of total emissions). This result is largely attributable to the absence of project specific data and reliance on CalEEMod default assumptions. Because the project remains conceptual in nature, no finalized information regarding future building design, electrification measures, or natural gas infrastructure has been identified at this time. Future development projects within the project site would be required to comply with applicable California Building Standards Code and Title 24 Building Energy Efficiency Standards in effect at the time of project approval and construction, which are anticipated to include energy efficiency and electrification requirements that could reduce future natural gas demand. Furthermore, Mitigation Measure GHG-1 further requires the Developer to exceed Title 24 energy efficiency standards, incorporate on-site renewable energy systems, implement building electrification strategies to reduce or eliminate on-site combustion of fossil fuels, install of water-efficient fixtures and irrigation systems, comply with solid waste diversion requirements consistent with SB 1383, and implement transportation demand management strategies to reduce GHG emissions.

Table 4.7.D shows the calculated GHG emissions for the proposed project with implementation of Mitigation Measure GHG-1 and Mitigation Measures TRA-1 through TRA-3. It is important to note that the emissions shown in Table 4.7.D would still represent a conservative analysis, as they do not account for potential reductions associated with existing uses.

As shown in Table 4.7.D, even with implementation of Mitigation Measure GHG-1 and Mitigation Measures TRA-1 through TRA-3, due to the size of the Project site and proposed development emissions would continue to exceed the SCAQMD significance thresholds. As described above, Mitigation Measure GHG-1 would require projects within the project site to incorporate feasible mitigation measures, including but not limited to enhanced energy efficiency, electrification, renewable energy, and transportation demand management. Collectively, these measures would reduce GHG emissions by lowering building energy consumption, reducing reliance on carbon-intensive energy sources, increasing the use of renewable energy, and minimizing emissions associated with water conveyance, wastewater treatment, solid waste disposal, and operational

Table 4.7.D: Mitigated Greenhouse Gas Emissions

Emissions Source	Operational Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Mobile Sources	11,079.0	0.4	0.4	11,214.0
Area Sources	24.1	<0.1	<0.1	24.2
Energy Sources	4,757.0	0.3	<0.1	4,773.0
Water Sources	76.2	1.3	<0.1	117.1
Waste Sources	72.0	7.2	0.0	252.0
Refrigerated Sources	0.0	0.0	0.0	133.0
Total Project Operational Emissions				**16,513.0**
Amortized Construction Emissions				223.8
Total Project Emissions				**16,736.8**
SCAQMD Threshold				3,000
Exceed?				**Yes**
Service Population Emissions				**6.7**
SCAQMD Plan-Level Service Population Threshold				**4.1**
Exceed?				**Yes**

Source: Compiled by LSA (May 2026).
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

transportation. However, despite these reductions and their associated benefits, implementation of Mitigation Measure GHG-1 would not reduce emissions to below applicable thresholds.

Similarly, Mitigation Measures TRA-1 through TRA-3 would support reductions in mobile-source emissions through strategies such as a CTR Program, provision of bicycle facilities and transit incentives, rideshare support, and enhanced bicycle connectivity; however, these measures would only incrementally reduce VMT and associated emissions and would not be sufficient to offset project-generated travel demand or reduce emissions below applicable thresholds.

Mitigation Measure GHG-1 ensures that project-level analyses and all feasible reductions would be implemented as development occurs. No additional feasible mitigation measures are currently available that would reduce the project's GHG emissions to below SCAQMD significance thresholds. Therefore, operation of the proposed project would generate significant GHG emissions that would have a significant effect on the environment. Impacts would be significant and unavoidable.

Threshold 4.7.2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Significant and Unavoidable Impact. An evaluation of the proposed project's consistency with the City's GHGRP, the 2022 Scoping Plan, EO B-30-15, SB 32, AB 197, and AB 1279, and the SCAG's RTP/SCS is provided below.

City of Huntington Beach* Greenhouse *Gas Reduction Program. The City's GHGRP is the City's comprehensive approach to reducing GHG emissions within the community to help achieve the following goals:

- By 2020, reduce community-wide GHG emissions by 15 percent below 2005 levels,
- By 2040, reduce GHG emissions by 53.33 percent below the 2020 target level, and
- By 2050, reduce GHG emissions by 80 percent below 1990 levels.

The GHGRP includes 42 different strategies to help the City reach these GHG reduction goals. As described above, the City's GHGRP was adopted in 2017 and was prepared based on the State's 2020 GHG targets, which are now superseded by more recent State policies (e.g., the 2022 California Green Building Code). However, to assess consistency with applicable local goals, policies, and measures, the project is qualitatively evaluated for consistency with the City's GHGRP. Table 4.7.D shows the project's consistency with the applicable strategies from the City's GHGRP.

Table 4.7.D: City of Huntington Beach GHGRP Proposed Project Consistency

GHGRP Measure	Description of Measure	Project Consistency Analysis
Energy Efficiency (E-1)	Improve building energy efficiency through Title 24 compliance, high-performance building design, and efficient appliances.	**Consistent.** The proposed project would be required to comply with all applicable regulatory requirements, including the California Building Standards Code (Title 24), CALGreen provisions, and State-mandated solar requirements for new development. Compliance with these standards would increase energy efficiency and reduce electricity demand.
Renewable Energy (E-2)	Increase on-site and off-site renewable energy generation (e.g., solar PV).	**Consistent.** The proposed project would be required to comply with State solar mandates for new construction.
Building Electrification (E-3)	Promote or require electrification to reduce natural gas consumption.	**Consistent.** At this stage, no commitment to full electrification is identified. However, the proposed project would be required to comply with all applicable regulatory requirements, including the California Building Standards Code (Title 24), CALGreen provisions, and State-mandated solar requirements for new development. Compliance with these standards would increase energy efficiency, reduce electricity demand, and reduce future reliance on natural gas.
Transportation Demand Management (T-1)	Reduce vehicle miles traveled (VMT) through commute trip reduction programs, transit incentives, and active transportation infrastructure.	**Consistent.** The proposed project is designed to support alternative modes of transportation by including open space and pedestrian infrastructure, improving street connectivity and promoting the overall mobility within the project area. In addition, the proposed project would be required to implement Mitigation Measures TRA-1 through TRA-3. These measures include implementation of a CTR Program to encourage alternative transportation modes (e.g., transit, carpooling, bicycling), provision of on-site bicycle facilities and transit incentives, support for vanpool and rideshare programs, and enhancement of bicycle connectivity to regional trails and facilities.

Table 4.7.D: City of Huntington Beach GHGRP Proposed Project Consistency

GHGRP Measure	Description of Measure	Project Consistency Analysis
Transit-Oriented and Mixed-Use Development (T-2)	Promote land use patterns that reduce trip lengths and encourage alternative modes.	**Consistent.** The proposed project includes a mix of residential, commercial, and open space uses and would be designed to support alternative modes of transportation by including pedestrian infrastructure, improving street connectivity and promoting the overall mobility within the project area.
Zero-Emission Vehicles (T-3)	Encourage EV infrastructure and transition to low- or zero-emission vehicles.	**Consistent.** Future development within the project site would include EV infrastructure consistent with State requirements.
Water Conservation (W-1)	Reduce water consumption through efficiency measures and conservation programs.	**Consistent.** The proposed project would be required to comply with the latest Title 24 and CALGreen Code standards, which include a variety of different measures, including reduction of wastewater and water use. In addition, future development projects within the project site would be required to comply with the California Model Water Efficient Landscape Ordinance.
Solid Waste Reduction (SW-1)	Promote recycling, composting, and diversion to reduce landfill emissions.	**Consistent.** The proposed project would comply with State and local solid waste diversion requirements.
Urban Greening / Carbon Sequestration (LG-1)	Increase open space, landscaping, and carbon sequestration opportunities.	**Consistent.** The proposed project includes approximately 22.8 acres of open space.
Construction Best Practices (C-1)	Reduce construction-related GHG emissions through equipment standards and efficiency measures.	**Consistent.** The proposed project incorporates Tier 4 equipment for demolition and would be consistent with regulatory best practices during construction.

Source: Compiled by LSA (May 2026).

As shown in Table 4.7.D, the proposed project incorporates and is generally consistent with individual GHGRP strategies, particularly those related to regulatory compliance (e.g., Title 24, CALGreen, solid waste diversion, and water conservation) and transportation demand management. These measures would incrementally reduce GHG emissions and support the City's broader reduction framework. As discussed under Threshold 4.7.1, the proposed project would generate approximately 16,736.8 MT CO_2e/yr after implementation of program-level mitigation, which exceeds SCAQMD's numeric and efficiency-based thresholds. However, consistency with the City's GHGRP is based on the project's alignment with applicable reduction measures and policies intended to contribute to statewide GHG reduction goals, rather than compliance with a numeric emissions cap at the project level. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with applicable GHGRP measures and would support the intent of the City's GHGRP for reducing GHG emissions.

2022 Scoping Plan. The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan (including EO B-30-15, SB 32, AB 197, and AB 1279.)

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[22] to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. AB 1279 codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. The 2022 Scoping Plan contains the GHG reduction targets embedded in EO B-30-15, SB 32, AB 197, and AB 1279. Thus, compliance with the Scoping Plan would also result in compliance with EO B-30-15, SB 32, AB 197, and AB 1279.

Energy Measures. Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The elimination of natural gas in new development would help projects implement their "fair share" of achieving long-term 2045 carbon neutrality consistent with State goals. As such, if a project does not utilize natural gas, a lead agency can conclude that it would be consistent with achieving the 2045 neutrality goal and will not have a cumulative considerable impact on climate change.[23] As described under Threshold 4.7.1, the proposed project remains conceptual in nature, no finalized information regarding specific building design features, electrification measures, or the extent of natural gas infrastructure has been identified at this time. Therefore, to be conservative, this analysis assumes that the proposed project would utilize natural gas. Future development projects within the project site would be required to comply with all applicable regulatory requirements, including the California Building Standards Code (Title 24), CALGreen provisions, and State-mandated solar requirements. These regulations are designed to substantially improve energy efficiency, reduce building energy demand, and support the transition to lower-carbon energy sources over time. Accordingly, even in the

22 California Air Resources Board (CARB). 2017. *California's 2017 Climate Change Scoping Plan*. November.

23 Bay Area Air Quality Management District (BAAQMD). 2022. *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans.* April. Website: Microsoft Word - FINAL CEQA Thresholds Report for Climate Impacts 03_30_22 revisions with tracked changes (baaqmd.gov) (accessed January 2025).

absence of a confirmed commitment to full electrification, compliance with these regulatory measures would ensure that the proposed project is consistent with the Scoping Plan's energy efficiency goals and would result in a more efficient energy profile compared to existing conditions. In addition, electricity would be provided by Southern California Edison (SCE), which is required to increase its renewable energy sources to meet the Renewable Portfolio Standards mandate of 60 percent renewable supplies by 2030. Accordingly, with compliance with applicable regulatory requirements and implementation of Mitigation Measure GHG-1, future development projects within the project site would be required to incorporate all feasible energy efficiency strategies and minimize energy-related GHG emissions to the extent practicable. Furthermore, as discussed in Section 4.5, Energy, the proposed project would result in a net decrease of approximately 74,778,150 kWh per year when compared to the existing uses. Therefore, the proposed project would be consistent with applicable energy efficiency goals of the State's climate framework, and impacts would be less than significant with implementation of Mitigation Measure GHG-1.

Water Conservation Measures. Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, future development projects within the project site would be required to comply with the latest Title 24 and CALGreen Code standards, which include a variety of different measures, including reduction of wastewater and water use. In addition, the future development projects would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

Transportation Measures. The goal of transportation and motor vehicle measures is to increase zero emission vehicles and decrease VMT. As described in Section 4.15, Transportation and Traffic, the proposed project VMT would exceed the City's VMT threshold resulting in a significant VMT impact. The proposed project would be required to implement Mitigation Measures TRA-1 through TRA-3. These measures include implementation of a Commute Trip Reduction (CTR) Program to encourage alternative transportation modes (e.g., transit, carpooling, bicycling), provision of on-site bicycle facilities and transit incentives, support for vanpool and rideshare programs, and enhancement of bicycle connectivity to regional trails and facilities. In addition, construction-related transportation management measures would regulate truck routing, limit hauling during peak periods, and reduce congestion and idling. Collectively, these measures are intended to reduce VMT, improve traffic flow, and incrementally reduce emissions from mobile sources. However, the reductions achieved with implementation of Mitigation Measures TRA-1 through TRA-3 would not reduce the project's VMT impact to below the City's VMT threshold. Therefore, even with implementation, the proposed project's VMT impact would be significant and unavoidable. As such, the proposed project would conflict with the goals and policies of the 2022 Scoping Plan related to VMT and would result in a significant and unavoidable impact.

Summary. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the Scoping Plan goals related to energy efficiency and water conservation.

However, as described above, the proposed project would result in a significant and unavoidable impact related to GHG even with implementation of Mitigation Measures GHG-1 and TRA-1 through TRA-3. Therefore, the proposed project would conflict with the plans and policies adopted for the purpose of reducing the emissions of GHGs, including the 2022 Scoping Plan. This would result in a significant and unavoidable project level impact.

Regional Transportation Plan/Sustainable Communities Strategy. SCAG adopted the 2024–2050 RTP/SCS on April 4, 2024. However, the CARB has not yet approved the 2024–2050 RTP/SCS. Therefore, this analysis evaluates the proposed project consistency with both the 2020–2045 RTP/SCS and the more recent 2024–2050 RTP/SCS.

SCAG's RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision of the 2020–2045 RTP/SCS and the 2024–2050 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe to all roadway users, preserve the transportation system, and expand transit and foster development in transit-oriented communities. Both the 2020–2045 RTP/SCS and 2024–2050 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2020–2045 RTP/SCS and the 2024–2050 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels). Neither the 2020–2045 RTP/SCS nor the 2024–2050 RTP/SCS require that local general plans, specific plans, or zoning be consistent with the RTP/SCS but both plans provide incentives for consistency for governments and developers.

Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. The proposed project includes a General Plan Amendment, a Specific Plan Amendment, and a Local Coastal Program (LCP) Amendment to amend the City's General Plan Land Use Element, PGSP, and LCP to allow for residential, commercial, and open space/park uses. The designation within the General Plan of a site for a certain use does not necessarily mean that the site would be developed with that use during the planning period because most development depends on property owner initiative. According to SCAG's 2024–2050 RTP/SCS, the City's households and employment are forecasted to increase by approximately 4,500 households and 2,500 jobs, respectively, between 2019 and 2050.[24]

Development of residential projects within Planning Area 2 of the Palm Goldenwest Specific Plan (PGSP) Area could result in up to 800 residential units. As described in Section 4.13, Population and Housing, the proposed project would assist the City in achieving its RHNA target, as the 800

[24] Southern California Association of Governments (SCAG). 2024. *2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy. Demographics and Growth Forecast Technical Report,* Table 13. Adopted April 4, 2024.

units would account for approximately six percent[25] of the City's overall RHNA target of 13,368 housing units. In 2022, SCAG estimated that the City had an average household size of 2.53 persons per household.[26] Based on this average, it can be estimated that the proposed project would result in the addition of approximately 2,024 new City residents. Because it assumes full occupancy of all proposed housing units at buildout, the addition of 2,024 new residents under the proposed project represents a conservative, worst-case scenario. Based on California Department of Finance Estimates, as of January 1, 2025, the City had an estimated population of 193,134 individuals and the County had an estimated population of 3,175,427 individuals.[27] Therefore, the proposed project has potential to house approximately 1.05 percent[28] of the City's population and approximately 0.06 percent of the County's population.[29] Similarly, according to the SCAG Growth Forecast Technical Report data summarized in 4.13.B, the population of the City is expected to increase by 29,230 individuals, or approximately 14.7 percent, between 2019 and 2050. As such, the 2,024 new City residents under implementation of the proposed project would represent approximately 6 percent[30] and 0.8 percent[31] of overall projected population growth between 2019 and 2050 in the City and the County, respectively.

Operation of the proposed commercial uses within the project site would increase the number of permanent employees present on the project site compared to existing conditions. Although the exact number of employees necessary for each individual commercial development project proposed within the project site cannot be known at this time, the following analysis estimates 481 permanent employees would be generated by the commercial development within the project site. According to the SCAG Growth Forecast Technical Report data summarized in Table 4.13.B, employment within the City is projected to increase by approximately 2,500 individuals, or 2.9 percent, between 2019 and 2050. Similarly, employment within the County is projected to increase by approximately 214,000 individuals, or 11.9 percent, between 2019 and 2050. The estimated 481 permanent positions created by the commercial component of the proposed project would represent approximately 19 percent[32] and 0.2 percent[33] of the overall projected employment growth between 2019 and 2050 in the City and the County, respectively. As described in Chapter 3.0, Project Description, the project site's existing General Plan Land Use Designation is Commercial Visitor (CV) with a Specific Plan overlay, and the approved PGSP designates the project site for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor

25 (800 ÷ 13,368) * 100 = approximately 6 percent
26 Southern California Association of Governments (SCAG). 2023. Local Profiles Data 2023. Website: https://hub.scag.ca.gov/documents/7f0208030a964f7cb486d8b69daec83b/about (accessed December 22, 2025).
27 California Department of Finance. 2025. Population and Housing Estimates for Cities, Counties, and the State, January 1, 2024, and 2025. May 1.
28 (2,024 ÷ 193,134) * 100 = approximately 1.05 percent
29 (2,024 ÷ 3,175,427) * 100 = approximately 0.06 percent
30 (2,024 ÷ 29,230) * 100 = approximately 7 percent
31 (2,024 ÷ 248,000) * 100 = approximately 0.8 percent
32 (481 ÷ 2,500) * 100 = approximately 19 percent
33 (481 ÷ 214,000) * 100 = approximately 0.2 percent

Serving Commercial land uses. As such, development of commercial uses on the project site is consistent with planned growth in the City.

As demonstrated above, growth projections of the proposed project would be within the parameters of expected overall growth in the City. Therefore, the proposed project would not result in growth in the area or in Huntington Beach beyond that which was planned for by SCAG. As such, the proposed project would not increase population growth forecasts and is not expected to alter SCAG's demographic projections; therefore, the proposed project is consistent with SCAG's RTP/SCS and would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Impacts related to consistency with the SCAG RTP/SCS would be less than significant, and no mitigation is required.

Summary. As described above, the proposed project would be generally consistent with the City's GHGRP and the land use and growth assumptions of the SCAG RTP/SCS. However, the proposed project would continue to result in significant and unavoidable greenhouse gas emissions and would not fully demonstrate consistency with the transportation- and VMT-related objectives of the 2022 Scoping Plan. As discussed under Threshold 4.7.1, even with implementation of all feasible mitigation measures, the proposed project would exceed applicable SCAQMD GHG significance thresholds and would not achieve the level of GHG reductions necessary to demonstrate consistency with the State's long-term GHG reduction goals for 2030 and carbon neutrality objectives for 2045. Therefore, the proposed project would conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. This impact would be significant and unavoidable.

4.7.7 Cumulative Impacts

GHG impacts are by their nature cumulative impacts. Localized impacts of climate change are the result of the cumulative impact of global emissions. The combined benefits of reductions achieved by all levels of government help to slow or reverse the growth in GHG emissions. In the absence of comprehensive international agreements on appropriate levels of reductions achieved by each country, another measure of cumulative contribution is required. This serves to define the State's share of the reductions regardless of the activities or lack of activities of other areas of the U.S. or the world. Therefore, a cumulative threshold based on consistency with State targets and actions to reduce GHGs is an appropriate standard of comparison for significance determinations. The thresholds developed by the SCAQMD are based on and apply to individual projects. Since climate change is a global issue, it is unlikely that individual projects would generate enough GHG emissions to influence climate change on their own. Consequently, it is speculative to determine how an individual project's GHG emissions would impact climate change in California. As such, impacts identified under Section 4.7.6, Project Impacts, are not project-specific impacts to global climate change but are the proposed project's contribution to this cumulative impact. The proposed project's emissions would exceed the SCAQMD threshold of 3,000 MT CO_2e/yr and the SCAQMD's plan-level screening threshold of 4.1 MT CO_2e/yr/SP. Therefore, operation of the proposed project would have the potential to generate significant GHG emissions that would have a significant effect on the environment. Accordingly, environmental impacts related to GHG emissions and global climate change would be cumulatively considerable under CEQA.

Furthermore, the proposed project would conflict with the goals of the 2022 Scoping Plan related to VMT. As identified under Section 4.7.6, Project Impacts, the proposed project would not contribute to its "fair share" of emission reductions required to support SB 743 and the goals of the 2022 Scoping Plan. Therefore, the proposed project would conflict with the plans and policies adopted for the purpose of reducing the emissions of GHGs, including the 2022 Scoping Plan. Accordingly, the proposed project would result in a significant and unavoidable cumulative impact related to GHG emissions.

4.7.8 Level of Significance Prior to Mitigation

The proposed project would result in potentially significant impacts related to mass emissions of GHG and would conflict with GHG reduction plans, including the 2022 Scoping Plan prior to mitigation.

4.7.9 Standard Conditions and Mitigation Measures

4.7.9.1 Standard Conditions

There are no standard conditions applicable to the proposed project related to GHG emissions.

4.7.9.2 Mitigation Measures

In addition to MMs TRA-1 through TRA-3 (refer to Section 4.15, Transportation), the following mitigation measure is required to reduce potentially significant impacts related to GHG emissions.

Mitigation Measure GHG-1 All development plans and permitting shall require Applicant incorporation of all feasible project-specific greenhouse gas reduction measures. Such measures shall include:

- Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, as demonstrated through energy modeling or prescriptive compliance documentation.
- Install on-site solar photovoltaic (PV) systems.
- Install water-efficient fixtures (toilets, faucets, showers), water efficient landscape irrigation systems (drip irrigation with control panel and soil moisture sensors), and water efficient landscaping.
- Install energy efficient appliances and high-efficiency electric hot water heaters.
- Require all electric development, including space conditioning and water heating unless determined to be infeasible by the City's Engineer.
- Provide End-of-Trip Bicycle Facilities.
- Implement Commute Trip Reduction Marketing.

- Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill 1383 requirements.

4.7.10 Level of Significance after Mitigation

Implementation of Mitigation Measure GHG-1 and Mitigation Measures TRA-1 through TRA-3 would reduce greenhouse gas emissions. In addition, the project would be required to comply with applicable State regulations, including Title 24 Building Energy Efficiency Standards, CALGreen requirements, State solar mandates, electric vehicle infrastructure requirements, water conservation standards, and solid waste diversion regulations.

As discussed under Threshold 4.7.1, implementation of Mitigation Measure GHG-1 and Mitigation Measures TRA-1 through TRA-3 would reduce, but not to below the threshold, GHG emissions associated with buildout of the proposed project. Mitigated GHG emissions would continue to exceed applicable SCAQMD screening and efficiency-based significance thresholds. Furthermore, although the proposed project would be consistent with the City's GHGRP and the land use and growth assumptions of the SCAG RTP/SCS, the proposed project would not fully demonstrate consistency with the transportation- and VMT-related objectives of the 2022 Scoping Plan. The proposed project would also continue to result in significant and unavoidable transportation impacts related to VMT, which would contribute to transportation-related GHG emissions.

Accordingly, even with implementation of all feasible mitigation measures, the proposed project would exceed GHG thresholds and would not achieve the level of GHG reductions necessary to demonstrate consistency with the State's long-term GHG reduction goals and carbon neutrality objectives. Therefore, the proposed project would generate GHG emissions and conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Impacts would be significant and unavoidable after implementation of mitigation.

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4.8 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts related to hazards and hazardous materials from implementation of the proposed project. This section is based in part on the following:

- *Phase I Environmental Site Assessment, California Resources Corporation, 20101 Goldenwest Street, Huntington Beach, California* (Phase I ESA; October 2025);
- Phase II Environmental Site Assessment (Phase II ESA) Reports, as summarized in the *Phase II Environmental Assessment Report Summary Letter, California Resources Corporation Huntington Beach Facility 20101 Goldenwest Street, Huntington Beach, California 92648* (Report Summary Letter; October 2025):
    - *Initial Soil Investigation Report, California Resources Corporation Huntington Beach Facility, 20101 Goldenwest Street, Huntington Beach, California 92648* (Initial Soil Investigation Report; December 2024);
    - *First Supplemental Soil Investigation Report, California Resources Corporation Huntington Beach Facility, 20101 Goldenwest Street, Huntington Beach, California 92648* (First Supplemental Soil Investigation Report; March 2025);
    - *Second Supplemental Soil and Soil Vapor Investigation Report, California Resources Corporation Huntington Beach Facility, 20101 Goldenwest Street, Huntington Beach, California 92648* (Second Supplemental Soil and Soil Vapor Investigation Report; July 2025); and
    - *Soil Removal Report, California Resources Corporation Huntington Beach Facility, 20101 Goldenwest Street, Huntington Beach, California 92648* (Soil Removal Report; August 2025).

These reports, collectively, are included as Appendices H-1 and H-2 to this Draft Environmental Impact Report (EIR) in the order they appear above.

4.8.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft EIR. Fifteen comment letters included comments related to hazards and hazardous materials. These comments pertain to concerns about the project site's historical oil and gas uses, potential impacts related to toxic air contaminants from potentially contaminated soils during construction, requirements for methane vapor and hydrogen sulfide monitoring, and soil remediation techniques and suggested mitigation.

4.8.2 Methodology

Evaluation of hazards and hazardous materials relied on information from relevant planning documents and sources including those listed above, the City of Huntington Beach General Plan, and the City of Huntington Beach General Plan Program Environmental Impact Report (PEIR). In determining the level of significance, the analysis assumes that construction and operation of the proposed project would comply with relevant federal, State, and local laws and regulations pertaining to the transport, use, storage, and disposal of hazardous materials.

4.8.3 Existing Environmental Setting

Hazardous materials are chemicals that could cause harm during an accidental release or mishap, and are defined as toxic, corrosive, flammable, reactive, or an irritant or strong sensitizer. Hazardous substances include all chemicals regulated under the U.S. Department of Transportation's (USDOT) "hazardous materials" regulations and the United States Environmental Protection Agency's (USEPA) "hazardous waste" regulations. Hazardous waste requires special handling and disposal because of the potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials are affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

4.8.3.1 Methane Hazard Overlay District

Methane is a flammable gas often found in the same location as petroleum and in areas with peat in the soil.[1] The City has identified Methane Hazard Overlay Districts where soils are likely to contain increased areas of methane. As required by the City, development sites located in these districts must be tested for elevated levels of methane in the soil prior to construction, and future development or reuse projects may be required to include vent systems and/or barriers to reduce the level of methane to a safe concentration. According to Figure HAZ-9 of the City's General Plan Natural and Environmental Hazards Element, the project site is located within Methane Hazard Overlay District 2.[2]

4.8.3.2 Current Site Use

The project site, located at 20101 Goldenwest Street in Huntington Beach, is an active oil production and processing facility. It is developed with oil and gas production infrastructure, including active and inactive oil and natural gas production facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. California Geologic Energy Management

1 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element.* October 2. Website: https://www.huntingtonbeachca.gov/departments/community_development/planning_zoning/general_plan.php#outer-741 (accessed April 29, 2026).

2 *Ibid*. Figure HAZ-9.

Division (CalGEM) records note that present conditions include 92 active wells (waterflood and oil and gas), 142 idle wells, and 419 plugged/abandoned wells on the project site.[3]

The facility processes crude oil extracted from subsurface petroleum reservoirs, with produced water and natural gas managed as byproducts of oil production. Natural gas is treated on site to remove hydrogen sulfide (H_2S) and other impurities to meet Southern California Gas Company (SoCal Gas) quality standards, after which it is predominantly sold to the SoCal Gas distribution system for residential and commercial use. As a safety contingency, excess gas may be routed to a permitted flare system. Produced water is treated to remove residual oil and solids and is subsequently re-injected into subsurface reservoirs.

In addition to on-site production, oil and gas are also delivered to the facility via transmission pipelines from off-site sources, including Platform Emmy located offshore on State lease lands and the Bolsa Chica production area to the north. Until operations ceased in early 2024, the former Fort Apache facility (located at 1802-1820 Pacific Coast Highway, approximately 0.3-mile southeast of the project site; see also Cumulative Project No. 7 in Chapter 4.0 of this EIR) also transferred produced fluids to the site through underground pipelines. Under existing conditions, the project site functions as a hub for processing, storage, and off-site distribution of petroleum products produced on site and imported from off site.

4.8.3.3 Historical Site Use

According to CalGEM records, the project site was undeveloped through at least the 1890s**,** with documented oil and gas production activity beginning in 1920, when the first recorded oil well was drilled.[4] Since that time, the property has been used continuously for oil and gas production and processing**.** An affiliate of California Resources Corporation (CRC) acquired the facility from Aera Energy in 2012**.**

Historical oil field operations have also included pits and sumps located near wells and stormwater detention ponds in the southeastern portion of the site. Because oil and gas production inherently involves the use, storage, transport, and disposal of hazardous materials**,** these historical activities are relevant to potential soil, soil vapor, and groundwater impacts.

Throughout the site's operational history, oil, gas, and produced water have been processed onsite and transported via pipelines from offshore and onshore production areas**,** resulting in the potential for hazardous materials releases. Historically, produced gas was treated at a Stretford Unit on the northern portion of the site, which used a vanadium-based chemical process to oxidize hydrogen sulfide to elemental sulfur. Demolition of this unit began in 2024 and continued through 2025, including removal of the concrete pad and impacted underlying soil. Confirmation sampling analytical results verified that soil constituting a hazardous waste was removed from these areas during the demolition activities; therefore, the Stretford Unit is now considered remediated.

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3 Langan CA, Inc. 2025. *Phase I Environmental Site Assessment, California Resources Corporation, 20101 Goldenwest Street, Huntington Beach, California*. October. Page ii.

4 *Ibid*. Page i.

As part of multiple subsurface investigations, historical aerial photographs, environmental database records, agency files, and building permits were reviewed, and site reconnaissance was conducted with CRC facility representatives. Review of these sources confirmed extensive historical petroleum operations across the property and identified numerous areas of potential environmental concern related to past storage, processing, and handling of hazardous substances.

4.8.3.4 Site Reconnaissance

Prior to conducting subsurface investigations at the site, historical aerial photographs and reasonably ascertainable environmental records, including environmental database reports, local regulatory agency files, and building permit records, were reviewed to identify areas of potential environmental concern. In addition, preparation of the Phase I included a site reconnaissance of the facility, accompanied by CRC representatives who provided information regarding site operations and historical activities. Site observations confirmed the presence of historical pits adjacent to active wells and two stormwater detention ponds in the southeastern portion of the site.

As part of the Phase I ESA and Phase II ESA Reports, subsurface investigations were conducted on the project site, including geophysical surveys and soil sampling. The results of these investigations are described in more detail below.

A Phase I Environmental Site Assessment (ESA) was completed for the proposed project in October 2025 to evaluate the site for the presence of Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), and Historical Recognized Environmental Conditions (HRECs); off-site conditions that may affect the subject property; and any conditions indicative of releases or threatened releases of substances on, at, in, or to the project site. ASTM International (formerly the American Society for Testing and Materials) defines a REC as: "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment." A CREC refers to a past REC that has been addressed to the satisfaction of the applicable regulatory authority with the use of required controls, whereas an HREC refers to a past REC that has been addressed to the satisfaction of the applicable regulatory authority without the use of required controls.

All hazardous materials testing and reconnaissance to evaluate the proposed project were conducted in accordance with the guidelines of ASTM International Standard Practice E1527-21 (ASTM E1527-21), the USEPA All Appropriate Inquiries (AAI) Rule, and industry standard practice.

The Phase I ESA identified five RECs associated with historical and current uses of the project site, as described in Table 4.8.A below.

Table 4.8.A: Recognized Environmental Conditions

REC	Location	Description/Source
REC-1: Current and Historical Oil and Gas Production Infrastructure	Throughout project site	Potential for hazardous substance releases associated with the historical use of pits and sumps, undocumented fill, the operation of ASTs without secondary containment
REC-2: Pipeline Chases	Two on-site pipelines	Potential for petroleum to impact the underlying surface associated with absent or damaged oil and gas pipeline linings
REC-3: Documented Spills and Releases and Site Reconnaissance Observations	On-site chemical storage areas	Oil seepage from pipelines in laydown areas, chemical storage container leakages, diesel exhaust fluid release, and recorded substance release incidents
REC-4: Subsurface Investigation Findings	Multiple areas on project site	Presence of total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), metals, and polycyclic aromatic hydrocarbons (PAHs) at concentrations exceeding selected environmental screening levels (ESLs)
REC-5: Adjoining and Surrounding Current and Historical Oil and Gas Production	Property immediately north/northeast of the project site (Bolsas)	Potential for contaminated groundwater to flow from Bolsas property (site of historical oil and gas production) to the project site

Source: *Phase I Environmental Site Assessment, California Resources Corporation, 20101 Goldenwest Street, Huntington Beach, California* (Langan 2025).
AST = Aboveground Storage Tank
LUST = Leaking Underground Storage Tank
REC = Recognized Environmental Condition

In addition to the RECs identified in Table 4.8.A, the Phase I ESA also identified three Business Environmental Risks (BERs) on the project site. A BER is defined as a risk which can have a material environmental impact on the business associated with the current or planned use of a property, not necessarily related to those environmental issues required to be investigated. The BERs identified in the Phase I ESA are described in Table 4.8.B below.

Table 4.8.B: Business Environmental Risks

BER	Location	Description/Source
BER-1: Asbestos Containing Materials	Multiple areas on project site	Presence of asbestos containing materials in buildings, gaskets, pipe flanges, and pipe wrapping
BER-2: Methane	Throughout project site	Location of project site within City of Huntington Beach Methane District and historical and current site use for oil and gas production
BER-3: PFAS from Legacy AFFF in Firefighting Foam Tank	Firefighting foam tank on project site	Potential for PFAS compounds within firefighting foam tank due to prior AFFF formulation

Source: *Phase I Environmental Site Assessment, California Resources Corporation, 20101 Goldenwest Street, Huntington Beach, California* (Langan 2025).
AFFF = Aqueous Film Forming Foam
BER = Business Environmental Risk
PFAS = Per- and polyfluoroalkyl substances

Given the presence of RECs on the project site, a series of follow-up (Phase II ESA) reports were prepared, including an Initial Soil Investigation Report, a First Supplemental Investigation Report, a Second Supplemental Investigation Report, and a Soil Removal Report.

The Phase II ESA reports identified contaminants of concern in exceedance of selected screening levels in soil throughout the investigated areas, including diesel range total petroleum hydrocarbons (TPH), naphthalene, 1-methylnapthalene, and 2-methylnpathalene, arsenic, tert-butyl alcohol (TBA), gasoline range TPH, and oil range TPH, volatile organic compounds (VOCs), and polycyclic aromatic hydrocarbons (PAHs). However, these contaminants were generally limited to the first 5 feet below ground surface.[5]

The Initial Soil Investigation Report was prepared in December of 2024 to help address potential environmental concerns associated with specific areas on the site, including the Northern Historical Tank Farm area, the Former Stretford Unit area, the Transformer Storage area, the Former Chemical Laboratory area, a Historical Southern Sump area, and Central Site Buildings as identified in Figure 3 of the Initial Soil Investigation Report (Appendix I-2 to this Draft EIR).[6] The investigation included a geophysical survey to identify subsurface anomalies (non-standard soil conditions), which can be indicative of historical oil field operations, and soil samples for the areas.

According to the Initial Soil Investigation Report, the site geophysical survey identified 12 candidate electromagnetic (EM) anomalies, two larger candidate backfilled excavation anomalies, seven candidate vapor magnetometer (MAG) anomalies, and numerous active utilities and unidentified lines in the surveyed areas, indicating potential buried metallic utilities and former structures present throughout the site.[7] While these anomalies can suggest that a particular subsurface feature may be present, such as buried metallic utilities or former structures, due to the complex nature of the site subsurface, more direct methods, such as borings, were required to confirm the findings. The locations of such anomalies and the analytical soil results for each area are summarized in Table 4.8.C.

The results of the Initial Soil Investigation Report informed the boring locations of the First Supplemental Soil Investigation Report. [8] A total of 104 soil borings were advanced throughout the project site, as depicted in Figures 3 through 8 of the First Supplemental Soil Investigation Report (Appendix I-2 to this Draft EIR). Retrieved soil samples from these borings were screened for visual evidence of VOCs and logged consistent with ASTM Standards. Following field screening, soil samples for laboratory analysis were collected and submitted for analysis following USEPA Methods as applicable.

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5 Langan CA, Inc. 2025. *Phase II Environmental Assessment Report Summary Letter, California Resources Corporation Huntington Beach Facility 20101 Goldenwest Street, Huntington Beach, California 92648*. October. Page 2.

6 Langan CA, Inc. 2024. *Initial Soil Investigation Report, California Resources Corporation Huntington Beach Facility 20101 Goldenwest Street, Huntington Beach, California 92648.* December 31. Page 152.

7 *Ibid.* Pages 8–10.

8 Langan CA, Inc. 2025. *First Supplemental Soil Investigation Report, California Resources Corporation Huntington Beach Facility 20101 Goldenwest Street Huntington Beach, California 92648*. March 24.

Table 4.8.C: Initial Soil Investigation Report Findings

Potential Environmental Concern Area	Anomalies Identified	Analytical Soil Results
Former Stretford Unit and Northern Historical Tank Farm area	3 EM anomalies 7 MAG anomalies 3 sumps Various underground lines Former foundations Other debris	Detections exceeding applicable screening levels: ● Cadmium ● Vanadium ● Thallium ● Gasoline range TPH ● Diesel range TPH ● Naphthalene ● TBA ● 1-Methylnapthalene ● 2-Methylnapthalene ● Analyte
Transformer Storage and Central Site Buildings areas	5 EM anomalies GPR anomaly 4 septic tanks 1 sump 1 water well Various utility lines	Detections exceeding applicable screening levels: ● Gasoline ● Diesel ● Oil Range TPH ● Naphthalene ● TBA ● 1-methylnapthalene ● 2-methylnapthalene ● Naphthalene ● Analyte
Formal Chemical Laboratory area	3 EM anomalies	Detections exceeding applicable screening levels: ● Arsenic ● Barium ● Mercury ● Thallium ● Diesel range TPH ● TBA ● 1-methylnapthalene ● 2-methylnapthalene ● Benzo[a]pyrene ● Naphthalene ● Analyte
Historical Southern Sumps area	1 EM anomaly 1 sump	Detections exceeding applicable screening levels: ● Arsenic ● Thallium ● Gasoline ● Diesel ● Oil range TPH ● Benzene ● Chloroform ● Ethylbenzene ● Naphthalene ● TBA

Table 4.8.C: Initial Soil Investigation Report Findings

Potential Environmental Concern Area	Anomalies Identified	Analytical Soil Results
		• 1-methylnapthalene • 2-methylnapthalene • Naphthalene • Analyte

Source: *Initial Soil Investigation Report, California Resources Corporation Huntington Beach Facility 20101 Goldenwest Street, Huntington Beach, California 92648.* (Langan 2024).
EM = electromagnetic
GPR = ground penetrating radar
MAG = magnetometer
N/A = not applicable
TBA = tert-butyl alcohol
TPH = Total Petroleum Hydrocarbons
UST = Underground Storage Tank

Results of the Geophysical Survey conducted for the First Supplemental Soil Investigation Report identified 15 EM anomalies and numerous active utilities and unidentified lines in the surveyed areas. In addition, the analytical soil results for each area sampled in the First Supplemental Soil Investigation Report are summarized in Table 4.8.D.

Table 4.8.D: First Supplemental Soil Investigation Report Findings

Potential Environmental Concern Area	Anomalies Identified	Analytical Soil Results
Northwest Historical Tanks	2 EM anomalies	Detections exceeding applicable screening levels: • Thallium • Gasoline • Diesel • Oil Range TPH • Naphthalene • 1-methylnapthalene • 2-methylnapthalene • Naphthalene • Analyte
Pipe Laydown Area	5 EM anomalies	Detections exceeding applicable screening levels: • Thallium • Gasoline • Diesel • Oil Range TPH • TBA • Naphthalene • 1-methylnapthalene • Benzo[a]pyrene • Naphthalene
Maintenance and Truck Wash Buildings	2 EM anomalies	Detections exceeding applicable screening levels: • Arsenic • Mercury • Thallium • Gasoline • Diesel

Table 4.8.D: First Supplemental Soil Investigation Report Findings

Potential Environmental Concern Area	Anomalies Identified	Analytical Soil Results
		• Oil Range TPH • TBA • 1-methylnapthalene, 2-methylnapthalene • Analyte
Former UST Area	N/A	Detections exceeding applicable screening levels: • Thallium • Gasoline • Diesel • Oil Range TPH • Ethylbenzene, naphthalene, o-xylene, p-xylene • TBA • 1 methylnaphthalene • 2 methylnaphthalene • TBA • Naphthalene
Electromagnetic Anomaly Area	N/A	Detections exceeding applicable screening levels: • Arsenic • Nickel • Thallium • Gasoline • Diesel • Oil Range TPH • 1-methylnapthalene • 2-methylnapthalene • Naphthalene • Analyte
Chemical Storage Area	N/A	Detections exceeding applicable screening levels: • Arsenic • Thallium • Gasoline • Diesel • Oil Range TPH • TBA • 1-methylnapthalene • 2-methylnapthalene • Naphthalene • Analyte
Historical Bermed Area	5 EM anomalies	Detections exceeding applicable screening levels: • Arsenic • Thallium • Gasoline • Diesel • Oil Range TPH • TBA • 1-methylnapthalene

Table 4.8.D: First Supplemental Soil Investigation Report Findings

Potential Environmental Concern Area	Anomalies Identified	Analytical Soil Results
		• 2-methylnapthalene • Naphthalene • Analyte
Southern Historical Tank Farm	2 EM anomalies	Detections exceeding applicable screening levels: • Antimony • Arsenic • Lead • Thallium • Gasoline • Diesel • Oil Range TPH • Benzene • Ethylbenzene • TBA • Naphthalene • 1-methylnapthalene • 2-methylnapthalene • Benzo[a]pyrene
Southern Historical Sumps	N/A	Detections exceeding applicable screening levels: • Arsenic • Lead • Thallium • TBA • Naphthalene • 1-methylnapthalene • 2-methylnapthalene • Benzo[a]pyrene • Analyte
Southern Historical Tank Battery	1 EM anomaly	Detections exceeding applicable screening levels: • Arsenic • Thallium • Gasoline • Diesel • Oil Range TPH • Benzene • Ethylbenzene • Naphthalene • O-xylene,m, • P-xylene • TBA • 1-methylnapthalene • 2-methylnapthalene • Benzo[a]pyrene, • Dibenz(a,h)anthracene • Phenanthrene • Analyte

Table 4.8.D: First Supplemental Soil Investigation Report Findings

Potential Environmental Concern Area	Anomalies Identified	Analytical Soil Results
Field Quality Assurance Samples	N/A	Detections exceeding applicable screening levels: ● Analyte

Source: *First Supplemental Soil Investigation Report, California Resources Corporation Huntington Beach Facility, 20101 Goldenwest Street, Huntington Beach, California 92648* (Langan 2025).
EM = electromagnetic
N/A = not applicable
TBA = tert-butyl alcohol
TPH = Total Petroleum Hydrocarbons
UST = Underground Storage Tank

The Second Supplemental Soil and Vapor Investigation Report is a continuance of the First Supplemental Soil Investigation Report, and further assessed soil concentrations, investigated EM and GPR anomalies, and included several borings for soil vapor sampling to obtain data to support planning efforts at the site.

The Geophysical survey conducted for the Second Supplemental Soil and Vapor Investigation Report did not identify any new subsurface lines or anomalies not encountered during the prior investigations. Additionally, soil sampling results were very similar to those detected during the prior investigations. Results on the Soil Vapor Sampling completed for the Second Supplemental Soil and Vapor Investigation Report for each sample area revealed that several analytes exceeded applicable screening levels, and are summarized below in Table 4.8.E.

Table 4.8.E: Second Supplemental Soil Vapor Investigation Report Findings

Area	Analytes Exceeding Screening Levels
Northwest Historical Tanks	Diesel TPH
Northern Historical Tank Farm	Arsenic, diesel TPH, naphthalene, TBA
Pipe Laydown Area	Diesel TPH
Truck Wash and Maintenance Building Area	Gasoline/diesel/oil TPH, 1- methylnapthalene, 2-methylnapthalene, TBA
Former Bermed Area	Arsenic
Former Chemical Laboratory	Arsenic, gasoline/diesel TPH, naphthalene, 1-methylnapthalene, 2-methlynapthalene
Southern Historical Tank Farm	Arsenic, diesel TPH, naphthalene
Southern Tank Battery Area	Arsenic, gasoline/diesel TPH, naphthalene, 1-methylnapthalene, 2-methylnapthalene, benzo[a]pyrene

Source: *Second Supplemental Soil and Soil Vapor Investigation Report, California Resources Corporation Huntington Beach Facility, 20101 Goldenwest Street, Huntington Beach, California 92648* (Langan 2025).
TBA = Total Petroleum Hydrocarbons
TPH = tert-butyl alcohol

The Soil Removal Report (Appendix I-2) prepared for the proposed project documented soil removal associated with demolition of the Former Stretford Unit. Demolition in the Former Stretford Unit Area and around soil boring (SB) 143 occurred in June and July of 2025, which involved the removal of soil containing hazardous materials and confirmation sampling results verified that soils

constituting hazardous waste were removed. However, concentrations of diesel range TPH and naphthalene were still identified above selected screening levels in the final confirmation samples.[9] Further, Langan noted in the Report Summary Letter (Appendix I-2)[10] that additional soils containing hazardous materials may be present on the project site but are inaccessible due to currently present structures.

4.8.3.5 Schools

The nearest school to the project site is Ethel Dwyer Middle School, located at 1502 Palm Avenue approximately 0.54-mile east of the project site.

4.8.3.6 Regulatory Record Reviews

A comprehensive environmental database search was conducted during preparation of the Phase I ESA prepared for the proposed project (Appendix I-1), including the Cortese List and a variety of other databases.[11] A full list of database results is included as Appendix F, Environmental Database Report, to the Phase I ESA. According to these results, the project site was previously identified on the Cortese List for the presence of eight USTs ranging in capacity from 500 gallons to 10,000 gallons. However, all eight USTs had been removed from the project site by 2001.[12] According to the State Water Resources Control Board (SWRCB) GeoTracker database, the project site is also located on two Leaking Underground Storage Tank (LUST) Cleanup sites.[13] However, both cleanup sites are classified as "Completed - Case Closed". The first was closed on June 13 of 2005,[14] and the second was closed on May 12, 2010.[15]

Other database results (e.g., California Hazardous Material Incident Report System [CHMIRS] and Emergency Response Notification System [ERNS]) indicated that hazardous materials releases have previously occurred on the project site, with 23 incidents reported between 1995 and 2023.

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9 Langan CA, Inc. 2025. *Phase I Environmental Site Assessment, California Resources Corporation, 20101 Goldenwest Street, Huntington Beach, California*. October. Pages 24-25.

10 Langan CA, Inc. 2025. *Phase II Environmental Assessment Reports Summary Letter California Resources Corporation Huntington Beach Facility 20101 Goldenwest Street, Huntington Beach, California 92648.* October 16. Page 3.

11 Langan CA, Inc. 2025. *Phase I Environmental Site Assessment, California Resources Corporation, 20101 Goldenwest Street, Huntington Beach, California*. October. Page 15.

12 *Ibid.* Page 16.

13 State Water Resources Control Board (SWRCB). n.d. Geotracker. Website: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento (accessed September 3, 2025).

14 State Water Resources Control Board (SWRCB). n.d. Geotracker. Shell Western E & P Inc (T10000018105). Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000018105 (accessed September 3, 2025).

15 State Water Resources Control Board (SWRCB). n.d. Geotracker. Shell Western E & P Inc., SWPI Huntington Bch Gas (Sl208153870). Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id= SL208153870 (accessed September 3, 2025).

4.8.3.7 Airports

The nearest public use airport to the project site is the John Wayne Airport located at 18601 Airport Way in the City of Santa Ana, approximately 8 miles east of the project site.

4.8.4 Regulatory Setting

Federal, State, and local regulations and programs related to hazards and hazardous materials that are applicable to the proposed project are described below.

4.8.4.1 Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act. The discovery of environmental health damage from disposal sites prompted the U.S. Congress to pass the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund). The purpose of the CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act. The Superfund Amendments and Reauthorization Act (SARA) pertains primarily to emergency management of accidental releases. It requires formation of State and local emergency planning committees, which are responsible for collecting, material handling, and transportation data for use as a basis for planning. Chemical inventory data are made available to the community at large under the "right-to-know" provision of the law. In addition, SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory (TRI).

Resource Conservation and Recovery Act. The Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from its site of generation to its ultimate disposition. The 1984 amendments to the RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of wastes within their jurisdictions. Subtitle I requires monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

United States Department of Transportation (USDOT) Regulations, Title 49 Code of Federal Regulations [CFR] (Hazardous Materials Transportation Act). The Hazardous Materials Transportation Act is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail, highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, marking, labeling, placarding, and shipping documentation.

Occupational Safety and Health Administration (OSHA), Title 29 CFR. OSHA is the federal agency responsible for ensuring worker safety. These regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling.

United States Environmental Protection Agency (United States Environmental Protection Agency [USEPA]), Title 40 CFR 700–799 (Toxic Substances Control Act). The Toxic Substances Control Act regulates manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. It addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls, asbestos-containing materials, and lead-based paint.

The Clean Water Act. National Pollutant Discharge Elimination System (NPDES) (Section 402[p]) (33 United States Code [USC] Section 1342[p]) regulates discharges and spills of pollutants, including hazardous materials to surface waters and groundwater.

The Safe Drinking Water Act. 42 USC Section 300(f) et seq. regulates discharges of pollutants to underground aquifers and establishes standards for drinking water quality.

Wildland-Urban Interface Code. Section 202 of the International Code Council establishes a Wildland-Urban Interface (WUI) and requires projects within WUI areas to develop project-specific Fire Protection Plans that describe ways to minimize and mitigate the fire problems created by the project or development, with the purpose of reducing impacts on the community's fire protection delivery system.

4.8.4.2 State Regulations

California Code of Regulations. Most State and federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities. Because California is a fully authorized State according to RCRA, most RCRA regulations (those contained in 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the California Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the USEPA, the integration of California and Federal hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as does 40 CFR 260. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do the RCRA regulations in 40 CFR 260. To aid the regulated community, California has compiled the hazardous materials, waste and toxics-related regulations contained in CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated CCR, Title 26 "Toxics." However, the California hazardous waste regulations are still commonly referred to as Title 22. For the purposes of clarity, because of the extensive reach of Title 22 and Title 26, many common household products sold in grocery stores and home improvement warehouses qualify as hazardous materials. These items include household cleaners, detergents, paint, motor oil, lubricants, glues, pesticides, etc. The term "hazardous materials" is also defined to include many on site materials as well, such as lubricants, fuel, etc. Thus, when this section of the EIR discusses the transport and storage of "hazardous materials," it is referring to the potential transport of bulk products to the project locations and to

the temporary storage of such materials at the project sites prior to their re-packaging and transport to subsequent destinations.

CalGEM Construction Site Plan Review Program. The Department of Conservation's Geologic Energy Management Division (CalGEM) is responsible for implementing Section 3208.1 of the Public Resources Code (PRC). As a result, CalGEM developed the Construction Site Well Review Program to assist local permitting agencies in identifying and reviewing the status of oil or gas wells located near or beneath proposed structures. Before issuing building or grading permits, local permitting agencies review and implement CalGEM's pre-construction well requirements.

Assembly Bill (AB) 2948. In response to the growing statewide concern of hazardous waste management, AB 2948 enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to ensure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

California State Hazard Mitigation Plan. The purpose of the State Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, State, and federal agencies as well as the private sector.

Cortese List: Section 65962.5(a). Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Hazardous Waste and Substances Sites list (Cortese List). The Cortese List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the locations of hazardous materials release sites. Release sites or hazardous materials release sites may include the following:

- All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.
- All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
- All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.
- All sites listed pursuant to Section 25356 of the Health and Safety Code.
- All sites included in the Abandoned Site Assessment Program.

The California DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

California Occupational Safety and Health Administration (Cal/OSHA) Regulations. Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many entities to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead.

California Office of Environmental Health Hazard Assessment. The California Office of Environmental Health Hazard Assessment (OEHHA) is administered by CalEPA to protect and enhance public health and the environment by scientific evaluation of risks posed by hazardous substances. The OEHHA developed California Human Health Screening Levels (CHHSL)[16] on behalf of the CalEPA pursuant to Health and Safety Code Section 57008 to establish thresholds of chemical concentrations of concern for risks to human health, specifically, an excess of lifetime cancer risk of one-in-a-million (10^{-6}) and a hazard quotient of 1.0 for non-cancer health effects. It should be noted that CHHSL have no regulatory effect and are not intended for use by regulatory agencies that have authority to require remediation of contaminated soil. The numbers are solely advisory and published as reference values for use by citizen groups, community organizations, property owners, developers, and local government officials to estimate the degree of effort that may be necessary to remediate a contaminated site.

The Porter-Cologne Water Quality Control Act (California Water Quality Code, Section 13000 et seq.). The Porter-Cologne Water Quality Control Act regulates water quality through the State Water Resources Control Board and the Regional Water Quality Control Boards, including oversight of water monitoring and contamination cleanup and abatement.

Safe Drinking Water and Toxic Enforcement Act (Proposition 65, California Health and Safety Code, § 25249.5 et seq.). The Safe Drinking Water and Toxic Enforcement Act is similar to the Federal Safe Drinking Water Act and Clean Water Act in that it regulates the discharge of contaminants to groundwater.

California Emergency Services Act. Government Code Sections 8550–8692 provide for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the State to mitigate the effects of natural, man-made, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the State, and generally, to protect the health and safety and preserve the lives and property of the people of the State.

California Senate Bill (SB) 12. This regulation establishes new rules for construction of industrial, commercial, and residential projects to improve fire safety and prevention. These regulations apply to building materials that are more fire-resistant and defensible space incorporated into the design of projects.

[16] California Human Health Screening Levels. September 23, 2010. Website: https://oehha.ca.gov/risk-assessment/california-human-health-screening-levels-chhsls (accessed July 8, 2024).

California Building Code (CBC). Chapter 7A of the CBC focuses primarily on preventing ember penetration into homes, a leading cause of structure loss from wildfires, through mitigating former structural vulnerabilities. Construction techniques and materials include roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to burning vegetation from wildfires.

4.8.4.3 Regional Regulations

Certified Unified Program Agency. SB 1082 provides for the designation of a Certified Unified Program Agency (CUPA) that would be responsible for the permitting process and collection of fees regarding hazardous materials. The CUPA would be responsible for implementing at the local level the Unified Program, which serves to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs: Hazardous Waste; Hazardous Materials Business Plan; California Accidental Release Prevention Program; Underground Hazardous Materials Storage Tanks; Aboveground Petroleum Storage Tanks/Spill Prevention Control & Countermeasure Plans; and Hazardous Waste Generator and On-Site Hazardous Waste Treatment (tiered permitting) Programs.

The Huntington Beach Fire Department (HBFD) is designated as the CUPA for the City of Huntington Beach, and coordinates the regulation of hazardous materials and hazardous wastes in the City of Huntington Beach for construction and operational activities through the following programs:

- Aboveground Petroleum Storage Tank (APST)
- Business Emergency Plan (BEP)
- California Accidental Release Prevention (CalARP)
- Hazardous Materials Disclosure (HMD)
- Hazardous Waste (HW)
- Underground Storage Tank (UST)

HBFD is the administering agency for the chemical inventory and business emergency plan regulations for the City. HBFD's disclosure activities are coordinated with the HCA. HBFD's Hazardous Materials Services Section (HMSS) is staffed with technical and administrative personnel who are assigned with the implementation and management of the disclosure program.

City of Huntington Beach Local Hazard Mitigation Plan. This plan identifies risks and vulnerabilities, establishes hazard mitigation strategies, describes emergency organization, task assignments, and general procedures, and provides for coordination of response in the event of an emergency.

4.8.4.4 Local Regulations

City of Huntington Beach General Plan. The General Plan Natural and Environmental Hazards Element includes a number of adopted goals and policies related to hazards and hazardous materials. The following Natural and Environmental Hazards Element goals and policies are relevant to the Project:

- **Goal HAZ-2**: Coastal environments accommodate coastal changes and reduce coastal development impacts.

- **Goal HAZ-4**: The risk of urban fires is reduced through effective building design and effective fire services.

    - **Policy HAZ-4A:** ensure that all new construction is designed for easy access by fire and other emergency response personnel.

- **Goal HAZ-5:** Environmental cleanup and management of brownfield sites improves environmental quality of life, desirability of surrounding neighborhoods, economic development, and housing options in the community.

    - **Policy HAZ-5A:** Continue to identify, map, and remediate existing hazardous waste sites and require remediation when a property is redeveloped.

    - **Policy HAZ-5B:** Encourage use of remediated brownfields for housing, commercial, industrial, public, and recreational uses and for open space opportunities while prioritizing open space uses, energy facilities, and other community-supporting facilities as preferred options for future use of remediated brownfield sites.

    - **Policy HAZ-5C:** Prohibit the future placement of sensitive land uses in close proximity to hazardous material and waste sites.

- **Goal HAZ-6**: The risk of exposure to hazardous materials in Huntington Beach is substantially decreased.

    - **Policy HAZ-6D:** Continue to develop and enforce Methane District Regulations to reduce the hazards from methane-containing soils.

    - **Policy HAZ-6E:** Continue to implement the Certified Unified Program Agency (CUPA) program to identify, inspect, and monitor businesses that use and store hazardous materials in the City.

City of Huntington Beach Municipal Code. Section 17.04.170 of the City's Municipal Code amends the City's Building Code to include a new chapter (Chapter 55) entitled "Methane District Regulations". This section establishes the minimum requirements of the City for new building construction in the defined Methane Hazard Overlay Districts. This section also requires the appropriate testing and mitigation measures for all new buildings in the Methane Hazard Overlay Districts.

City of Huntington Beach Fire Department City Specification No. 422. City Specification No. 422, Oil Well Development and Abandonment Process, applies to development projects with an onsite oil well and establishes requirements for oil well abandonment on parcels planned for redevelopment. Projects for which City Specification No. 422 is applicable must comply with all requirements

outlined in this specification before the Fire Code Official can approve any building or grading permits.

City of Huntington Beach Fire Department City Specification No. 429. City Specification No. 429, Methane Mitigation Requirements, establishes requirements for methane gas testing, potential methane sources, documentation of oil/gas wells within the vicinity of the project site, the applicability of a methane mitigation system, and the requirements for methane mitigation design, including oil/gas well abandonment and building protection. This City specification is applicable to all proposed construction projects with the potential for subsurface methane.

City of Huntington Beach Fire Department City Specification No. 431-92. City Specification No. 431-92, Soil Quality Standard, is intended to provide guidance to a project proponent's licensed professional in assessing site soils for the presence of hydrocarbon contaminants and to inform decision-making with regard to required actions in the event that contamination is identified. This City specification is applicable to sites with known or suspected hydrocarbon contaminated soils. Oversight by the appropriate agency (such as DTCS, RWQCB or OCHCA) is required to demonstrate compliance with City Specification No. 431-92. After a No Further Action (NFA) letter is obtained from the appropriate oversight agency, the NFA along with supporting reports shall be provided to HBFD for evaluation as the final step to demonstrate compliance with City Specification No. 431-92.

4.8.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to hazards and hazardous materials if it would:

Threshold 4.8.1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

Threshold 4.8.2: 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;

Threshold 4.8.3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

Threshold 4.8.4: 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, it would create a significant hazard to the public or the environment;

Threshold 4.8.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;

Threshold 4.8.6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

Threshold 4.8.7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

As discussed in Section 4.8 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would not emit or handle hazardous materials within 0.25 mile of an existing or proposed school (Threshold 4.8.3), result in a safety hazard or excessive noise in the vicinity of an airport (Threshold 4.8.5), or expose people or structures to risks involving wildland fire (Threshold 4.8.7). Impacts to these thresholds would be less than significant. Therefore, these topics are not addressed further below.

4.8.6 Project Impacts

Please refer to Section 4.8.9 for a full text description of the mitigation measures referenced in the analysis below.

Threshold 4.8.1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant with Mitigation Incorporated. As previously described, hazardous materials are chemicals that could cause harm during an accidental release or mishap, and are defined as toxic, corrosive, flammable, reactive, or an irritant or strong sensitizer. Hazardous substances include all chemicals regulated under the USDOT's "hazardous materials" regulations and the USEPA's "hazardous waste" regulations. Hazardous waste requires special handling and disposal because of the potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials are affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

As described in Chapter 3.0, Project Description, the proposed project includes the demolition and removal of all existing oil and natural gas production facilities within the project site, including both aboveground structures and underground infrastructure such as pipelines and wells. Following demolition and remediation activities, the project site would then be prepared for future development through rough grading of the entire project site and the installation of primary infrastructure (i.e., backbone utility lines and internal circulation roadways).

All construction activities on the project site could involve the use of fuels, paint products, soils, solvents, and other materials typically present on construction sites. The amount of hazardous chemicals present during construction activities would be limited to what is required to operate construction equipment and would be handled and transported in compliance with existing government regulations. These activities, in and of themselves, do not typically create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials due to the small quantities of these materials associated with vehicles traveling to and from the project site. Instead, the analysis of construction-period impacts presented below focuses

on the hazardous materials conditions specific to the project site, as discussed in the following paragraph.

Multiple environmental investigations, including a Phase I ESA (Appendix I-1) identified RECs and BERs associated with current and historical petroleum operations on the project site, as described in Tables 4.8.A and 4.8.B above. Given the presence of RECs on the project site, a series of follow-up (Phase II ESA) reports were prepared, including an Initial Soil Investigation Report, a First Supplemental Investigation Report, a Second Supplemental Investigation Report, and a Soil Removal Report (Appendix I-2). The Phase I ESA and Phase II ESA Reports identified hazardous materials within existing structures on the project site (e.g., asbestos containing materials [ACMs] and per- and polyfluoroalkyl substances (PFAS) and within soils underlying these structures (e.g., TPH, VOCs, semi-volatile organic compounds [SVOCs], metals, and PAHs). Based on these conditions, construction activities within the project site would result in the handling and disposal of potentially hazardous materials, as described further below.

Demolition/Remediation. Construction of the proposed project would require demolition of the existing oil and gas production infrastructure on the project site, including removal of existing structures, oil well abandonment, and remediation activities. These activities would potentially result in the creation of hazardous waste requiring transportation and disposal. It should be noted that the proposed project only analyzes the removal of on-site oil and gas infrastructure. Any future removal of off-site oil and gas infrastructure would occur at the Applicant's discretion, independent from the proposed project, and would undergo the appropriate CEQA analysis, as applicable. As such, this Draft EIR does not analyze any demolition/remediation activities associated with off-site oil and gas production infrastructure.

During demolition activities, the Project Developer would be required to plug and abandon the existing oil wells on the project site consistent with the current standards established by CalGEM in accordance with Standard Condition (SC) HAZ-1, which requires compliance with the City of Huntington Beach Fire Department (HBFD) City Specification No. 422. Adherence to City Specification No. 422 would ensure the well abandonment process is conducted in a safe manner. In addition, SC HAZ-1 would require adherence to the CalGEM Construction Site Plan Review Program. Under SC HAZ-1, prior to demolition, the Project Developer would be required to submit the site development plans to CalGEM for Construction Site Plan review and follow applicable CalGEM recommendations to bring abandoned oil wells on the project site into compliance with current regulatory requirements.

The demolition of structures containing hazardous building materials requires specialized procedures and equipment and appropriately certified personnel. As specified in Mitigation Measure (MM) HAZ-1, a Demolition Plan outlining the required procedures for handling, storage, and disposal of hazardous building materials would be prepared for the proposed project prior to the issuance of any demolition or grading permits. The Demolition Plan will specify how to appropriately contain, remove, and dispose of hazardous building materials to protect human health and the environment during demolition activities on the project site. During demolition and construction, a Storm Water Pollution Prevention Plan (SWPPP) would be in place, as described in MM HAZ-1 and Standard Condition WQ-1 (refer to Section 4.9,

Hydrology and Water Quality). The SWPPP would be modified as needed based on conditions encountered throughout the demolition process.

Once existing building materials on the project site have been removed and disposed of in accordance with the Demolition Plan, the Project Developer would be responsible for implementation of all required site assessment and remedial actions to address potential residual contamination of soil, soil gas, and groundwater as prescribed by DTSC and under the oversight of DTSC and the Project Hazardous Materials Consultant (Langan CA, Inc.). Pursuant to MM HAZ-2, a site-specific Soil Management Plan would be developed, which would include measures for monitoring soil conditions for evidence of contamination and contingency measures in the event that contaminated soils are encountered during demolition, remediation, and site preparation activities. Under the Soil Management Plan, on-site soils would be tested, treated, and if necessary, removed and disposed of at appropriate facilities in accordance with State and federal regulations and in accordance with recommendations provided by the Project's Hazardous Materials Consultant. Following completion of site remediation activities, MM HAZ-3 would require the Project Developer to obtain a "No Further Action" letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval.

The transportation of hazardous materials, such as transportation of demolished materials and contaminated soils from the project site, is subject to USDOT, RCRA, and State regulations. The federal Hazardous Materials Transportation Act provides for the protection of life, property, and the environment from the inherent risks of transporting hazardous material in all major modes of commerce. The USDOT hazardous materials regulations govern the classification, packaging, communication, transportation, and handling of hazardous materials, as well as employee training and incident reporting. The California Highway Patrol, Caltrans, and DTSC are responsible for enforcing federal and State regulations pertaining to the transportation of hazardous materials.

Demolition and remediation activities would result in the generation of various waste materials that would require recycling and/or disposal, including waste materials classified as hazardous waste. Hazardous wastes would require transport by a licensed hazardous waste hauler and disposal at facilities that are permitted to accept such materials pursuant to USDOT, RCRA, and State regulations. Therefore, SC HAZ-2 requires compliance with these regulations, would ensure that the hauling of potentially hazardous waste to and from the project site during demolition and remediation activities would not result in adverse impacts to the surrounding environment.

Implementation of MMs HAZ-1, HAZ-2, and HAZ-3, as well as compliance with SCs HAZ-1 and HAZ-2, would ensure that demolition and remediation activities associated with the proposed project would not create a significant hazard to the public or the environment from the routine transport, use, or disposal of hazardous materials. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials during demolition and remediation activities would be less than significant with mitigation incorporated.

Site Preparation/Construction of Future Projects. Site preparation activities and the construction of future development projects within the project site would only occur after the demolition and remediation activities discussed above have been deemed complete by a "No Further Action" letter or other written concurrence from the DTSC. Therefore, at this phase of the project, the conditions discussed in the Phase I and Phase II ESA Reports would no longer be applicable to the project site. However, in the event that construction workers encounter contaminated soil during site preparation activities, the Soil Management Plan prepared pursuant to MM HAZ-2 would remain applicable and would ensure proper handling of contamination encountered during this phase of construction.

As described in Section 4.8.3.1, the project site is located within a Methane Hazard Overlay District. Construction of future projects within the project site would implement SC HAZ-3, which would require compliance with Section 17.04.170 of the City's Municipal Code, which establishes required testing and mitigation measures for all new buildings in the Methane Hazard Overlay Districts. SC HAZ-3 also requires compliance with Section 17.56.080 of the City's Municipal Code and City Specification No. 429, which defines the requirements for methane gas testing, potential methane sources, documentation of oil/gas wells within the vicinity of the project, the applicability of a methane mitigation system, and the requirement for methane mitigation design, including oil/gas well abandonment and building protection.[17] Compliance with Sections 17.04.170 and 17.56.080 of the City's Municipal Code and City Specification No. 429, as required under SC HAZ-3, would ensure that construction of future projects within the project site does not create a significant methane-related hazard to the public.

Implementation of MM HAZ-2, as well as compliance with SC HAZ-3, would ensure that site preparation activities and construction of future projects on the project site would not create a significant hazard to the public or the environment from the routine transport, use, or disposal of hazardous materials. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials during site preparation activities and construction of future projects within the project site would be less than significant with mitigation incorporated.

Operation. The project provides for future development of commercial, residential, and open space/park areas within the project site. Operation of future developments within the project site would involve the use of relatively small amounts of potentially hazardous materials (e.g., solvents, cleaning agents, sanitizing solutions, paints, fertilizers, and pesticides). These materials would be consistent with household and business chemicals and solvents already in general and wide use throughout the City and in the vicinity of the project site. Typical use of these materials would comply with existing standards, regulations, and manufacturer instructions; and would not result in the transport, disposal, or release of hazardous materials in an amount that would create a significant hazard to the public or the environment.

[17] City of Huntington Beach. 2025. City Specification No. 429. October. Website: https://www. Huntington beachca.gov/departments/fire/our_community_and_risk_reduction/city_specifications.php#docaccess-1ab12143491ef81fa3f8c1c2e4c8b0ca (accessed April 29, 2026).

Compliance with all applicable federal, State, regional, local, and manufacturer regulations would ensure that operation of the proposed project would not create a significant hazard to the public or the environment from the routine transport, use, or disposal of hazardous materials. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials during project operation would be less than significant, and no mitigation is required.

Threshold 4.8.2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant with Mitigation Incorporated. During project construction and operation, the public and/or the environment could be affected by the reasonably foreseeable release of hazardous materials into the environment from: (1) the improper handling or use of hazardous substances; (2) a transportation accident; or (3) inadvertent release resulting from an unforeseen event (e.g., fire, flood, or earthquake).

All construction activities on the project site could involve the use of fuels, paint products, soils, solvents, and other materials typically present on construction sites. The amount of hazardous chemicals present during construction activities would be limited to what is required to operate construction equipment and would be handled and transported in compliance with existing government regulations, including the federal Hazardous Materials Transportation Act (refer to SC HAZ-2). Therefore, the potential for the release of these hazardous materials during construction activities is low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or the environment due to the small quantities of these materials associated with vehicles traveling to and from the project site. Instead, the analysis of construction-period impacts presented below focuses on the hazardous materials conditions specific to the project site as discussed in the Phase I ESA and Phase II ESA Reports prepared for the proposed project.

Demolition/Remediation. As discussed above, construction of the proposed project would require demolition and removal of existing oil and gas production infrastructure from the project site. Because the site-specific Phase I ESA and Phase II ESA Reports identify hazardous materials within both existing structures on site and potentially within soils underlying these structures, the disturbance of these materials during demolition and site preparation activities could potentially result in the release of hazardous materials into the environment. Additionally, the project site is located within a Methane Hazard Overlay District, indicating that the release of methane during construction activities is possible.

During demolition activities, the Project Developer would be required to plug and abandon the existing oil wells on the project site pursuant to SC HAZ-1, which would require adherence to current standards established by CalGEM in accordance with HBFD City Specification No. 422 and the CalGEM Construction Site Plan Review Program. Adherence to SC HAZ-1 would prevent the release of hazardous materials from on-site wells into the environment. In addition, as previously described, adherence to MM HAZ-1 would prevent the release of asbestos, PFAS, or

other hazardous materials from existing structures into the environment by requiring a Demolition Plan outlining the required procedures for handling, storage, and disposal of hazardous building materials would be prepared for the proposed project prior to the issuance of any demolition or grading permits. The Demolition Plan will specify how to appropriately contain, remove, and dispose of hazardous building materials to protect human health and the environment during demolition activities on the project site.

The Project Developer would be responsible for remediation of the project site as prescribed by DTSC and under the oversight of DTSC and the Project Hazardous Materials Consultant. Implementation of MM HAZ-2 would require preparation of a site-specific Soil Management Plan, which would require on-site soils to be tested, treated, and if necessary, removed and disposed of at appropriate facilities in accordance with State and federal regulations and in accordance with recommendations provided by the Project's Hazardous Materials Consultant. Following completion of site remediation activities, MM HAZ-3 would require the Project Developer to obtain a "No Further Action" letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval.

While it is possible that a transportation accident could occur during hauling of materials to and from the project site that could result in the release of hazardous materials, this hauling would be subject to USDOT hazardous materials regulations associated with the federal Hazardous Materials Transportation Act, as described in SC HAZ-2, which governs the classification, packaging, communication, transportation, and handling of hazardous materials, as well as employee training and incident reporting. Therefore, the hauling of potentially hazardous waste to and from the project site during demolition and remediation activities would be regulated in a manner that would minimize the potential for release of hazardous materials into the environment.

Implementation of MMs HAZ-1, HAZ-2, and HAZ-3, as well as compliance with SCs HAZ-1 and HAZ-2, would collectively reduce impacts associated with oil well abandonments, demolition, and remediation activities to a less than significant level. Therefore, potential impacts associated with the creation of 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 during project demolition and remediation activities would be less than significant with mitigation incorporated.

Site Preparation/Construction of Future Projects. Although site preparation activities and the construction of future development projects within the project site would only occur after the demolition and remediation activities discussed above have been deemed complete by a "No Further Action" letter or other written concurrence from the DTSC, it is possible that site preparation activities may release previously unknown soil contaminants. Accordingly, the proposed project would implement MM HAZ-2, which would require adherence to the Soil Management Plan discussed above, which would ensure proper handling of residual contamination, if encountered. This would prevent potential releases of hazardous materials, if any, from soils into the environment.

Further, because the project site is located within a Methane Hazard Overlay District, construction of future projects on the project site would comply with SC HAZ-3, requiring adherence to Sections 17.04.170 and 17.56.080 of the City's Municipal Code, which establishes required testing and mitigation measures for all new buildings in the Methane Hazard Overlay Districts. SC HAZ-3 also requires compliance with City Specification No. 429, which defines the requirements for methane gas testing, potential methane sources, documentation of oil/gas wells within the vicinity of the project, the applicability of a methane mitigation system, and the requirement for methane mitigation design, including oil/gas well abandonment and building protection.[18] Compliance with SC HAZ-3 would ensure that construction of future projects within the project site does not create a significant methane-related hazard to the public through an accidental release.

Implementation of MM HAZ-2, as well as compliance with SC HAZ-3, would ensure that site preparation activities and construction of future projects within the project site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant with mitigation incorporated.

Operation. As previously described, operation of future developments within the project site would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, sanitizing solutions, paints, fertilizers, and pesticides) typical of commercial/hotel and residential communities that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to people in the vicinity of the proposed project. However, future development of the proposed project would not include any uses utilizing large amounts of hazardous materials with the potential to result in environmental harm if released.

Further, the existing federal, State, regional, and local regulations described above under Section 4.8.4 are intended to prevent the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during project operation would be less than significant, and no mitigation is required.

Threshold 4.8.4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant with Mitigation Incorporated. As previously stated, Government Code Section 65962.5 states that the DTSC shall compile and maintain annually a list (Cortese List) of hazardous waste facilities subject to corrective action as part of the Health and Safety Code. Cortese List data

[18] City of Huntington Beach. 2025. City Specification No. 429. October. Website: https://www.huntingtonbeachca.gov/departments/fire/our_community_and_risk_reduction/city_specifications.php#docaccess-1ab12143491ef81fa3f8c1c2e4c8b0ca (accessed April 29, 2026).

resources include the DTSC EnviroStor database, the State Water Resources Control Board (SWRCB) GeoTracker database, and other resources identified by the California Environmental Protection Agency (CalEPA).[19]

According to a search of the DTSC EnviroStor database conducted in 2025, the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site.[20] In addition, no active sites are located within 3,000 feet of the project site. According to a 2025 query of the SWRCB GeoTracker database, the project site includes two previous LUST Cleanup sites[21] Both are classified as "Completed - Case Closed". The first was closed on June 13, 2005,[22] and the second was closed on May 12, 2010.[23]

A comprehensive environmental database search was also conducted during preparation of the Phase I ESA prepared for the proposed project (Appendix I-1), including the Cortese List and a variety of other databases.[24] A full list of database results is included as Appendix F, Environmental Database Report, to the Phase I ESA. According to these results, the project site was previously identified on the Cortese List for the presence of eight USTs ranging in capacity from 500 gallons to 10,000 gallons. However, all eight USTs had been removed from the project site by 2001.[25] Other database results (e.g., California Hazardous Material Incident Report System [CHMIRS] and Emergency Response Notification System [ERNS]) indicated that hazardous materials releases have previously occurred on the project site, with 23 incidents reported between 1995 and 2023.

As described previously, the Project Developer would be responsible for implementation of all required site assessment and remedial actions to address residual contamination of soil, soil gas, and groundwater as prescribed by DTSC. On-site soils would be tested, treated, and if necessary, removed and disposed of at appropriate facilities in accordance with State and federal regulations and in accordance with recommendations provided by the Project's Hazardous Materials Consultant. Following completion of site remediation activities, MM HAZ-3 would require the Project Developer obtain a "No Further Action" letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval.

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19 California Environmental Protection Agency (CalEPA). 2024. Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed April 29, 2026).

20 California Department of Toxic Substances Control (DTSC). n.d. Envirostor Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Sacramento (accessed September 5, 2025).

21 State Water Resources Control Board (SWRCB). n.d. Geotracker. Website: https://geotracker. waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento (accessed September 3, 2025).

22 State Water Resources Control Board (SWRCB). n.d. Geotracker. Shell Western E & P Inc (T10000018105). Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000018105 (accessed September 3, 2025).

23 State Water Resources Control Board (SWRCB). n.d. Geotracker. Shell Western E & P Inc., SWPI Huntington Bch Gas (Sl208153870). Website: https://geotracker.waterboards.ca.gov/profile_report. asp? global_id= SL208153870 (accessed September 3, 2025).

24 Langan CA, Inc. 2025. *Phase I Environmental Site Assessment, California Resources Corporation, 20101 Goldenwest Street, Huntington Beach, California*. October. Page 15.

25 *Ibid.* Page 16.

Further, site preparation activities and grading activities associated with the development of future projects within the project site would adhere to the requirements of the Soil Management Plan prepared pursuant to MM HAZ-2, providing additional guidance concerning the proper handling, segregation, stockpiling, dust control, testing, transport and disposal of soils that are potentially impacted by hazardous materials during grading activities. With implementation of MM HAZ-2, measures for monitoring soil conditions for evidence of impacts would be implemented, and contingency measures would be established in the event that impacted soils are encountered during grading, which would ensure proper handling of residual contamination, if encountered.

Implementation of MMs HAZ-2 and HAZ-3 would reduce potential hazards to the public associated with the project site's inclusion on a list of hazardous materials sites. Therefore, potential project-related impacts associated with the location of the project site on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and the creation of a significant hazard to the public or the environment would be less than significant with mitigation incorporated.

Threshold 4.8.6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. The City's General Plan Natural and Environmental Hazards Element outlines goals and policies aimed at adequately preparing for a variety of emergency scenarios. While the Natural and Environmental Hazards Element makes recommendations for emergency evacuation and access, it only designates official evacuation routes in the event of tsunami. As shown in Figure HAZ-5, Tsunami Evacuation Map, of the City's Natural and Environmental Hazards Element, none of the roadways adjacent to the project site are designated by the City as evacuation routes in the event of a tsunami.[26]

Construction. As described in further detail in Section 4.15, Transportation, the proposed project would require temporary lane closures to complete the proposed intersection signalizations, crosswalk/driveway installations, restriping, and related improvements. In addition, construction activities associated with the proposed project would include demolition, remediation, and site preparation activities. The removal of demolished materials from the project site and the importation of soil to the project site would require haul truck trips that could utilize the same corridors that facilitate emergency vehicle travel throughout the City. However, these roadways are generally designed to accommodate a higher volume of vehicle traffic that could adequately accommodate haul truck trips.

Further, the construction contractor(s) would be required to prepare and implement a Transportation Management Plan (TMP) as specified in MM TRA-3 (see Section 4.15), to be reviewed and approved by City staff. The TMP would be prepared consistent with the

[26] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element*. Figure HAZ-5, Page 5-10. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Natural-and-Environmental-Hazards.pdf (accessed September 5, 2025).

recommendations of the California Temporary Traffic Control Handbook[27] and would include provisions to maintain traffic flow along Pacific Coast Highway (PCH), Goldenwest Street, Seapoint Street, and Palm Avenue; safe access into and out of the project site; and emergency access to the project site and adjacent areas during construction. With implementation of MM TRA-3, construction of the proposed project (i.e., demolition, remediation, site preparation, and future development projects within the project site) would not result in inadequate emergency access to the project site. Impacts related to emergency access in the project vicinity during project construction would be less than significant with mitigation incorporated.

Operation. The proposed project does not include any permanent changes to public or private roadways that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Once operational, proposed modifications to PCH, Seapoint Street, and Goldenwest Street, such as intersection signalizations, crosswalk/driveway installations, restriping, and related improvements, would adhere to roadway design standards and emergency access requirements. Further, the proposed project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. In addition, during the operational phase of the proposed project, on-site access would be required to comply with standards established by the City and the HBFD. The size and location of fire access routes would be required to conform to City and HBFD standards. Development of the proposed project would provide adequate emergency access (including fire access) to the site via three points of vehicular entry along Planning Areas 1 and 2's frontage with PCH, including one main entrance located near Planning Area 1 and two secondary entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively, and via pedestrian sidewalks on Palm Avenue as necessary.

Prior to the issuance of any building permits for future development projects within the project site, HBFD review and approval of the project-specific site plans would be required. Therefore, access to and from the project site for emergency vehicles would be reviewed and approved by HBFD and the City as part of the development approval process to ensure the proposed project is compliant with all applicable codes and ordinances for emergency vehicle access.

Further, based on the level of service (LOS) analysis provided in the Traffic Impact Analysis (TIA) (Appendix L-1), all study intersections, and all project driveways, are anticipated to operate at a satisfactory LOS during the a.m. and p.m. peak hours both in Existing (2025) with Project and Opening Year (2035) with Cumulative Projects with Project traffic conditions under the signalization of all three project entrances along PCH. In addition, a follow-up *PCH Driveway Access Alternative Analysis* (Appendix L-2) was prepared to analyze an alternative scenario under which only the main entrance along PCH is signalized. This analysis concluded that signalizing only the main entrance, while operating the secondary entrances as right-in/right-out driveways, would still maintain a satisfactory LOS during both the a.m. and p.m. peak hours for traffic operations on PCH and all project driveways. Therefore, the proposed project would not result in substantial delays at roadways and intersections in the project site vicinity under

[27] California Inter-Utility Coordinating Committee. 2018. *California Temporary Traffic Control Handbook*, 7th Edition. May.

normal or emergency conditions. The proposed project does not include any substantial changes to public or private roadways that would physically impair or otherwise conflict with an emergency response. Therefore, impacts related to the impairment of an adopted emergency response plan or emergency evacuation plan would be less than significant with mitigation incorporated.

4.8.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for hazards and hazardous materials. As described in Chapter 4.0 of this Draft EIR in Table 4.A, Related Projects, and shown in Figure 4.1, Related Project Locations, several mixed-use, residential, and commercial development projects are approved, pending, or in the planning stages in the City within a two-mile radius of the project site. Occurrence of a cumulative effect related to hazards and hazardous materials would require that multiple projects release hazardous materials at the same time near each other; therefore, the geographic area of concern for cumulative hazardous materials-related impacts is the project site and areas in the immediate vicinity (within approximately 1,500 feet). Out of the 11 cumulative projects within a two-mile radius as listed in Table 4.A in Chapter 4.0, two are located adjacent to or within 1,500 feet of the project site including Cumulative Project Nos. 6 and 7. These two projects constitute the cumulative study area for hazards and hazardous materials.

Cumulative Project Nos. 6 and 7 are located on infill sites in the City. Cumulative Project No. 6 consists of redevelopment of recreational amenities and therefore would not be anticipated to involve the routine transport, use, or disposal of substantial amounts of hazardous materials, or involve a substantial risk of release of hazardous materials into the environment, including hazardous emissions near schools.

Consistent with the proposed project, Cumulative Project No. 7, currently in plan check, proposes residential development on a site formerly used as an on-shore oil-and-gas processing facility. As with the proposed project, this site is subject to its own well plugging and abandonment pursuant to current standard established by CalGEM in accordance with HBFD City Specification No. 422. In addition, plans for this site are required for submittal to CalGEM for Construction Site Plan review, and construction activities would follow applicable CalGEM recommendations to bring abandoned oil wells on the project site into compliance with current regulatory requirements. In addition, remediation activities on this site would also be completed to the satisfaction of the DTSC and the project would be required to obtain a “No Further Action” letter or other written concurrence that remediation is complete prior to development. Consistent with the Hazardous Materials Transportation Act (refer to SC HAZ-2), any materials transported from the site of Cumulative Project No. 7 would require transport by a licensed hazardous waste hauler and disposal at facilities that are permitted to accept such materials pursuant to USDOT, RCRA, and State regulations. In addition, Cumulative Project No. 7 may be subject to its own project-specific mitigation measures based on the results of a site-specific Phase I ESA or similar report. Based on completion of site remediation activities to address potential contaminants of concern. Therefore, the proposed project, in conjunction with Cumulative Project Nos. 6 and 7, would not result in a cumulatively

considerable construction-related impact related to the routine transport, use, or disposal of hazardous materials or release of hazardous materials into the environment, including hazardous emissions near schools.

Additionally, as with the proposed project, Cumulative Project Nos. 6 and 7 are located within an identified Methane Hazard Overlay District in the City and therefore must be tested for elevated levels of methane in the soil prior to construction and may be required to include vent systems and/or barriers to reduce the level of methane to a safe concentration. Adherence to Sections 17.04.170 and 17.56.080 of the City's Municipal Code and City Specification No. 429 would ensure that construction of the proposed project, in conjunction with cumulative project Nos. 6 and 7, would not create a significant methane-related hazard to the public.

Cumulative Project Nos. 6 and 7 propose recreational and residential development, respectively. Once operational, these projects are anticipated to use common hazardous materials (e.g., cleaning supplies, paints, and fertilizers) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to people in the vicinity. These developments, as with any development in the City, would also be required to comply with existing hazardous materials regulations including the USEPA, USDOT, RCRA, OSHA, Cal/OSHA, the California Fire Code, California Health and Safety Code, CCR, and Caltrans, and other federal, State and local regulations, to reduce potential impacts associated with the routine transport, use, or disposal of hazardous materials or release of hazardous materials into the environment, including hazardous emissions near schools.

Cumulative impacts to emergency response/evacuation can occur when an increase in vehicle traffic occurs in an area with limited vehicular access; therefore, the geographic area of concern for cumulative emergency response/evacuation impacts is the roadway network surrounding the project site. Because all 11 cumulative projects share the same general City roadway network as the project site, all 11 projects could experience cumulative emergency response/evacuation impacts. However, as discussed in this section, while the proposed project would increase the number of haul trucks near the project site during construction and would generate an increase in the amount and volume of traffic on local and regional roadway networks during operation, future access points and roadway modifications would be designed in compliance with Caltrans, HBFD, and City requirements to maintain appropriate emergency/evacuation access to and from the project site and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. All projects within the cumulative study area would be required to comply with Caltrans (as applicable), HBFD, and City requirements regarding site design and access routes to allow for proper site evacuation and avoid interfering with an adopted emergency response or evacuation plan.

Each cumulative project would be required to comply with applicable laws and address any issues related to hazardous material or waste so as not to result in potentially significant cumulative impacts. Federal, state, and local regulations require mitigation to protect the public and the environment against significant hazard due to reasonably foreseeable upset or accident conditions or development on listed hazardous material sites. Additionally, the City of Huntington Beach General Plan provides goals, policies, and programs related to hazards and hazardous materials.

Each project would be subject to environmental review (and mitigation measures as applicable) and jurisdictional goals, policies, and programs related to hazards and hazardous materials to ensure projects result in less than significant impacts. In addition, environmental review of future development would also analyze and disclose the future projects' contribution to a cumulative impact. The environmental review, any applicable mitigation measures, and jurisdictional goals/ policies/programs would reduce the cumulative impact for hazards and hazardous materials.

Therefore, when considered in conjunction with past, present, and future projects, the proposed project's cumulative contribution to impacts pertaining to hazards and hazardous materials would be less than cumulatively considerable with mitigation incorporated.

4.8.8 Level of Significance Prior to Mitigation

The proposed project would result in a potentially significant impact with respect to hazards and hazardous materials prior to mitigation.

4.8.9 Standard Conditions and Mitigation Measures

4.8.9.1 Standard Conditions

The following standard conditions are required for the proposed project.

Standard Condition HAZ-1 **Compliance with Well Abandonment Regulations.** Prior to any oil well abandonment activity commencing, the Project Developer shall obtain a permit from the California Geologic Energy Management Division (CalGEM) and the Huntington Beach Fire Department (HBFD) in accordance with the CALGEM Construction Site Review Program and City Specification No. 422 (Abandonment of Oil Wells). Specifically, the Project Developer shall submit a copy of the issued CalGEM permit, site plan, and other applicable documents electronically to the City of Huntington Beach's (City) online portal for each oil well being abandoned. Site plans shall also be provided, with building locations, well location, Geographical Information System (GIS) coordinates for the well(s), American Petroleum Institute (API) number(s), well name(s), well operator, property owner and any other pertinent information. Once the abandonment permit has been issued by the HBFD, abandonment work may commence.

Well abandonment shall be conducted in accordance with current CalGEM standards. Upon completion of well abandonment activities, the Project Developer shall provide documentation to CalGEM for review. CalGEM will then issue a closure letter ("Report of Well Abandonment [Form OG159]") to the Project Developer, indicating that all site oil/gas wells have been abandoned or re-abandoned to the current adopted CalGEM requirements. A copy of the CalGEM-issued closure letter for each well shall be submitted to

the HBFD prior to the oil well abandonment permit final inspection approval.

If, during any of the oil well abandonment or project development processes, any previously unknown oil well or soil contamination is discovered, CalGEM and the HBFD shall be notified immediately.

Standard Condition HAZ-2

Compliance with the Federal Hazardous Materials Transportation Act. During construction activities, the Project Developer shall ensure that all transport of hazardous materials and wastes complies with the United States Department of Transportation (USDOT) Regulations, Title 49 Code of Federal Regulations [CFR] (Hazardous Materials Transportation Act), including the following provisions:

- All hazardous materials and hazardous wastes shall be transported only by properly licensed, registered, and trained hazardous materials carriers in compliance with Hazardous Materials Transportation Act requirements, including applicable registration with the USDOT Pipeline and Hazardous Materials Safety Administration and adherence to USDOT safety standards.

- All hazardous materials shipments shall be properly classified, packaged, marked, labeled, and accompanied by appropriate shipping papers and/or hazardous waste manifests in accordance with 49 CFR Parts 172 and 173.

- Transport of hazardous materials shall follow designated or approved transportation routes to the extent feasible, minimizing travel through densely populated or environmentally sensitive areas. Loading and unloading activities shall be conducted in a manner that minimizes the risk of spills, releases, or accidents.

- All personnel involved in the transportation of hazardous materials shall receive required training, including general awareness, function-specific, safety, and emergency response training. Transporters shall carry emergency response information consistent with the Emergency Response Guidebook and maintain appropriate spill response materials.

- Any transportation-related release or incident involving hazardous materials shall be reported in accordance with federal requirements (49 CFR Parts 171.15 and 171.16). The

transporter and applicant shall coordinate with local emergency responders and implement immediate containment and cleanup actions.

The Project Developer shall maintain documentation demonstrating compliance with the requirements presented above, and shall make this documentation available to the Director of the City Public Works Department, or designee, for review and approval prior to final inspection.

Standard Condition HAZ-3

Compliance with City Methane Regulations. In accordance with City Specification No. 429 and Sections 17.04.170 and 17.56.080 of the City's Municipal Code, prior to development of each future project on the project site, the Project Developer shall hire a California Registered Professional Engineer (PE) or Registered Professional Geologist (PG) ("Licensed Professional") to prepare a site-specific soil gas investigation work plan shall for submittal to the HBFD for review and approval, in accordance with the details specified below:

- Methane testing shall be performed in accordance with the Los Angeles Department of Building and Safety (LADBS) Public/ Building Code 2020-101 "Site Testing Standards for Methane" or its most current update.

- The work plan, site investigation, and final reporting shall be performed under the direct supervision of a Registered Professional. The Licensed Professional shall prepare all environmental reports that will determine if the site is in compliance with City Specification No. 429, but the HBFD will make the final determination on compliance with City Specification No. 429.

- The work plan shall contain a detailed description of the proposed site investigation including (at a minimum): site background and operational history; results of any existing soil gas or soil testing data; proposed investigation, gas probe installation, and sampling methodologies; map showing existing and proposed structures; locations, numbers, and depths of proposed soil gas sampling points; data collection techniques utilized.

- Following development of the work plan and completion of the investigation, a soil gas investigation report shall analyze the results of the investigation. The investigation report will state if

the site's soil vapor is compliant with this specification. To the degree possible, the source(s) of any anomalous levels of methane shall be identified. The Licensed Professional shall provide a recommendation for the proposed level of methane mitigation warranted, pursuant to this guideline. The HBFD will make the final determination of the appropriate methane mitigation measures for the project.

- The final investigation report must be included within the architectural set of building plans submitted to the Community Development Department. The final investigation report shall be submitted to the HBFD for review.

- The HBFD review of project work plans, reports, and methane barrier/mitigation plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the HBFD to recover consultant fees from the applicant, developer, or other responsible party.

- Methane soil gas testing results are valid for five years from date tested. Additional testing may be required if construction of the methane mitigation system is not complete within five years of initial testing.

In the event the soil gas investigation work plan determines that methane mitigation is required, a site-specific Mitigation Plan shall be prepared and approved by the HBFD prior to development of each future project on the project site. The Mitigation Plan shall include measures contained in Section 3 of City Specification No. 429, as applicable and feasible. Prior to the installation of a soil gas/methane mitigation system, plans shall be submitted in accordance with the HBFD's current Fire Construction Plan submittal requirements. All proposed designs shall be reviewed/ stamped by a Licensed Professional prior to installation.

4.8.9.2 Mitigation Measures

The following mitigation measures are required to reduce potentially significant impacts related to hazards and hazardous materials to a less than significant level:

Mitigation Measure HAZ-1 **Demolition Plan.** Prior to the issuance of any demolition or grading permits, the Project Developer shall prepare and submit a Demolition Plan and a Storm Water Pollution Prevention Plan (SWPPP) to the Director of the City of Huntington Beach (City) Public Works Department, or designee, for review and approval. The Demolition Plan shall include the procedures for pre-demolition

surveys and testing for hazardous building materials, including but not limited to asbestos and per- and polyfluoroalkyl substances (PFAS). All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations. All identified hazardous materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures. The Construction Contractor for demolition activities shall provide documentation (e.g., all required waste manifests, SWPPP O&M, sampling, and air monitoring analytical results) to the Director of the City Public Works Department, or designee, showing that abatement of hazardous building materials has been completed in full compliance with all applicable regulations.

Mitigation Measure HAZ-2 **Soil Management Plan.** Prior to the issuance of any demolition or grading permits, a site-specific Soil Management Plan shall be developed and shall include measures for monitoring soil conditions for evidence of contamination and contingency measures in the event that contaminated soils are encountered during demolition, remediation, and site preparation activities, as evidenced by visual staining, olfactory perception, or field testing. The Soil Management Plan shall include contingency procedures for identification of potential contaminants through use of field screening equipment; sampling and laboratory analyses if necessary; soil segregation; temporary soil stockpiling specifications; on-site or off-site treatment and disposal options for soil in accordance with applicable law and a health and safety plan for workers involved in the earthwork phase of the project. The Soil Management Plan shall be submitted to the City of Huntington Beach Fire Department (HBFD) for review and approval.

Mitigation Measure HAZ-3 **Hazardous Materials Remediation.** Prior to the issuance of any grading permits for overall site preparation activities associated with the proposed project, the Project Developer shall obtain a "No Further Action" letter or other written concurrence from a state environmental agency, if any is involved, indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval. The "No Further Action" letter or written concurrence will service as proof that all required site assessment and remedial actions to address residual contamination in soil, soil gas, and groundwater has been implemented as prescribed by a state environmental oversight agency (if involved).

4.8.10 Level of Significance After Mitigation

Potentially significant impacts related to hazards and hazardous materials would be reduced to a less than significant level after mitigation. Therefore, with implementation of MMs HAZ-1 through HAZ-3, the proposed project would not result in any significant impacts related to hazards and hazardous materials.

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4.9 HYDROLOGY AND WATER QUALITY

This section evaluates the potential impacts to hydrology and water quality conditions from implementation of the proposed project. This section is based in part on the following:

- Project-specific *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California* (Geotechnical Investigation Report)[1] (provided as Appendix G to this Draft EIR);
- Project-specific Water Supply Assessment (WSA) (provided as Appendix J to this Draft EIR);[2]
- *City of Huntington Beach General Plan Public Services and Infrastructure Element*;[3]
- *City of Huntington Beach General Plan Update Program Environmental Impact Report* (PEIR);[4] and
- *City of Huntington Beach General Plan Update PEIR* Technical Background Reports.[5]

4.9.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Four comment letters included comments related to hydrology and water quality. These comments pertain to concerns about stormwater runoff, flooding, water service, and coastal resources.

4.9.2 Methodology

The analysis of potential project-related impacts to on- and off-site hydrology and water quality are based on the Preliminary Water Quality Management Plan (WQMP) and the Geotechnical Investigation Report completed for the proposed project. The on- and off-site hydrology and water

1 Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

2 Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment*. September 5.

3 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Public Services and Infrastructure Element.* Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Public-Services-and-Infrastructure.pdf?t=202404051228190&t=202404051228190 (accessed February 20, 2026).

4 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report. May. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed February 20, 2026).

5 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume I: Technical Background Reports, March. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed February 20, 2026).

quality impacts were evaluated based on the proposed project's adherence to local, regional, State, and federal standards, the changes in pre- and post-project stormwater flows, and proposed best management practices (BMPs) for control of surface runoff and reduction of pollutants in stormwater runoff.

4.9.3 Existing Environmental Setting

4.9.3.1 Watershed

The City of Huntington Beach is located within the Anaheim Bay/Huntington Harbour Watershed, which is one of Orange County's 11 watersheds.[6] The Anaheim Bay/Huntington Harbour Watershed covers over 80 square miles and encompasses all or parts of the Cities of Anaheim, Cypress, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, Stanton, and Westminster. There are also areas of unincorporated Orange County and facilities managed by the Orange County Flood Control District in this watershed.

4.9.3.2 On-Site Topography and Drainage

The site is generally flat, sloping gently down to the southeast. Site elevations range from approximately 37 to 40 feet (based on the North American Vertical Datum of 1988 [NAVD 88]).[7]

Under existing conditions, stormwater generated on the project site drains to public catch basins along Goldenwest Street or Pacific Coast Highway (PCH) as well as a parkway drain outlet along Palm Avenue. From the catch basin along Goldenwest Street, stormwater flows to an existing 24-inch storm drain lateral, then to an existing 48-inch main along Goldenwest Street that discharges to the Pacific Ocean. From the catch basin at PCH, stormwater flows to an existing 24-inch storm drain lateral along PCH which discharges to the Pacific Ocean at Huntington Beach. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within The Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean.

4.9.3.3 Surface Water Quality

Surface waters in the project site vicinity include channelized rivers (East Garden Grove Wintersburg Channel), wetlands (Bolsa Chica Wetlands), and ocean (Pacific Ocean).

As described in Section 4.9.3.2 above, stormwater generated on the project site under existing conditions ultimately discharges to the Pacific Ocean. The portion of the Pacific Ocean where stormwater from the project site would discharge is identified as the San Gabriel River to Poppy Street in Corona Del Mar (Nearshore Zone) by the State Water Resources Control Board (SWRCB). The

[6] H2OC Stormwater Program. 2022. Watershed Appreciation – Get to Know the Anaheim Bay/Huntington Harbour Watershed. January 28. Website: https://h2oc.org/blog/anaheim-bay-huntington-harbour/ (accessed April 15, 2026).

[7] Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California,* Page 1. February 28.

SWRCB Surface Water Quality Assessment 2024 Integrated Report for Clean Water Act Sections 303(d) and 305(b) (Integrated Report) does not identify the San Gabriel River to Poppy Street in Corona Del Mar (Nearshore Zone) as an impaired water body.[8] Therefore, no Total Maximum Daily Loads (TMDLs)[9] have been established for this water body. However, as previously described, flows from the project site outfall to Bolsa Chica Ecological Reserve prior to discharge to the Pacific Ocean. Bolsa Chica Ecological Reserve is listed as impaired on the 303(d) list for toxicity. The 303(d) list includes a priority schedule for the development of TMDL implementation for each contaminant impacting the water body. According to the list, TMDLs have not yet been established for this water body, but are anticipated by 2027.[10]

4.9.3.4 Water Supply/Groundwater

According to the Water Supply Assessment prepared for the proposed project (Appendix J to this Draft EIR), the City of Huntington Beach's water supply is sourced from a combination of local groundwater and imported water. The City purchases imported water through the Municipal Water District of Orange County (MWDOC), which receives its water from the Metropolitan Water District of Southern California (MWD). MWD sources water from both the Colorado River and the State Water Project (SWP), utilizing extensive infrastructure and storage to ensure reliability across member agencies.

Huntington Beach relies primarily on groundwater from the Orange County Groundwater Basin, which is managed by the Orange County Water District (OCWD). This basin benefits from replenishment efforts through OCWD's Groundwater Replenishment System (GWRS), which utilizes treated wastewater to support groundwater sustainability. In 2020, the City's water supply portfolio was comprised of approximately 70% groundwater and 30% imported water.[11] There is currently no recycled water usage within the City's service area.[12]

According to the Geotechnical Investigation Report prepared for the proposed project (Appendix G), exploratory borings on the project site encountered groundwater at a depth of 35.5 feet bgs, while historical high groundwater was recorded as 10 to 30 feet bgs.[13]

The Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins by adopting Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins. In addition,

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8 State Water Resources Control Board (SWRCB). 2024. *2024 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)*. Website: https://www.waterboards.ca.gov/water_issues/programs/tmdl/2023_2024state_ir_reports/apx-a-2024-303d-list-final.xlsx (accessed September 5, 2025).

9 Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards.

10 State Water Resources Control Board (SWRCB). 2024. *2024 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)*. Website: https://www.waterboards.ca.gov/water_issues/programs/tmdl/2023_2024state_ir_reports/apx-a-2024-303d-list-final.xlsx (accessed September 5, 2025).

11 Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment.* September 5.

12 *Ibid.*

13 Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

alternative plans can be submitted in lieu of Groundwater Sustainability Plans, and must demonstrate how water managers have already achieved or will receive sustainable groundwater management. The Orange County Groundwater Basin is not in overdraft, but it is classified as a medium priority basin due to the heavy regional reliance on its groundwater as a primary water supply.[14] As required by the SGMA, the agencies within the Orange County Groundwater Basin have agreed to collaborate to ensure its sustainable management. In 2017, Orange County Water District (OCWD) and other local agencies prepared an Alternative to a GSP, known as the "Basin 8-1 Alternative," to comply with SGMA. The Basin 8-1 Alternative was then updated in 2022.[15] This plan outlines management strategies and measures to ensure the sustainable use of groundwater in the Orange County Groundwater Basin. OCWD's strategies include monitoring groundwater levels and quality, regulating annual pumping through the Basin Production Percentage (BPP), and maintaining recharge operations using water from the Santa Ana River, recycled water from the GWRS, and other sources.

According to the WSA prepared for the proposed project (Appendix J to this Draft EIR),[16] existing office and administrative buildings associated with oil and gas operations on the project site currently generate approximately 14 acre-feet per year (afy). This water is supplied by existing water lines within the project site. Existing water mains in the vicinity of the project site include a 20-inch main along Goldenwest Street that currently serves the project site from the south, a 12-inch main along Palm Avenue that serves the project site from the east, and a 12-inch main along Seapoint Street that does not currently provide water service to the project site.

4.9.3.5 Groundwater Quality

One of the duties of the OCWD is to monitor groundwater quality in the Orange County Groundwater Basin.[17] OCWD's Philip L. Anthony Water Quality Laboratory implements a groundwater and surface water monitoring program to continually generate real-time data. OCWD has the ability to monitor groundwater contaminants down to one part per trillion. According to OCWD, groundwater in the Orange County Groundwater Basin is typically of high quality.[18] In addition, OCWD's GWRS, as described above, takes highly treated wastewater that would have previously discharged into the Pacific Ocean and purifies it using a three-step advanced treatment process consisting of microfiltration, reverse osmosis, and ultraviolet light with hydrogen peroxide. This water is then used to replenish the Orange County Groundwater Basin, thereby enhancing the quality of its water. OCWD also implements specific capital improvement projects in order to improve groundwater quality by

[14] Orange County Water District, City of La Habra, and Irvine Ranch Water District. 2022. *Basin 8-1 Alternative 2022 Update*. January 1. Website: https://www.ocwd.com/wp-content/uploads/05cbasin-8-1-alternative-2022-update.pdf (accessed April 13, 2026).

[15] Orange County Water District, City of La Habra, and Irvine Ranch Water District. 2022. *Basin 8-1 Alternative 2022 Update*. January 1. Website: https://www.ocwd.com/wp-content/uploads/05cbasin-8-1-alternative-2022-update.pdf (accessed April 13, 2026).

[16] Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment.* September 5.

[17] Orange County Water District. Water Quality. Website: https://www.ocwd.com/what-we-do/water-quality/ (accessed April 13, 2026).

[18] *Ibid*.

removing total dissolved solids (TDS), nitrate, volatile organic compounds (VOCs) and other constituents, including Per- and Polyfluoroalkyl Substances (PFAS).[19]

In coastal areas of the County, a primary threat to groundwater quality is seawater intrusion through permeable aquifer sediments underlying topographic lowlands or gaps between the erosional remnants or mesas of the Newport-Inglewood Uplift.[20] OCWD identifies locations susceptible to seawater intrusion in Figure 12-3 of its Basin 8-1 Alterative.[21] As shown in Figure 12-3, the project site is located within the 250 milligram per liter (mg/L) chloride concentration contour[22] for the years 1993, 1998, 2008, and 2020. The 250 mg/L chloride contour has remained relatively unchanged from 2008 to 2020, indicating that OCWD's efforts to control seawater intrusion have been successful. OCWD's implements a comprehensive program that includes operating seawater intrusion barriers, monitoring and evaluating barrier performance, monitoring and evaluating susceptible coastal areas, and coastal groundwater management. These programs enable OCWD to sustainably manage groundwater conditions in the basin to prevent significant and unreasonable seawater intrusion.[23]

Recharge basins and other surface waters improve groundwater quality through natural percolation. Infiltration of stormwater can have the potential to affect groundwater quality in areas of shallow groundwater where the opportunity for percolation is limited. As discussed in the Geotechnical Investigation Report prepared for the proposed project (Appendix G), the project site is underlain by undocumented fill between 2 and 5 feet bgs, followed by predominantly silty and clayey soils between 5 and 18 feet bgs.[24]

As described in Section 4.8, Hazards and Hazardous Materials, the Phase I ESA prepared for the proposed project (Appendix I-1) identified the potential for contaminated groundwater onsite due to historical oil and gas production. As described previously, the Project Developer would be responsible for implementation of all required site assessment and remedial actions to address residual contamination of soil, soil gas, and groundwater as prescribed by the Department of Toxic Substances Control.

4.9.3.6 Floodplains

According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRM) 06059C0241K and 06059C0242K (effective March 21, 2019), the majority of the project site is

19 Orange County Water District, the City of La Habra, and Irvine Ranch Water District. 2022. *Basin 8-1 Alternative 2022 Update*. January 1. Page 11-1. Website: https://www.ocwd.com/wp-content/uploads/05cbasin-8-1-alternative-2022-update.pdf (accessed April 13, 2026).

20 *Ibid*. Page 12-1.

21 *Ibid*. Page 12-2.

22 The 250 mg/L chloride contour is used to delineate the inland extent of intrusion because this is above ambient (non-intruded) groundwater quality and is equal to the secondary drinking water standard.

23 Orange County Water District, the City of La Habra, and Irvine Ranch Water District. 2022. *Basin 8-1 Alternative 2022 Update*. January 1. Page 12-1. Website: https://www.ocwd.com/wp-content/uploads/05cbasin-8-1-alternative-2022-update.pdf (accessed April 13, 2026).

24 Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California,* Page 11. February 28, 2025.

located within Zone X, or Area with Minimal Flood Hazard,[25] meaning it is outside the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood. In addition, a small portion of Planning Area 3B is also designated as Zone X but is classified as Area of Reduced Flood Risk due to Levee.[26] Under this classification, flood risks are reduced to the same level as an Area with Minimal Flood Hazard by human-made barriers.

According to Figure HAZ-5 in the City's General Plan Natural and Environmental Hazards Element, the project site is not located within an area identified as a Tsunami Evacuation Area, or an area facing substantial risk of tsunami.[27]

According to the Sea Level Rise Vulnerability Assessment prepared for the City in 2021, the project site is not identified as an area subject to wave run-up or inundation under the 1.6 foot, 3.3 foot, 4.9 foot, 6.6 foot, or 10 foot sea level rise scenario through 2100.[28] Further, Figure HAZ-6 in the City's General Plan Natural and Environmental Hazards Element, the project site is not located within an area identified as an Inland 2050 Contingent Flooding Zone, Inland 2050 Tidal Flooding Zone, or Coastal 2050 Flooding Zone.[29]

Although there are no dams located within Huntington Beach, the City is located downstream of two dams along the Santa Ana River, Seven Oaks Dam and Prado Dam. Both dams are flood control dams that only hold large volumes of water during certain parts of the year when the water levels are highest.[30] In the event that the Seven Oaks Dam fails, the resulting flood could still be held back by Prado Dam. The only way failure of the Seven Oaks Dam could contribute to inundation is if it causes damage to Prado Dam or if Prado Dam is full and the influx of water from Seven Oaks Dam causes an

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25 Federal Emergency Management Agency (FEMA). 2024. National Flood Insurance Program Flood Insurance Rate Map 06059C0242K. June. Website: https://msc.fema.gov/portal/search?AddressQuery=20101%20Goldenwest%20St%2C%20Huntington%20Beach%2C%20CA%2092648 (accessed January 19, 2025).

26 Federal Emergency Management Agency (FEMA). 2024. National Flood Insurance Program Flood Insurance Rate Map 06059C0241K. June. Website: https://msc.fema.gov/portal/search?AddressQuery=20101%20Goldenwest%20St%2C%20Huntington%20Beach%2C%20CA%2092648 (accessed September 4, 2025).

27 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element*, Figure HAZ-5, Page 5-9. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Natural-and-Environmental-Hazards.pdf?t=202404051228190&t=202404051228190 (accessed September 4, 2025).

28 City of Huntington Beach. 2021. *City of Huntington Beach Sea Level Rise Vulnerability Assessment*. November. Website: https://cms3.revize.com/revize/huntingtonbeachca/Final-Sea-Level-Rise-Vulnerability-Assessment-(1-of-4).pdf (accessed June 9, 2026).

29 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element*, Figure HAZ-6, Page 5-12. Website: https://cms3.revize.com/revize/huntington beachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Natural-and-Environmental-Hazards.pdf?t=202404051228190&t=202404051228190 (accessed September 4, 2025).

30 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element*. Page 5-13. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Natural-and-Environmental-Hazards.pdf?t=202404051228190&t=202404051228190 (accessed September 4, 2025).

overtopping. Therefore, failure of Seven Oaks Dam in and of itself would not result in inundation of any part of the City. According to Figure HAZ-8 in the City's General Plan Natural and Environmental Hazards Element, the project site is not located within an area identified as susceptible to Prado Reservoir inundation.[31] Further, the California Department of Water Resources Flood Emergency Response Information Exchange (FERIX) Dam Breach Inundation Map Web Publisher does not identify the project site as within a dam inundation area.[32] In addition, both dams are routinely maintained and inspected to ensure their integrity and to ensure that risks are minimized.

4.9.4 Regulatory Setting

Federal, State, and local regulations and programs related to hydrology and water quality that are applicable to the proposed project are described below.

4.9.4.1 Federal Regulations

Clean Water Act. In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." In the 1987 amendments, Congress directed dischargers of stormwater from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines and have those standards approved by the United States Environmental Protection Agency (USEPA).

  Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are set concentrations or levels of constituents (e.g., lead, suspended sediment, and fecal coliform bacteria) or narrative statements that represent the quality of water that support a particular use. Because California had not established a complete list of acceptable water quality criteria for toxic pollutants, the USEPA Region IX established numeric water quality criteria for toxic constituents in the form of the California Toxics Rule (CTR).

  When designated beneficial uses of a particular water body are being compromised by water quality, Section 303(d) of the CWA requires identifying and listing that water body as impaired. Once a water body has been deemed impaired, a TMDL must be developed for each impairing water quality constituent. A TMDL is an estimate of the total load of pollutants from point,

[31] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Natural and Environmental Hazards Element*. Figure HAZ-8, Page 5-15. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/General plan/Natural-and-Environmental-Hazards.pdf?t=202404051228190&t=202404051228190 (accessed September 4, 2025).

[32] Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California,* Page 4. February 28, 2025.

nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (often with a "factor of safety" included, which limits the total load of pollutants to a level well below that which could cause the standard to be exceeded). Once established, the TMDL is allocated among current and future dischargers into the water body.

The State Water Resources Board (SWRCB), in compliance with Section 303(d) of the CWA, prepared the proposed 2024 list of impaired water bodies in California. The 2024 California Integrated Report was partially approved and partially disapproved by the USEPA on December 13, 2024. The USEPA approved the majority of the 303(d) list but identified 53 water body pollutant combinations it is considering adding to the 303(d) list. The 2024 California Integrated Report is the current integrated report except for the 53 water body-pollutant combinations in review by the USEPA.[33] The 303(d) list also includes a priority schedule for the development of TMDL implementation for each contaminant impacting the water body. The current list of impairments for the project site receiving waters are provided in Section 4.9.3.3.

- Section 401 Certification requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the act. (This is most frequently required in tandem with a Section 404 permit request and is discussed further below.)

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the United States. The USEPA delegated the implementation and administration of the NPDES program to the California State Water Resources Control Board (SWRCB). The SWRCB established nine Regional Water Quality Control Boards (RWQCBs). The SWRCB enacts and enforces the federal NPDES program and all water quality programs and regulations that cross regional boundaries. The nine RWQCBs enact, administer, and enforce all programs, including NPDES permitting, within their jurisdictional boundaries. Section 402(p) requires permits for discharges of stormwater from industrial, construction, and Municipal Separate Storm Sewer Systems (MS4s). To comply with the MS4 permits, stormwater pollution controls must be implemented for construction and operational activities that discharge either directly to surface waters or indirectly through separate municipal storm drains. Pollution control is achieved by establishing engineering measures that have been designed, tested, and successfully implemented throughout the past decades, such as detention basins and sediment traps, during both the construction period and the operational phases of a project.

  Direct discharges of pollutants into waters of the United States are not allowed except in accordance with the NPDES program established in Section 402 of the CWA.

National Flood Insurance Act. Congress acted to reduce the costs of disaster relief by passing the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. The intent of these acts was to reduce the need for large, publicly funded flood control structures and disaster relief

[33] State Water Resources Control Board (SWRCB). *2024 California Integrated Report*. Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2024-integrated-report.html (accessed May 1, 2026).

efforts by restricting development in floodplains. The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP), which provides flood insurance, floodplain management, and flood hazard mapping. Communities subject to flood hazards voluntarily participate in the NFIP by adopting and enforcing floodplain management ordinances to reduce the potential for flood damage. In turn, the NFIP offers federally funded flood insurance to homeowners, renters, and business owners in participating communities. Under this program, FEMA produces Flood Insurance Rate Maps (FIRMs) that identify properties and buildings in flood insurance risk areas. Flood hazards related to storm events are generally described in terms of 100- or 500-year floods. These are floods that, respectively, have 1 percent and 0.2 percent chance of occurring every year.

4.9.4.2 State Regulations

Porter-Cologne Water Quality Control Act of 1970. The federal CWA places the primary responsibility for the control of water pollution and planning the development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs.

California's primary statute governing water quality and water pollution is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and the nine RWQCBs broad powers to protect water quality and is the primary vehicle for the implementation of California's responsibility under the federal CWA. The Porter-Cologne Act grants the SWRCB and RWQCBs the authority and responsibility to adopt plans and policies, to regulate discharges to surface water and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, oil, or petroleum product.

Each RWQCB must formulate and adopt a water quality plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that an RWQCB may include in its region a regional plan with water discharge prohibitions applicable to particular conditions, areas, or types of waste. The City, including the project site, is within the jurisdictional boundaries of the Santa Ana RWQCB (Region 8).

Municipal Separate Storm Sewer System (MS4). The Municipal Stormwater Permitting Program regulates stormwater discharges from MS4s. The NPDES MS4 permits were issued in two phases by the SWRCB and RWQCBs. Phase I MS4 Permits were issued to medium municipalities (serving between 100,000 and 250,000 people) and large municipalities (serving more than 250,000 people). Most of these permits were issued to a group of co-permittees encompassing an entire metropolitan area. The Phase II MS4 Permits were issued to smaller municipalities (populations of less than 100,000 people). The Phase II Small MS4 Permit covers Phase II permittees statewide and became effective on July 1, 2013. The Phase I and Phase II MS4 Permits require the permittees to develop a stormwater management program and individual dischargers to develop and implement a Storm Water Management Plan. As described further below, the City is a Permittee of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange*

County (North Orange County MS4 Permit), Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062. As such, the proposed project is subject to the North Orange County MS4 Permit.

California Toxics Rule (CTR). As stated previously, because California had not established a complete list of acceptable water quality criteria for toxic pollutants, USEPA Region IX established numeric water quality criteria for toxic constituents in the form of the CTR. The CTR provides water quality criteria for certain potentially toxic compounds for inland surface waters, enclosed bays, estuaries, and waters designated for human health or aquatic life uses. The CTR is often used by the RWQCBs when establishing water quality objectives and TMDLs. Although the CTR criteria do not apply directly to discharges of stormwater runoff, they are utilized as benchmarks for toxics in urban runoff. The CTR is used as a benchmark to evaluate the potential ecological impacts of stormwater runoff to receiving waters. The CTR establishes acute and chronic surface water quality standards for certain water bodies. Acute criteria provide benchmarks for the highest permissible concentration below which aquatic life can be exposed for short periods of time without negative effects. Chronic criteria provide benchmarks for an extended period of time (i.e., 4 days or more) without negative effects. The acute CTR criteria have a shorter relevant averaging period (less than 4 days) and provide a more appropriate benchmark for comparison for stormwater flows.

CTR criteria apply to the receiving water body and are calculated based on the probable hardness values of the receiving waters. At higher hardness values for receiving waters, certain constituents (including copper, lead, and zinc) are more likely to be complexed (bound with) components in the water column. This in turn reduces the bioavailability and resulting potential toxicity of these metals.

General Construction Activity Storm Water Permit. The *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities,* Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), adopted by the SWRCB, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least 1 acre of total land area. The Construction General Permit authorizes the discharge of stormwater to surface waters from construction activities.

The Construction General Permit requires that all developers of land where construction activities will occur over more than 1 acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three risk levels established in the General Permit;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States;
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology/Economically Achievable/Best Conventional Pollutant Control Technology standards;
- Perform inspections and maintenance of all BMPs; and
- Conduct stormwater sampling, if required based on risk level.

To obtain coverage under the Construction General Permit, a project applicant must electronically file all permit registration documents with the SWRCB prior to the start of construction. Permit registration documents must include a:

- Notice of Intent (NOI),
- Risk Assessment,
- Site map,
- SWPPP,
- Annual fee, and
- Signed certification statement.

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, and control pollutants from construction materials. The SWPPP must also include a discussion of the program to inspect and maintain all BMPs.

Sustainable Groundwater Management Act of 2014 (Senate Bills 1168 and 1319, Assembly Bill 1739). In March 2014, the Governor's Office released a draft framework soliciting input on actions that can be taken to ensure local groundwater managers have the tools and authority to manage groundwater sustainably. In response, Senate Bill (SB) 1168 and AB 1739 were introduced. These bills moved through the legislation process in nearly identical form while the authors and administration convened multiple stakeholder meetings and further developed the provisions of the bills. On August 22, 2014, both bills were amended to divide the provisions between the two bills. In tandem, SB 1168 and AB 1739 provide a comprehensive groundwater sustainability management program.[34] In September 2014, SB 1168 and SB 1319, and AB 1739 were enacted, amending and adding to the State's Government and Water Codes relative to the management of groundwater resources. The three bills comprise the Sustainable Groundwater Management Act of 2014 (SGMA). The SGMA provides for the formation of local groundwater sustainability agencies (GSAs), which are responsible for monitoring and sustainably managing groundwater basins.

Cobey-Alquist Flood Plain Management Act (Sections 8000–9651 of the California Water Code). The Cobey-Alquist Flood Management Act states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource, and the floodplains of the State are a land resource to be developed in a manner that, in conjunction with economically justified structural measures for flood control, would result in prevention of loss of life and of economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management and to provide State assistance and guidance. As part of its discretionary review process, the City must determine how the project will comply with this act and not create flooding impacts on new occupied land uses.

[34] Association of California Water Agencies. 2014. *Sustainable Groundwater Management Act of 2014.* Website: https://water.ca.gov/programs/groundwater-management/sgma-groundwater-management (accessed February 23, 2026).

Senate Bill 610. SB 610 requires that detailed information regarding water availability be provided to relevant city and county decision makers prior to approval of specified large development projects, which are defined in Water Code Section 10912(a) as follows:

1. A proposed residential development of more than 500 dwelling units.

2. A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

3. A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.

4. A proposed hotel or motel, or both, having more than 500 rooms.

5. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

6. A mixed-use project that includes one or more of the projects specified in this subdivision.

7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

The proposed project, as a whole, thereby qualifies as a large development project. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA.[35,36]

Senate Bill 221. Under Senate Bill 221, approval by a city or county of residential subdivisions including the proposed residential development of more than 500 dwelling units, except that for a public water system that has fewer than 5,000 service connections, requires an affirmative written verification of sufficient water supply.

Water Quality Control Plan for Ocean Waters of California (Ocean Plan). The Ocean Plan, established by the State Water Resources Control Board sets statewide standards for protecting marine ecosystems and beneficial uses. It regulates waste discharges, including industrial, municipal, and stormwater runoff, through water quality objectives, effluent limits, and monitoring requirements.

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35 California Department of Water Resources (DWR). 2003. *Guidebook for Implementation of SB 610 and SB 221 to Assist Water Suppliers, Cities, and Counties in Integrating Water and Land Use Planning.* October 10. Website: https://cawaterlibrary.net/document/guidebook-for-implementation-of-sb-610-and-sb-221-to-assist-water-suppliers-cities-and-counties-in-integrating-water-and-land-use-planning/ (accessed February 23, 2026).

37 State Water Resources Control Board. 2019. *California Ocean Plan Water Quality Control Plan for Ocean Waters of California* (Ocean Plan). Website: https://www.waterboards.ca.gov/water_issues/ programs/ ocean/#:~:text=Ocean%20standards%20protect%20the%20beneficial,marine%20pollution%20and%20resource%20management (accessed May 4, 2026).

The Ocean Plan is reviewed at least every three years to guarantee that the current standards are adequate and are not allowing degradation to marine species or posing a threat to public health.[37]

Table 4.9.A below presents the established limits or levels of water quality characteristics for ocean waters to ensure the reasonable protection of marine aquatic life. These water quality objectives apply to all discharges within the jurisdiction of the State's Ocean Plan, including discharges from the proposed project.

Table 4.9.A: Water Quality Objectives for the Protection of Marine Aquatic Life

Constituent	Unit of Measurement	Limiting Concentration: 6-Month Median	Limiting Concentration: Daily Maximum	Limiting Concentration: Instantaneous Maximum
Arsenic	µg/L	8	32	80
Cadmium	µg/L	1	4	10
Chromium[1]	µg/L	2	8	20
Copper	µg/L	3	12	30
Lead	µg/L	2	8	20
Mercury	µg/L	0.04	0.16	0.4
Nickel	µg/L	5	20	50
Selenium	µg/L	15	60	150
Silver	µg/L	0.7	2.8	7
Zinc	µg/L	20	80	200
Cyanide[2]	µg/L	1	4	10
Total Chlorine Residual[3]	µg/L	2	8	60
Ammonia (expressed as nitrogen)	µg/L	600	400	6000
Acute Toxicity	Tua	N/A	0.3	N/A
Chronic Toxicity	TUc	N/A	1	N/A
Phenolic Compounds (non-chlorinated)	µg/L	30	120	300
Chlorinated Phenolics	µg/L	1	4	10
Endosulfan	µg/L	0.009	0.018	0.027
Endrin	µg/L	0.002	0.004	0.006
HCH	µg/L	0.004	0.008	0.012
Radioactivity	Not to exceed limits specified in Title 17, Division 1, Chapter 5, Subchapter 4, Group 3, Article 3, section 30253 of the California Code of Regulations. Reference to section 30253 is prospective, including future changes to any incorporated provisions of federal law, as the changes take effect.			

Source: State Water Resources Control Board. *Water Quality Control Plan – Ocean Waters of California*. Established 1972; Revised 2019.
µg/L = microgram per liter
HCH = Hexachlorocyclohexane
[1] Dischargers may at their option meet this objective as a total chromium objective.
[2] If a discharger can demonstrate to the satisfaction of the Regional Water Board (subject to EPA approval) that an analytical method is available to reliably distinguish between strongly and weakly complexed cyanide, effluent limitations for cyanide may be met by the combined measurement of free cyanide, simple alkali metal cyanides, and weakly complexed organometallic cyanide complexes. In order for the analytical method to be acceptable, the recovery of free cyanide from metal complexes must be comparable to that achieved by the approved method in 40 CFR PART 136, as revised May 14, 1999.
[3] Water quality objectives for total chlorine residual applying to intermittent discharges not exceeding two hours, shall be determined through the use of the following equation: log y = -0.43 (log x) + 1.8; where: y = the water quality objective (in µg/L) to apply when chlorine is being discharged; x = the duration of uninterrupted chlorine discharge in minutes.

[37] State Water Resources Control Board. 2019. *California Ocean Plan Water Quality Control Plan for Ocean Waters of California* (Ocean Plan). Website: https://www.waterboards.ca.gov/water_issues/ programs/ ocean/#:~:text=Ocean%20standards%20protect%20the%20beneficial,marine%20pollution%20and%20resource%20management (accessed May 4, 2026).

Table 4.9.B below presents the established limits or levels of water quality characteristics for ocean waters to ensure the reasonable protection of human health. These water quality objectives apply to all discharges within the jurisdiction of the Ocean Plan, including discharges from the proposed project.

Table 4.9.B: Water Quality Objectives for the Protection of Human Health

Chemical	30-day Average (µg/L)
Noncarcinogens	
Acrolein	220
Antimony	1,200
Bis(2-chloroethoxy) methane	4.4
Bi(2-chloroisopropyl) ether	1,200
Chlorobenzene	570
Chromium (III)	190,000
Di-n-butyl phthalate	3,500
Dichlorobenzenes	5,100
Diethyl phthalate	33,000
Dimethyl phthalate	820,000
4, 6-dinitro-2-methylphenol	220
2, 4-dinitrophenol	4.0
Ethylbenzene	4,100
Fluoranthene	15
Hexachlorocyclopentadiene	58
Nitrobenzene	4.9
Thallium	2
Toluene	85,000
Tributyltin	0.0014
1, 1, 1-trichloroethane	540,000
Carcinogens	
Acrylonitrile	0.10
Aldrin	0.000022
Benzene	5.9
Benzidine	0.000069
Beryllium	0.033
Bis(2-chloroethyl) ether	0.045
Bis(2-ethylhexyl) phthalate	3.5
Carbon tetrachloride	0.90
Chlordane	0.000023
Chlorodibromomethane	8.6
Chloroform	130
Dichlorodiphenyltrichloroethane	0.00017
1,4-dichlorobenzene	18
3,3'-dichlorobenzidine	0.0081
1,2-dichloroethane	28
1,1-dichloroethylene	0.9
Dichlorobromomethane	6.2
Dichloromethane	450
1,3-dichloropropene	8.9
Dieldrin	0.00004

Table 4.9.B: Water Quality Objectives for the Protection of Human Health

Chemical	30-day Average (µg/L)
2,4-dinitrotoluene	2.6
1,2-diphenylhydrazine	0.16
Halomethanes	130
Heptachlor	0.00005
Heptachlor epoxide	0.00002
Hexachlorobenzene	0.00021
Hexachlorobutadiene	14
Hexachloroethane	2.5
Isophorone	730
N-nitrosodimethylamine	7.3
N-nitrosodi-N-propylamine	0.38
N-nitrosodiphenylamine	2.5
Polycyclic aromatic hydrocarbons	0.0088
Polychlorinated biphenyls	0.000019
Tetrachlorodibenzo-p-Dioxin equivalents	0.0000000039
1,1,2,2-tetrachloroethane	2.3
Tetrachloroethylene	2.0
Toxaphene	0.00021
Trichloroethylene	27
1,1,2-trichloroethane	9.4
2,4,6-trichlorophenol	0.29
Vinyl chloride	36

Source: State Water Resources Control Board. *Water Quality Control Plan – Ocean Waters of California.* Established 1972; Revised 2019.
µg/L = microgram per liter

Water Quality Control Plan for Control of Temperature in the Coastal and Interstate Waters and Enclosed Bays and Estuaries of California (Thermal Plan). The Thermal Plan regulates temperature in the coastal and interstate waters and enclosed bays and estuaries of California. The Thermal Plan specifies both prohibitions and thermal water quality objectives in different areas, including Cold Interstate Waters, Warm Interstate Waters, Coastal Waters, Enclosed Bays, and Estuaries. The Thermal Plan also provides detailed guidelines for implementation.

The water quality objectives established for new discharges to coastal waters would be applicable to the proposed project. Specifically, the Thermal Plan establishes the following requirements for new discharges:[38]

- Elevated temperature wastes shall be discharged to the open ocean away from the shoreline to achieve dispersion through the vertical water column.

[38] State Water Resources Control Board. 1975. *Water Quality Control Plan for Control of Temperature in the Coastal and Interstate Waters and Enclosed Bays and Estuaries of California.* September. Website: https://www.waterboards.ca.gov/water_issues/programs/ocean/docs/wqplans/thermpln.pdf (accessed April 13, 2026).

- Elevated temperature wastes shall be discharged a sufficient distance from areas of special biological significance to assure the maintenance of natural temperature in these areas.

- The maximum temperature of thermal waste discharges shall not exceed the natural temperature of receiving waters by more than 20°F.

- The discharge of elevated temperature wastes shall not result in increases in the natural water temperature exceeding 4°F at (a) the shoreline, (b) the surface of any ocean substrate, or (c) the ocean surface beyond 1,000 feet from the discharge system. The surface temperature limitation shall be maintained at least 50 percent of the duration of any complete tidal cycle.

- Additional limitations shall be imposed when necessary to assure protection of beneficial uses.

4.9.4.3 Regional Regulations

Water Quality Control Plans (Basin Plans). The Santa Ana RWQCB has adopted a Basin Plan for their region of responsibility that delineates water resource area boundaries based on hydrological features. For the purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the surface waters and groundwater management zones described in the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives can be established, and programs that maintain or enhance water quality can be implemented to ensure the protection of beneficial uses.

Beneficial uses of surface receiving waters for the project site are shown in Table 4.9.C below.

As shown in Table 4.9.C, beneficial uses of surface receiving waters for the project site include: Industrial Service Supply (IND); Navigation (NAV); Water Contact Recreation (REC1); Non-contact Water Recreation (REC2); Commercial and Sportfishing (COMM); Wildlife Habitat (WILD); Rare, Threatened, or Endangered Species (RARE); Spawning, Reproduction, and Development (SPWN); Marine Habitat (MAR); and Shellfish Harvesting (SHEL). The Basin Plan notes that the Pacific Ocean - San Gabriel River to Poppy Street in Corona Del Mar (Nearshore Zone) and the Bolsa Chica Ecological Reserve are excepted from the municipal and domestic supply (MUN), meaning they are not identified as sources of drinking water for the City.

Basin Plans also establish implementation programs to achieve water quality objectives to protect beneficial uses and require monitoring to evaluate the effectiveness of the programs. These objectives must comply with the State antidegradation policy (State Board Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Table 4.9.C: Project Site Surface Water Beneficial Uses

Beneficial Use	Definition
Pacific Ocean - San Gabriel River to Poppy Street in Corona Del Mar (Nearshore Zone)	
Industrial Service Supply (IND)	Used for industrial activities that do not depend primarily on water quality. These uses may include, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well repressurization.
Navigation (NAV)	Used for shipping, travel or other transportation by private, commercial or military vessels.
Water Contact Recreation (REC1: Primary Contact Recreation)	Used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.
Non-contact Water Recreation (REC2: Secondary Contact Recreation)	Used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.
Commercial and Sportfishing (COMM)	Used for commercial or recreational collection of fish or other organisms, including those collected for bait. These uses may include, but are not limited to, uses involving organisms intended for human consumption.
Wildlife Habitat (WILD)	Support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
Rare, Threatened, or Endangered Species (RARE)	Support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.
Spawning, Reproduction, and Development (SPWN)	Support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.
Marine Habitat (MAR)	Support marine ecosystems that include, but are not limited to, preservation and enhancement of marine habitats, vegetation (e.g., kelp), fish and shellfish and wildlife (e.g., marine mammals and shorebirds).
Shellfish Harvesting (SHEL)	Support habitats necessary for filter feeding shellfish (e.g., clams, oysters, and mussels) collected for human consumption, commercial, or sport purposes.
Bolsa Chica Ecological Reserve	
Water Contact Recreation (REC1: Primary Contact Recreation)	See definition above.
Non-contact Water Recreation (REC2: Secondary Contact Recreation)	See definition above.
Preservation of Biological Habitats of Special Significance (BIOL)	Support designated areas or habitats, including, but not limited to, established refuges, parks, sanctuaries, ecological reserves or preserves, and Areas of Special Biological Significance (ASBS), where the preservation and enhancement of natural resources requires special protection.
Wildlife Habitat (WILD)	
Rare, Threatened, or Endangered Species (RARE)	See definition above.
Spawning, Reproduction, and Development (SPWN)	See definition above.
Marine Habitat (MAR)	See definition above.
Estuarine Habitat (EST)	Support estuarine ecosystems, which may include, but are not limited to, preservation and enhancement of estuarine habitats, vegetation, fish, and shellfish, and wildlife, such as waterfowl, shorebirds, and marine mammals.

Source: Santa Ana Regional Water Quality Control Board. *Santa Ana River Water Quality Control Plan for the Santa Ana River Basin.* 1995; Last Updated October 2025. Page 3-27. Website: https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2026/chp3_uses_2-11.pdf (accessed April 13, 2026).

Basin Plans have established narrative and numeric water quality objectives for surface waters and groundwaters. If water quality objectives are exceeded, the RWQCBs can use their regulatory

authority to require municipalities to reduce pollutant loads to the affected receiving waters. The Basin Plan incorporates by reference the ocean water quality objectives specified in the Water Quality Control Plan for Ocean Waters of California (Ocean Plan) and the Water Quality Control Plan for Control of Temperature in the Coastal and Interstate Waters and Enclosed Bays and Estuaries of California (Thermal Plan), as presented above in Tables 4.9.A and 4.9.B. The water quality objectives presented in these tables are applicable to the receiving surface waters on the project site. In addition, the groundwater quality objectives presented in the Basin Plan are also applicable to the proposed project, as presented in Table 4.9.D below.

Table 4.9.D: Groundwater Quality Objectives

<table>
<tr><th>Constituent</th><th>Basin Plan Objectives</th></tr>
<tr><td>Arsenic</td><td>Arsenic concentrations shall not exceed 0.05 mg/L in groundwater designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Bacteria, Coliform</td><td>Total coliform numbers shall not exceed 2.2 organisms/100 mL median over any 7-day period in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Barium</td><td>Barium concentrations shall not exceed 1.0 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Boron</td><td>Boron concentrations shall not exceed 0.75 mg/L in groundwaters of the region as a result of controllable water quality factors.</td></tr>
<tr><td>Chloride</td><td>Chloride concentrations shall not exceed 500 mg/L in groundwaters of the region designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Color</td><td>Waste discharges shall not result in coloration of the receiving waters that causes a nuisance or adversely affects beneficial uses.</td></tr>
<tr><td>Cyanide</td><td>Cyanide concentrations shall not exceed 0.2 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Dissolved Solids, Total (Total Filterable Residue)</td><td>The dissolved mineral content of the waters of the region, as measured by the total dissolved solids test (“Standard Methods for the Examination of Water and Wastewater, 20th Ed.,” 1998: 2540C (180˚C), p.2-56), shall not exceed the specific objectives listed in Table 4-1 of the Santa Ana RWQCB Basin Plan as a result of controllable water quality factors. (See also discussion of management zone TDS and nitrate-nitrogen water quality objectives in the Santa Ana RWQCB Basin Plan.)</td></tr>
<tr><td>Filterable Residue, Total</td><td>See Dissolved Solids, Total.</td></tr>
<tr><td>Fluoride</td><td>Fluoride concentrations shall not exceed 1.0 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Hardness (as $CaCO_3$)</td><td>The hardness of receiving waters used for MUN shall not be increased as a result of waste discharges to levels that adversely affect beneficial uses.</td></tr>
<tr><td>Metals</td><td>Metal concentrations shall not exceed the values listed below in groundwaters designated MUN as a result of controllable water quality factors.
<table>
<tr><th>Metal (°C)</th><th>Concentration (mg/L)</th></tr>
<tr><td>Cadmium</td><td>0.01</td></tr>
<tr><td>Chromium</td><td>0.05</td></tr>
<tr><td>Cobalt</td><td>0.2</td></tr>
<tr><td>Copper</td><td>1.0</td></tr>
<tr><td>Iron</td><td>0.3</td></tr>
<tr><td>Lead</td><td>0.05</td></tr>
<tr><td>Manganese</td><td>0.05</td></tr>
<tr><td>Mercury</td><td>0.002</td></tr>
<tr><td>Selenium</td><td>0.01</td></tr>
<tr><td>Silver</td><td>0.05</td></tr>
</table></td></tr>
<tr><td>Methylene Blue-Activated Substances (MBAS)</td><td>MBAS concentrations shall not exceed 0.05 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
</table>

Table 4.9.D: Groundwater Quality Objectives

Constituent	Basin Plan Objectives
Nitrogen (Nitrate, Nitrite)	Nitrate-nitrogen concentrations listed in Table 4-1 of the Santa Ana RWQCB Basin Plan shall not be exceeded as a result of controllable water quality factors. (See also discussion of management zone TDS and nitrate-nitrogen water quality objectives in the Santa Ana RWQCB Basin Plan.)
Oil and Grease	Waste discharges shall not result in deposition of oil, grease, wax, or other materials in concentrations that cause a nuisance or adversely affect beneficial uses.
pH	The pH of groundwater shall not be raised above 9 or depressed below 6 as a result of controllable water quality factors.
Radioactivity	Radioactive materials shall not be present in the waters of the region in concentrations that are deleterious to human, plant, or animal life. Groundwaters designated MUN shall meet the limits specified in the California Code of Regulations, Title 22, and listed below: Combined Radium-226 and Radium-228 .....5 pCi/L Gross Alpha particle activity .....15 pCi/L Tritium .....20,000 pCi/L Strontium-90 .....8 pCi/L Gross Beta particle activity .....50 pCi/L Uranium .....20 pCi/L
Sodium	Groundwaters designated AGR shall not exceed a sodium absorption ration (SAR) of 9 as a result of controllable water quality factors.
Sulfate	Sulfate concentrations shall not exceed 500 mg/L in groundwaters of the region designated MUN as a result of controllable water quality factors.
Taste and Odor	The groundwaters of the region shall not contain, as a result of controllable water quality factors, taste- or odor-producing substances at concentrations that cause a nuisance or adversely affect beneficial uses.
Total Dissolved Solids	See Dissolved Solids, Total
Total Filtrable Residue	See Dissolved Solids, Total
Total Inorganic Nitrogen	See Nitrogen, Total Inorganic
Toxic Substances	All waters of the region shall be maintained free of substances in concentrations that are toxic or that produce detrimental physiological responses in human, plant, animal, or aquatic life.

Source: *Santa Ana River Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Santa Ana Regional Water Quality Control Board* (RWQCB 1995, amended 2019).

°C = degrees Celsius
AGR = agricultural water supply
mg/L= milligrams per liter
mL= milliliters
MUN= Municipal Water Supply
pCi/L= picocuries per liter of air
RWQCB = Regional Water Quality Control Board
TDS = total dissolved solids

In addition to the water quality objectives applicable to all surface waters and groundwater, the Santa Ana RWQCB has designated site-specific water quality objectives for waters. There are no established site-specific water quality objectives for the Pacific Ocean - San Gabriel River to Poppy Street in Corona Del Mar (Nearshore Zone) or the Bolsa Chica Ecological Reserve.

Orange County National Pollutant Discharge Elimination System Permit. The City is a Permittee of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (North Orange County MS4 Permit), Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062. The North Orange County MS4 Permit regulates

discharges into the MS4 system in the cities and county areas within Orange County that are in the Santa Ana Region. As discussed further below, the North Orange County MS4 Permit requires preparation of a Water Quality Management Plan (WQMP) and implementation of post-construction BMPs for new development and significant redevelopment projects that qualify as Priority Projects. Future projects on the project site, depending on their characteristics, are anticipated to meet the criteria provided in the North Orange County MS4 Permit to be considered new development and significant redevelopment projects.

Drainage Area Management Program. The Drainage Area Management Plan (DAMP) was created by the County of Orange, the OCFCD, and incorporated cities (permittees), and includes specific water pollutant requirements of the North Orange County Stormwater Program. The DAMP is the principal guidance and compliance document for the county-wide implementation of the Stormwater Program. It is the foundation for the permittees to implement model programs designed to prevent pollutants from entering receiving waters to the maximum extent practicable. Section 7 of the DAMP discusses issues relating to new developments and significant redevelopments.[39]

40General Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (de Minimis) Threat to Water Quality (De Minimis Groundwater Discharge Permit). The Santa Ana RWQCB requires a permit for discharges to surface waters that pose an insignificant threat to water quality (Order No. R8-2020-0006, NPDES No. CAG998001). Wastewater discharges associated with construction dewatering are regulated under this order. If dewatering occurs during construction of a project within the Santa Ana RWQCB Region, it must comply with this permit.

General Groundwater Cleanup Permit for Discharges to Surface Waters of Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Petroleum Hydrocarbons and/or Solvents (Polluted Groundwater Discharge Permit). The Santa Ana RWQCB requires a permit for discharges to surface waters of highly treated groundwater resulting from cleanup at leaking petroleum underground storage tank (UST) sites (Order No. R8-2012-0027, NPDES No. CAG918001). Wastewater discharges associated with construction dewatering on sites with potentially contaminated groundwater are regulated under this order. If dewatering occurs during construction of a project within the Santa Ana RWQCB Region, it must comply with this permit, including requirements for treatment prior to discharge.

4.9.4.4 Local Regulations

Local Implementation Plan. The Huntington Beach Urban Stormwater Runoff NPDES Permit Local Implementation Plan (LIP) is the principal guidance and compliance document specific to the City's jurisdiction for compliance with the requirements of the North Orange County MS4 Permit. The LIP provides the description and details of the City's water quality program implementation activities. The

[39] County of Orange, Orange County cities, and Orange County Flood Control District. 2003. Drainage Area Management Plan (DAMP). July 1. Website: https://ocgov.app.box.com/s/r4zmwuyf434wu11th7aeeclht3nrr1s9 (accessed April 13, 2026).

[41] Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

LIP is designed to work in conjunction with the Orange County DAMP. The LIP designates the construction-specific BMPs that the City has determined acceptable for use within its jurisdiction.

Huntington Beach Municipal Code. Chapter 14.25 of the Huntington Beach Municipal Code contains the City's stormwater and urban runoff management regulations. The regulations were established to comply with the Clean Water Act, the North Orange County MS4 Permit and the DAMP by prohibiting specific discharges and illicit connections to the storm drain system. It also requires new development and significant redevelopment projects to comply with the DAMP and the requirements and conditions of the City related to the reduction or elimination of pollutants in stormwater runoff.

The following provisions of the City's Municipal Code, including the Zoning and Subdivision Ordinance, address hydrology and water quality:

- **Chapter 14.25 (Stormwater and Urban Runoff Management)** of the Municipal Code discusses the City's regulations pertaining to water quality and compliance with federal requirements for the control of urban pollutants to stormwater runoff, which enters the network of storm drains throughout Orange County. This chapter complies with the North Orange County MS4 Permit, which requires the City to demonstrate through ordinances the necessary legal authority to enforce prohibited discharges to the storm drain that would have a negative impact on the water quality and aesthetic value of downstream receiving water bodies.

- **Chapter 14.48 (Drainage)** of the Municipal Code discusses the City's Master Plan of Drainage, which establishes the planned local drainage fund for use in constructing drainage facilities within the drainage area. It requires the payment of fees by developers prior to recordation of a subdivision map or issuance of a building permit. This regulation requires developers to construct all on-site improvements as required by the City, with City reimbursement for the construction of required off-site drainage facilities.

- **Chapter 14.52 (Water Efficient Landscape Requirements)** of the Municipal Code establishes provisions for water management practices and water waste prevention for new and existing landscapes within the City. This chapter establishes a structure for planning, designing, installing, maintaining and managing water efficient landscapes in new and rehabilitated landscape projects.

- **Chapter 17.05 (Grading and Excavation Code)** of the Municipal Code requires the installation of permanent and semi-permanent erosion control measures, as well as compliance with applicable water quality requirements and stormwater permits. This includes submittal of grading plans and erosion control plans for review and approval by the City, prior to any grading activities.

- **Chapter 230 (Site Standards)** of the Zoning and Subdivision Ordinance establishes the site standards for all zoning districts. It requires preparation of a WQMP by development projects that are considered Priority Projects as defined by the North Orange County MS4 Permit and projects creating more than 2,500 square feet of impervious surfaces within 200 feet of or draining directly to a resource protection area and/or a water body listed in the CWA Section 303(d) list of impaired waters.

- **Chapter 255 (Improvements)** of the Zoning and Subdivision Ordinance outlines the improvements required for proposed subdivisions. Section 255.04(C) specifically requires the collection and conveyance of stormwater runoff to an approved storm drain system and the protection of abutting properties from an increase in runoff from new development.

City of Huntington Beach General Plan. The Environmental Resources and Conservation Element and the Public Facilities and Infrastructure Elements of the City's General Plan put forth goals, objectives, and policies related to the City's water system and stormwater system. The following applicable goals and policies address hydrology and water quality:

- **Goal ERC-16:** Water conservation efforts are maximized in every aspect of use.
    - **Policy ERC-A:** Continue to require incorporation of feasible and innovative water conservation features in the design of new development and reuse projects.
    - **Policy ERC-C:** Require the use of recycled water for landscaping irrigation, grading, and other non-contact uses in new development or substantial retrofit projects where recycled water is available or expected to be available.
- **Goal ERC-17:** Enhance and protect water quality of all natural water bodies including rivers, creeks, harbors, wetlands, and the ocean.
    - **Policy ERC-A:** Require redevelopment to comply with the City's National Pollutant Discharge Elimination System permit and other regional permits issued by the State Water Resources Control Board and the Santa Ana Regional Water Quality Control Board.
    - **Policy ERC-B:** Require that new development and significant redevelopment projects employ innovative and efficient drainage technologies that comply with federal and state water quality requirements and reduce runoff and water quality impacts to downstream environments.
    - **Policy ERC-C:** Continue to require new development and significant redevelopment projects to propose protective safeguards and implement best management practices that minimize non-point source pollution and runoff associated with construction activities and ongoing operations.
    - **Policy ERC-D:** Continue to require that new development and significant redevelopment projects incorporate low-impact development best management practices, which may include infiltration, harvest and reuse, evapotranspiration, and bio-treatment.
    - **Policy ERC-F:** Reduce pollutant runoff from new development to marine biological resources and wetlands by requiring the use of the most effective best management practices currently available.
    - **Policy ERC-H:** Reduce impacts of new development and significant redevelopment project sites' hydrologic regime (hydromodification).

- **Goal PSI-7:** The flood control system supports permitted land uses while preserving public safety.
    - **Policy PSI-A:** Ensure that adequate storm drain and flood control facilities are provided and properly maintained.
    - **Policy PSI-C:** Monitor demands and manage future development and reuse projects and existing land uses to mitigate impacts and/or facilitate improvements to the storm drainage system.
    - **Policy PSI-D:** Ensure that the costs of infrastructure improvements to the storm drain system are borne by those who benefit, through adequate fees.
    - **Policy PSI-E:** Control surface runoff water discharge into the stormwater conveyance system to comply with the City's National Pollutant Discharge Elimination System Permit and other regional permits issued by the Santa Ana Regional Water Quality Control Board.

4.9.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to hydrology and water quality if it would:

Threshold 4.9.1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;

Threshold 4.9.2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

Threshold 4.9.3: 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;

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

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or

(iv) Impede or redirect flood flows;

Threshold 4.9.4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

Threshold 4.9.5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

As discussed in Section 4.10 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows (Threshold 4.9.3[iv]), risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones (Threshold 4.9.4), or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Threshold 4.9.5). Impacts to these thresholds would be less than significant. Therefore, these topics are not further addressed below.

4.9.6 Project Impacts

Please refer to Section 4.9.9 for full text description of the standard conditions referenced in the analysis below.

Threshold 4.9.1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant With Mitigation Incorporated.

Construction. Construction of the proposed project would include demolition, remediation, and site preparation activities as well as construction activities associated with each future development project within the project site. As described in Section 4.8, Hazards and Hazardous Materials, multiple environmental investigations, including a Phase I Environmental Site Assessment (ESA) (Appendix I-1) and several Phase II ESA subsurface investigations (Appendix I-2) have identified the presence of contaminants of concern in building materials and shallow soils on the project site associated with historical and current use of the site for oil and natural gas production. Therefore, prior to site remediation, the potential exists for these contaminants to be spilled or leaked during construction, which could have a detrimental effect on water quality.

Soil removal activities have already been completed in localized areas of the project site with removal and disposal of impacted soil in accordance with regulatory requirements; however, residual pollutants remain in inaccessible areas beneath existing structures. As specified in Mitigation Measure (MM) HAZ-1 (refer to Section 4.8, Hazards and Hazardous Materials), a Demolition Plan would be prepared to specify how to appropriately contain, remove, and dispose of hazardous building materials to protect human health and the environment during demolition activities on the project site. Once existing building materials on the project site have been removed and disposed of in accordance with the Demolition Plan, the Project Developer would be responsible for implementation of all required site assessment and remedial actions to address potential residual contamination of soil, soil gas, and groundwater as prescribed by the DTSC and under the oversight of the DTSC and the Project Hazardous Materials Consultant (Langan CA, Inc.). Specifically, pursuant to MM HAZ-2, a Soil Management Plan would be prepared and would provide additional guidance concerning the proper handling, segregation, stockpiling, dust control, testing, transport and disposal of soils that are potentially impacted by hazardous materials during construction activities on the project site. Following completion of site

remediation activities, MM HAZ-3 would require the Project Developer to obtain a "No Further Action" letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the City of Huntington Beach Fire Department (HBFD) for approval. With implementation of MMs HAZ-1, HAZ-2, and HAZ-3, contaminants associated with former oil and natural gas production uses on the project site would be properly removed and disposed of and would therefore not contribute to pollutant discharge to receiving waters during construction activities.

Pollutants of concern during construction typically include sediment, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction. Any of these pollutants have the potential to be transported via stormwater runoff into receiving waters, which consist of the Pacific Ocean from San Gabriel River to Poppy Street in Corona Del Mar (Nearshore Zone) and the Bolsa Chica Ecological Reserve.

Demolition, remediation, and site preparation activities associated with the proposed project would span the entire project site, with the exception of Planning Area 3B, and therefore would disturb greater than 1 acre of soil. Additionally, future development projects on the project site may also disturb greater than 1 acre of soil. Therefore, the proposed project and certain future projects would be subject to the requirements of the Construction General Permit, as specified in Standard Condition (SC) WQ-1. As stated in SC WQ-1, the Construction Contractor(s) for demolition, remediation, and site preparation activities and for each individual future project disturbing greater than 1 acre of soil would be required to prepare a SWPPP and implement Construction BMPs detailed in the SWPPP during construction activities to ensure pollutants are properly contained and cannot be transported via stormwater runoff into receiving waters. In addition, as specified in SC WQ-2, Sections 17.05.310 through 330 of the City's Municipal Code require that an Erosion Control Plan be prepared annually during construction and submitted to the City for approval prior to September 15 of each year. Each SWPPP and Erosion and Sediment Control Plan would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize the erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Compliance with the requirements of the Construction General Permit and City's Municipal Code, including incorporation of construction BMPs to target and reduce pollutants of concern in stormwater runoff, would reduce pollutant discharge to receiving waters during construction activities.

According to the Geotechnical Investigation Report[41] prepared for the proposed project (Appendix G), exploratory borings on the project site encountered groundwater at a depth of 35.5 feet bgs, while historical high groundwater was recorded as 10 to 30 feet bgs. As described in

41 Langan CA, Inc. 2025. *Geotechnical Investigation Report for the CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California*. February 28.

Section 4.4, Cultural Resources, proposed demolition, remediation, and site preparation activities, as well as construction of future development projects within the project site, would include ground disturbance to a maximum depth of approximately 13 feet bgs. Therefore, it is not anticipated that the groundwater table would be encountered during demolition, site remediation, site preparation, or construction of future projects on the project site. Therefore, groundwater dewatering would not be anticipated. Furthermore, demolition and remediation activities are intended to address potential site contamination and therefore would be beneficial to long-term groundwater quality by removing a potential source of contamination. As specified in SC WQ-3, in the event groundwater dewatering activities would occur under construction of the proposed project (including demolition, remediation, site preparation, and/or future development projects within the project site), the project would comply with the appropriate discharge permit, which would be the De Minimis Groundwater Discharge Permit) (Order No. R8-2020-0006, NPDES No. CAG998001)[42] or the Polluted Groundwater Discharge Permit (Order No. R8-2012-0027, NPDES No. CAG918001), depending on the contamination status of the groundwater.[43]

In compliance with the requirements of the De Minimis Groundwater Discharge Permit and/or the Polluted Groundwater Discharge Permit, groundwater would be tested and treated (as necessary) prior to discharge to surface waters. With adherence to SC WQ-3, groundwater dewatering during construction activities, if necessary, would not introduce pollutants to receiving waters at levels that would violate water quality standards or water discharge requirements, degrade water quality, or alter the quality of receiving waters.

Infiltration of stormwater can have the potential to affect groundwater quality in areas of shallow groundwater. As discussed in the Geotechnical Investigation Report prepared for the proposed project (Appendix G), the project site is underlain by undocumented fill between 2 and 5 feet bgs, followed by predominantly silty and clayey soils between 5 and 18 feet bgs.[44] Due to the depth of groundwater and the types of soils on site, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is not a direct path for pollutants to reach the groundwater table. Therefore, with implementation of MMs HAZ-1, HAZ-2, and HAZ-3 to address site contamination and SCs WQ-1, WQ-2, and WQ-3 to require compliance with City and NPDES regulations and implementation of construction BMPs; construction impacts related to waste discharge requirements, water quality standards, and

[42] Regional Water Quality Control Board, Santa Ana Region. 2020. National Pollutant Discharge Elimination System (NPDES) Permit Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality, Order No. R8-2020-0006, NPDES No. CAG998001. June 19.

[43] Regional Water Quality Control Board, Santa Ana Region. General Groundwater Cleanup Permit for Discharges to Surface Waters of Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Petroleum Hydrocarbons and/or Solvents, Order No. R8-2012-0027, NPDES No. CAG918001.

[44] Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California,* Page 11. February 28, 2025.

degradation of surface or groundwater quality would be less than significant with mitigation incorporated.

Operation. Under existing conditions, the 92-acre project site consists of both pervious and impervious surfaces. Impervious surfaces on the project site include oil and gas production and storage structures, office and administrative facilities, parking areas, and internal circulation roadways. Pervious surfaces on the project site include undeveloped areas containing non-native weedy/successional vegetation and areas of ornamental landscaping.

As described In Chapter 3.0, Project Description, future buildout of the project site under the proposed project would include the demolition and removal of existing oil and gas production infrastructure, site remediation, grading the site and preparing it for future development, and, eventually, the future construction of up to 800 residential units, up to 350 hotel rooms or other permitted visitor-serving uses, and various open space and park areas. Future buildout of the site would also include new vehicular access points and internal circulation roadways, informational signage, utility and infrastructure connections, and multi-use paths. While this buildout would include both pervious and impervious surfaces, it is anticipated that the proposed project would result in an overall increase in impervious surface area on the project site compared to existing conditions.

It should be noted that the following operational analysis assumes that following construction activities (demolition, remediation, site preparation, and development of future projects), all on-site soil, soil gas, and groundwater would be remediated to the point that no further contamination is present on the project site. This status would be confirmed through MM HAZ-3, which would require the Project Developer to obtain a "No Further Action" letter or other written concurrence from the DTSC. Therefore, the project operational phase addresses the operation of future residential, commercial, and recreational uses on the project site.

Pollutants of concern from long-term project operations would include suspended solids/sediment, nutrients, pathogens (bacteria/virus), pesticides, oil and grease, heavy metals, toxic organic compounds, and trash and debris. Potential sources of these pollutants associated with future development on the project site could include the following:

- **Bacterial Indicators:** Food wastes, sediment, pavement runoff, and landscaping areas
- **Metals and Toxic Organic Compounds:** Automobiles and surface parking areas
- **Nutrients:** Fertilizers, sediment, and trash/debris
- **Pesticides:** Landscaping activities
- **Sediment:** Disturbed or unstabilized landscaping areas and disturbed earth surfaces
- **Trash and Debris:** Landscaping activities, food wrappers, and food wastes
- **Oil and Grease:** Internal streets and parked vehicles

As previously discussed, the City is a Co-Permittee of the North Orange County MS4 Permit, which requires the preparation of project-specific WQMPs for new development and significant redevelopment projects. Each future project on the project site that qualifies as a new development or a significant redevelopment project as defined in the North Orange County MS4

Permit would be subject to this requirement. As described in SC WQ-4, each project-specific WQMP would be required to specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff consistent with the City's requirements, including compliance with the North Orange County MS4 Permit, the water quality objectives outlined in the Ocean Plan and the Thermal Plan. Additionally, as specified in SC WQ-5, each future project would be required to prepare a Hydrology Study to demonstrate that the design of each future project meets the specific hydromodification[45] requirements established in the North Orange County MS4 Permit and that, with implementation of applicable BMPs, the peak flow of stormwater runoff in the proposed condition does not exceed predevelopment (naturally occurring) discharge rates and durations.

In addition, Chapter 14.25 of the City's Municipal Code also requires projects that qualify as new development or significant redevelopment comply with the following: the DAMP, including, but not limited to, the *Technical Guidance Document for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans (WQMPs)* (Technical Guidance Document)[46]; any conditions and requirements established by the City Community Development Department and/or the Public Works Department related to the reduction or elimination of pollutants in stormwater runoff from the project site; and the Trash Provisions provided in the Ocean Plan.

Because the proposed project would be required to comply with existing regulations, including the City of Huntington Beach Municipal Code and the North Orange County MS4 Permit, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during operation. Impacts would be less than significant, and no mitigation is required.

Threshold 4.9.2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant with Mitigation Incorporated. Refer to Section 4.17, Utilities and Service Systems, of this Draft EIR for a detailed discussion of water demand generated under construction and operation of the proposed project. As previously stated, domestic water service in the City, including the project site, is provided by the Water Division of the City's Public Works Department. According to the WSA prepared for the proposed project (Appendix J), the City's water supply is derived from both local groundwater from the Orange County Groundwater Basin (approximately 70

[45] As defined in the Construction General Permit, hydromodification is the alteration of the hydrologic characteristics of coastal and noncoastal waters, which in turn could cause degradation of water resources. Hydromodification can cause excessive erosion and/or sedimentation rates, causing excessive turbidity, channel aggradation and/or degradation.

[46] County of Orange and Orange County cities. 2013. Exhibit 7.III – Technical Guidance Document (TGD) for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans (WQMPs). December 20. Website: https://ocerws.ocpublicworks.com/sites/ocpwocerws/files/2021-01/SantaAnaRegion-Technical Guidance-December2013.pdf (accessed April 13, 2026).

percent of the City's water supply) and supplemental imported water (approximately 30 percent of the City's water supply).

The Orange County Groundwater Basin is not in overdraft, but it is classified as a medium priority basin due to the heavy regional reliance on its groundwater as a primary water supply. Under SGMA, local agencies are required to form GSAs and develop Groundwater Sustainability Plans (GSPs) for basins classified as medium or high priority. In 2017, OCWD and other local agencies prepared an Alternative to a GSP, known as the "Basin 8-1 Alternative," to comply with SGMA. The Basin 8-1 Alternative was then updated in 2022.[47] This plan outlines management strategies and measures to ensure the sustainable use of groundwater in the Orange County Groundwater Basin. OCWD's strategies include monitoring groundwater levels and quality, regulating annual pumping through the BPP, and maintaining recharge operations using water from the Santa Ana River, recycled water from the GWRS, and other sources.

As previously discussed, according to the Geotechnical Investigation Report prepared for the proposed project (Appendix G), exploratory borings on the project site encountered groundwater at a depth of 35.5 feet bgs, while historical high groundwater was recorded as 10 to 30 feet bgs. Proposed demolition, remediation, and site preparation activities, as well as construction of future development projects within the project site, would include ground disturbance to a maximum depth of approximately 13 feet bgs.

Construction. As stated previously, construction activities on the project site would include demolition, site preparation, and development of future projects on the project site. Based on the maximum anticipated depth of excavation activities, it is not anticipated that the groundwater table would be encountered during construction activities, and therefore groundwater dewatering would not be anticipated. Although the on-site soils may be contaminated under existing conditions, given the depth to groundwater, it is assumed there is no path for stormwater to reach groundwater and therefore groundwater is currently uncontaminated. Proposed demolition and remediation activities are intended to address potential site contamination and therefore would be beneficial to long-term groundwater quality by removing a potential source of contamination. Specifically, as specified in MM HAZ-1 (refer to Section 4.8, Hazards and Hazardous Materials), a Demolition Plan would be prepared to specify how to appropriately contain, remove, and dispose of hazardous building materials to protect human health and the environment during demolition activities on the project site. In addition, pursuant to MM HAZ-2, a Soil Management Plan would be prepared and would provide additional guidance concerning the proper handling, segregation, stockpiling, dust control, testing, transport and disposal of soils that are potentially impacted by hazardous materials during construction activities on the project site. Following completion of site remediation activities, MM HAZ-3 would require the Project Developer to obtain a "No Further Action" letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval. With implementation of MMs HAZ-1, HAZ-2, and HAZ-

[47] Orange County Water District, City of La Habra, and Irvine Ranch Water District. 2022. *Basin 8-1 Alternative 2022 Update*. January 1. Website: https://www.ocwd.com/wp-content/uploads/05cbasin-8-1-alternative-2022-update.pdf (accessed April 13, 2026).

3, contaminants associated with former oil and natural gas production uses on the project site would not contribute to groundwater contamination.

Further, as specified in SC WQ-3, in the event groundwater dewatering activities would occur under an individual future development project, the project would comply with the De Minimis Groundwater Discharge Permit or the Polluted Groundwater Discharge Permit, depending on the contamination status of site groundwater. In compliance with these permits, groundwater would be tested and treated (as necessary) prior to discharge to surface water.

Further, compared to the estimated 66 million acre-feet contained in the Orange County Groundwater Basin when full,[48] the amount of water that may be extracted if groundwater were reached would not be substantial and would only occur temporarily during construction. Therefore, construction of the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant, and no mitigation is required.

Operation. While operation of future projects would not directly require groundwater extraction, future projects on the project site would be served by the Water Division of the City's Public Works Department, which includes local groundwater from the Orange County Groundwater Basin and supplemental imported water. Therefore, water supply for operation of the proposed project would likely involve the use of both surface and groundwater sources for use in indoor plumbing and for irrigation of landscaped areas.

In accordance with the requirements of Water Code Section 10910 et seq. and Government Code Section 66473.7, as amended by Senate Bill (SB) 610 and SB 221 in 2001, a Water Supply Assessment (WSA) (Appendix J) was prepared to assess the Utilities Division of the City's Public Works Department's ability to meet the projected water demand associated with the proposed project. As discussed in the WSA, in 2025, the City's groundwater surplus (i.e., supply minus demand) is projected to be 9,544 af. In 2045, the City's groundwater surplus is projected to be 5,846 af. According to the WSA, the City has groundwater supplies in excess of the service area's projected current and future demand.

As described in the WSA, operation of the proposed project is anticipated to result in an average annual water demand of 347 afy, representing a net increase of 333 afy in water demand on the project site when compared to existing conditions. Based on the groundwater surplus described above and the projected water usage of the proposed project, the WSA concluded that the City has adequate water supplies to accommodate the proposed project without negatively affecting the overall balance of water supply and demand in the service area. Therefore, operation of the proposed project is not anticipated to substantially decrease the City's water supply, including groundwater supply.

[48] Orange County Water District, City of La Habra, and Irvine Ranch Water District. 2022. *Basin 8-1 Alternative 2022 Update*. January 1. Page 1-4. Website: https://www.ocwd.com/wp-content/uploads/05 cbasin-8-1-alternative-2022-update.pdf (accessed April 13, 2026).

The Orange County Groundwater Basin is recharged from infiltration of local rainfall (greater in wet years), base flow and storm flows from the Santa Ana River (including recycled wastewater from treatment plants in Riverside and San Bernardino Counties), imported water percolated into the basin, and recycled water from OCWD's GWRS facility percolated into the basin and injected into the seawater intrusion barriers.[49]

Future development of the project site is anticipated to result in an increase in impervious surface area on the project site compared to existing conditions, though the exact amount cannot yet be determined as project-specific design details for future developments within the project site are unknown at this time. However, soil infiltration testing completed as part of the Geotechnical Investigation Report concluded that infiltration rates for silty and clayey soils on the project site ranged from 0 to 0.5 inches per hour, while infiltration rates for the fine to coarse grained sandy soils on site was approximately 16.5 inches per hour.[50] In addition, a silty and clayey layer of soil, encountered at approximately 36 feet bgs, may have low permeability. In other words, infiltration rates on the project site under existing conditions are highly variable based on factors such as soil type and depth. Therefore, operation of future development within the project site is not anticipated to substantially interfere with groundwater recharge as infiltration is inconsistent under existing conditions. In addition, the project site includes 22.8 acres of open space and parks, which would include landscaping and vegetation that would promote infiltration and, subsequently, groundwater recharge.

Overall, implementation of the proposed project would not deplete groundwater supplies or interfere with groundwater recharge during construction or operation such that the proposed project may impede sustainable groundwater management. Impacts associated with groundwater supply and recharge would be less than significant with implementation of MMs HAZ-1 through HAZ-3.

Threshold 4.9.3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The project site is generally flat, sloping gently down to the southeast. Under existing conditions, stormwater generated on the project site drains to public catch basins along Goldenwest Street or PCH as well as a parkway drain outlet along Palm Avenue. From the catch basin along Goldenwest Street, stormwater flows to an existing storm drain lateral, then to an existing 48-inch main along Goldenwest Street that discharges to the Pacific Ocean via a 42-inch storm drain lateral. From the catch basin at PCH, stormwater flows to an existing 24-inch storm drain lateral along

[49] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Update Program Environmental Impact Report*, Volume I: Technical Background Reports, Page 7. March. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed November 5, 2025).

[50] Langan CA, Inc. 2025. *Geotechnical Investigation Report for CRC Huntington Beach, 20101 Goldenwest Street, Huntington Beach, California*, Page 12. February 28, 2025.

PCH which discharges to the Pacific Ocean. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within The Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean.

Proposed amendments to the Palm/Goldenwest Specific Plan (PGSP) include a Master Storm Drain Plan (refer to Figure 3-14 in Chapter 3.0), which would serve as a conceptual guide for future development of the project site. Under the proposed project, the project site would drain via proposed underground conduits into three drainage areas (DAs), as described below:

- **DA 1:** This drainage area includes flows generated within Planning Area 2A. Stormwater runoff in this drainage area would flow from impervious surfaces into catch basins, which would convey flows through a series of storm drain systems to a detention area that would connect to a public catch basin on Goldenwest Street. From this catch basin, stormwater would flow to an existing storm drain lateral, then to an existing 48-inch main on Goldenwest Street that ultimately discharges to the Pacific Ocean via a 42-inch storm drain lateral.

- **DA 2:** This drainage area includes flows generated within a portion of Planning Area 1. Stormwater runoff in this drainage area would flow toward catch basins along the proposed internal circulation roadway, which would convey flows toward a downstream detention area where it would be conveyed to a public parkway drain outlet along Palm Avenue. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within The Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean.

- **DA 3:** This drainage area includes flows generated within Planning Area 2B. Stormwater runoff in this drainage area would flow along the proposed internal circulation roadway to a downstream detention area where it would discharge to a State-owned catch basin along PCH. From this catch basin, stormwater would flow into an existing 24-inch storm drain lateral that ultimately discharges into the Pacific Ocean.

Construction. During demolition, remediation, and site preparation activities associated with the proposed project, more than 1 acre of soil would be disturbed. In addition, future development projects on the project site may also disturb greater than 1 acre of soil. Soil would be exposed and drainage patterns temporarily altered during grading and other construction activities associated with the proposed project, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As described in SC WQ-1, construction activities on the project site (including demolition, site preparation, and development of future projects on the project site) that would disturb 1 acre of soil or more would be required to comply with the Construction General Permit, which requires preparation of a SWPPP and implementation of Construction BMPs during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and

Sediment Control BMPs designed to minimize erosion and retain sediment on site during construction activities on the project site. Compliance with SC WQ-1 would also ensure implementation of hydromodification control BMPs that would maintain the site's existing drainage patterns and prevent increases in runoff in order to ensure that construction activities would not have the potential to alter the hydrologic characteristics of downstream waters.

In addition, Sections 17.05.310 through 17.05.330 of the City's Municipal Code sets forth standard erosion control requirements for development projects within the City, including the preparation of Erosion and Sediment Control Plans. Pursuant to SC WQ-2, construction activities on the project site (including demolition, site preparation, and development of future projects on the project site) would be required to adhere to Section 17.05 of the City's Municipal Code through submittal of a grading plan and Erosion and Sediment Control Plan to the Director of the City Public Works Department, or designee, for review and approval prior to issuance of grading permits.

With compliance with the requirements in the Construction General Permit (SC WQ-1) and City of Huntington Beach Municipal Code (SC WQ-2) and implementation of construction BMPs, construction impacts related to on- or off-site erosion or siltation, including hydromodification, would be less than significant and no mitigation is required.

Operation. As previously described, future development of the project site is anticipated to result in an overall increase in impervious surface area on the project site compared to existing conditions, which may increase the rate and volume of runoff during a storm, and more readily transport sediments to receiving waters. Pervious surfaces on the project site would be landscaped with vegetation that would stabilize the soil and promote infiltration, thereby minimizing on-site erosion and siltation associated with exposed soils.

The proposed project would be required to adhere to SC WQ-4 which requires the preparation of project-specific WQMPs for new development and significant redevelopment projects consistent with the requirements of the North Orange County MS4 Permit. Each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement. Each project-specific WQMP would be required to specify the Site Design, Source Control, LID, and Treatment Control BMPs that would minimize stormwater runoff thereby minimizing on-site erosion and siltation associated with the proposed project. Further, proposed amendments to the PGSP include a Master Storm Drain Plan (refer to Figure 3-14), which would serve as a conceptual guide for future development of the project site and would generally maintain the project site's existing drainage pattern, which would minimize the project's contribution to on- and off-site erosion.

Additionally, as specified in SC WQ-5, a Hydrology Study would be required to be prepared for each future development project on the project site, which would demonstrate that the design of each future project meets recognition of and mitigates any potential hydromodification impacts by demonstrating that, with implementation of applicable BMPs, the peak flow of stormwater runoff in the proposed condition would not exceed existing conditions. The Hydrology Study would prescribe mitigation measures, as necessary, to ensure that the rate and volume of stormwater runoff in the post-development condition would not exceed the pre-project condition. Therefore, with adherence to SCs WQ-4 and WQ-5, as well as incorporation of LID techniques and hydromodification

requirements as required by the North Orange County MS4 Permit, operational impacts related to on-site or off-site erosion or siltation would be less than significant, and no mitigation is required.

Threshold 4.9.3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

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

Less Than Significant Impact.

Construction. Ground-disturbing activities related to construction of the proposed project, including demolition, remediation, site preparation, and/or future development projects within the project site, could temporarily change existing surface drainage patterns and increase the potential for flooding, particularly during storm events.

As discussed above under Threshold 4.9.1, demolition, remediation, and site preparation activities associated with the proposed project would disturb greater than 1 acre of soil. Additionally, future development projects on the project site may also disturb greater than 1 acre of soil. As such, the proposed project and certain future projects would be subject to the requirements of the Construction General Permit, as specified in SC WQ-1. SC WQ-1 would require the Construction Contractor(s) for demolition, remediation, and site preparation activities and for each individual future project disturbing greater than 1 acre of soil to prepare a preparation and implementation of a SWPPP, which would include construction BMPs to control and direct on-site surface runoff and would include detention facilities, as necessary, to ensure that stormwater runoff from the construction site does not result in on- or off-site flooding. With implementation of construction BMPs as specified in SC WQ-1, potential construction impacts related to a substantial increase in the rate or amount of surface runoff, flow, and volume that would result in flooding would be less than significant, and no mitigation is required.

Operation. Future development of the project site is anticipated to result in an overall increase in impervious surface area on the project site compared to existing conditions. However, future projects on the project site would be required to adhere to SCs WQ-4 and WQ-5, requiring preparation of a Final WQMP and Hydrology Study. The WQMP and Hydrology Study would demonstrate that the design of each proposed future project meets the hydromodification requirements and that, with implementation of applicable BMPs, the peak flow of stormwater runoff in the proposed condition would be less than in the existing condition. These studies would also demonstrate that drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized to detain stormwater runoff so that on-site flooding would not occur. In addition, the project site includes 22.8 acres of open space and parks, which would include landscaping and vegetation that would promote infiltration, thereby reducing the volume of surface runoff on the overall project sited.

Therefore, with adherence to SCs WQ-4 and WQ-5, as well as incorporation of LID techniques and hydromodification requirements as required by the North Orange County MS4 Permit, operation

of the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off site. Impacts would be less than significant, and no mitigation is required.

Threshold 4.9.3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant With Mitigation Incorporated.

Stormwater Drainage System Capacity. The project site is generally flat, sloping gently down to the southeast. Under existing conditions, stormwater generated on the project site drains to public catch basins along Goldenwest Street or PCH as well as a parkway drain outlet along Palm Avenue. From the catch basin along Goldenwest Street, stormwater flows to an existing 24-inch storm drain lateral, then to an existing 48-inch main along Goldenwest Street that discharges to the Pacific Ocean via a 42-inch storm drain lateral. From the catch basin at PCH, stormwater flows to an existing 24-inch storm drain lateral along PCH which discharges to the Pacific Ocean. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within The Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean.

Proposed amendments to the PGSP include a Master Storm Drain Plan (refer to Figure 3-14), which would serve as a conceptual guide for future development of the project site. Under the proposed project, the project site would drain via proposed underground conduits into three drainage areas (DAs), as previously described under Threshold 4.9.3. Flows from DA 1 would be conveyed from catch basins through a series of storm drain systems to a detention area that would connect to a public catch basin on Goldenwest Street. From this catch basin, stormwater would flow to an existing 24-inch storm drain lateral, then to an existing 48-inch main on Goldenwest Street that ultimately discharges to the Pacific Ocean via a 42-inch storm drain lateral. Flows from DA 2 would be conveyed from catch basins to a downstream detention area to a public parkway drain outlet along Palm Avenue. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within The Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean. Lastly, flows from DA 3 would flow along the proposed internal circulation roadway to a downstream detention area where it would discharge to a State-owned catch basin along PCH. From this catch basin, stormwater would flow into an existing 24-inch storm drain lateral that ultimately discharges into the Pacific Ocean.

Drainage facilities on the project site would be designed in compliance with the North Orange County MS4 Permit as detailed in SCs WQ-4 and WQ-5. The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized to retain and gradually release stormwater runoff such that drainage facility capacity would not be exceeded during a design storm. SC 4 requires the preparation of project-specific WQMPs for new development and significant redevelopment projects consistent with the requirements of the North Orange County MS4 Permit. Each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement. Each project-specific WQMP would be required to specify the Site Design, Source Control, LID, and Treatment Control BMPs that would minimize stormwater runoff thereby minimizing the volume of stormwater runoff entering the City's storm drain system.

SC WQ-5 requires each future developer to prepare a Hydrology Study, which would demonstrate that off-site facilities are adequate to accommodate increased flow from each project Developers would also be required to provide copies of a final Hydrology Study to the City documenting the adequacy of the off-site facilities to accommodate increased flow from each proposed development prior to issuance of grading or construction permits. In addition, as described in Section 4.17, Utilities and Service Systems, Chapter 14.48 of the City's Municipal Code requires developers to pay drainage fees prior to recordation of a subdivision map or issuance of building permits and to construct all required on-site drainage improvements. Future residential and commercial development within the project site would be required to comply with these requirements. Therefore, developers of future residential and commercial development within the project site would be required to fund drainage infrastructure improvements to accommodate proposed flows, as necessary. Therefore, the proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized to retain and gradually release stormwater runoff such that drainage facility capacity would not be exceeded during a design storm. With adherence to SCs WQ-4 and WQ-5 and the City's Municipal Code, the proposed project would not result in an exceedance of planned or existing stormwater drainage systems. Impacts would be less than significant. No mitigation is required.

Polluted Runoff. As previously stated under Threshold 4.9.1, the project site is an active oil production and processing facility developed with oil and gas production infrastructure, including active and inactive oil and natural gas production facilities. As described in Section 4.8, Hazards and Hazardous Materials, multiple environmental investigations, including a Phase I Environmental Site Assessment (ESA) (Appendix I-1) and several Phase II ESA subsurface investigations (Appendix I-2) have identified the presence of contaminants of concern in building materials and shallow soils on the project site associated with historical and current use of the site for oil and natural gas production. Therefore, prior to mitigation, the potential exists for these contaminants to be spilled or leaked during construction, which could contribute to polluted runoff. However, as specified in MM HAZ-1 (refer to Section 4.8, Hazards and Hazardous Materials), a Demolition Plan would be prepared to specify how to appropriately contain, remove, and dispose of hazardous building materials to protect human health and the environment during demolition activities on the project site. In addition, pursuant to MM HAZ-2, a Soil Management Plan would be prepared and would provide additional guidance concerning the proper handling, segregation, stockpiling, dust control, testing, transport and disposal of soils that are potentially

impacted by hazardous materials during construction activities on the project site. Following completion of site remediation activities, MM HAZ-3 would require the Project Developer to obtain a "No Further Action" letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval. With implementation of MMs HAZ-1, HAZ-2, and HAZ-3, contaminants associated with former oil and natural gas production uses on the project site would not contribute to polluted runoff during construction activities.

As previously stated, pollutants of concern during construction typically include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals; while pollutants of concern during long-term operations could include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, and trash and debris. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality.

Demolition, remediation, and site preparation activities, and each individual future project disturbing greater than 1 acre of soil, would be subject to the requirements of the Construction General Permit, as specified in SC WQ-1. Compliance would include preparation of a SWPPP and implementation of Construction BMPs detailed in the SWPPP during construction activities to control the discharge of pollutants in stormwater runoff. In addition, as specified in SC WQ-2, below, Sections 17.05.310 through 330 of the City's Municipal Code requires that an Erosion and Sediment Control Plan be prepared annually during construction and submitted to the City for approval prior to September 15 of each year. The SWPPP and Erosion and Sediment Control Plan for demolition, remediation, and site preparation activities and for each individual future project disturbing greater than 1 acre of soil would detail the BMPs to be implemented during construction.

With implementation of MMs HAZ-1, HAZ-2, and HAZ-3 to address site contamination and Standard Conditions and compliance with the requirements of the Construction General Permit (SC WQ-1) and the City's Municipal Code (SC WQ-2), including incorporation of construction BMPs to target and reduce pollutants of concern in stormwater runoff, impacts associated with pollutant discharge to receiving waters during construction would be reduced to a less than significant level.

Future projects would also be required to adhere to SC WQ-4, which requires the preparation of project-specific WQMPs for new development and significant redevelopment projects consistent with the requirements of the North Orange County MS4 Permit. Each future development project within the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement. Each project-specific WQMP would be required to specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff during project operation. The incorporation of operational BMPs to target pollutants of concern, as required per the North Orange County MS4 Permit and SC WQ-4, would ensure that the proposed project would not discharge substantial sources of polluted runoff from the project site. Operation-related impacts would be less than significant, and no mitigation is required.

4.9.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The cumulative study area for hydrology and water quality is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

For the cumulative analysis related to hydrology and water quality, the cumulative projects being considered include the cumulative projects discharging to the same watersheds as the proposed project (the Anaheim Bay/Huntington Harbour Watershed). The cumulative projects within the Anaheim Bay/Huntington Harbour Watershed include Cumulative Project Nos. 2, 3, 4, 5, 6, 7, and 11 (refer to Table 4.A and Figure 4-1 in Section 4.0 of this Draft EIR for the descriptions and locations of these cumulative projects). Each of these cumulative projects could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff reaching both the City's storm drain system and the Anaheim Bay/Huntington Harbour Watershed, thereby resulting in cumulative impacts to hydrology and surface water quality. Cumulative Project Nos. 1, 8, 9, and 10 are within the Santa Ana River Watershed and are not considered in this analysis because they do not have the potential to contribute to the hydrology- and water quality-related impacts of the proposed project or result in cumulative impacts.

As detailed in this section, each cumulative project within the project site and cumulative projects must include BMPs to reduce impacts to water quality and hydrology in compliance with local ordinances and plans adopted to comply with requirements of the various NPDES permits including the Construction General Permit, the North Orange County MS4 Permit, and the City of Huntington Beach Municipal Code. The preparation and approval of a SWPPP, an Erosion and Sediment Control Plan, and a WQMP would be required for each qualifying cumulative project to determine appropriate BMPs to minimize water quality impacts. In addition, the preparation and approval of a Hydrology Study would be required for each cumulative project to determine the hydrologic control required to minimize increases in runoff from each project site so they do not exceed existing conditions or result in hydromodification impacts. In addition, the City's Public Works Department reviews all development projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. In the event that additional drainage improvements would be necessary to accommodate a project, Chapter 14.48 of the City's Municipal Code requires developers to pay drainage fees prior to recordation of a subdivision map or issuance of building permits and to construct all required on-site drainage improvements.

Each cumulative project must consider impaired receiving waters and TMDLs for receiving waters. The TMDL program is designed to identify all constituents that adversely affect the beneficial uses of water bodies and then identify appropriate reductions in pollutant loads or concentrations from all sources so that the receiving waters can maintain/attain the beneficial uses in the Basin Plan. Thus, by complying with TMDLs, a project's contribution to overall water quality improvement in the Anaheim Bay/Huntington Harbour Watershed in the context of the regulatory program is designed to account for cumulative impacts.

Regional programs such as TMDL programs and the MS4 Permit Program have been designed under the assumption that the Anaheim Bay/Huntington Harbour Watershed would continue its pattern of urbanization. The regional control measures contemplate the cumulative effects of proposed development. Future development projects within the project site would be required to comply with the requirements of the Construction General Permit and the North Orange County MS4 Permit and implement construction and operational BMPs to reduce pollutants in stormwater runoff. Compliance with these regional programs and permits constitutes compliance with programs intended to address cumulative water quality impacts. As stated above, each cumulative project would be required to develop a SWPPP, an Erosion and Sediment Control Plan, a WQMP, and a Hydrology Study, and would be evaluated individually to determine appropriate BMPs and treatment measures to reduce impacts to surface water quality and hydrology. Because the proposed project and other cumulative projects would comply with applicable NPDES requirements and would include BMPs to reduce the volume of stormwater runoff and pollutants of concern in stormwater runoff, the cumulative hydrology and water quality impacts of the proposed project and the cumulative projects would be less than significant. Therefore, the proposed project would not contribute to a cumulatively considerable impact related to hydrology and water quality. Therefore, there would be no cumulatively significant impacts on hydrology and water quality, and no mitigation is required.

4.9.8 Level of Significance Prior to Mitigation

The proposed project would result in potentially significant impacts related to hydrology and water quality.

4.9.9 Standard Conditions and Mitigation Measures

4.9.9.1 Standard Conditions

The following standard conditions are required for the proposed project.

Standard Condition WQ-1 **Construction General Permit.** Prior to issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, each developer shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTs). Each developer shall provide the Waste Discharge Identification Number (WDID) to the Director of the City of Huntington Beach (City) Public Works Department, or designee, to demonstrate proof of coverage under the Construction General Permit. Construction of each project shall not be initiated until a WDID is received from the SWRCB and is provided to the Director of

the City's Public Works Department, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs.

Standard Condition WQ-2 **Erosion and Sediment Control Plan.** In compliance with the requirements of Title 17 Buildings and Construction, Chapter 17.05 Grading and Excavation Code, subsection 17.05.320 Erosion Control Plans of the Huntington Beach Municipal Code, each developer shall submit a grading plan and Erosion and Sediment Control Plan to the Director of the City Public Works Department, or designee, for review and approval prior to issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area. Each developer shall also submit Erosion and Sediment Control Plans annually to the Director of the City Public Works Department, or designee, for review and approval by September 15 of each year during construction.

Standard Condition WQ-3 **Groundwater Discharge Permit.** If groundwater dewatering is required during demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, each developer shall obtain coverage under the appropriate groundwater discharge permit from the Santa Ana Regional Water Quality Control Board (RWQCB), based on site conditions, as follows:

- Prior to any ground disturbing activities, if groundwater is contaminated, the applicant shall obtain coverage under the *General Groundwater Cleanup Permit for Discharges to Surface Waters of Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Petroleum Hydrocarbons and/or Solvents* (Order No. R8-2012-0027, NPDES No. CAG918001). Groundwater dewatering activities shall comply with all applicable provisions in the permit, including requirements for treatment prior to discharge and adherence to

all monitoring, reporting, and notification requirements. Upon completion of groundwater dewatering activities, the developer shall notify the Santa Ana RWQCB that dewatering has ceased, adhere to permit closure requirements, and provide all final monitoring reports.

- Prior to any ground disturbing activities, if groundwater is not contaminated, the applicant shall obtain coverage under the *Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality* (Order No. R8-2020-0006, NPDES No. CAG998001) to the Santa Ana RWQCB at least 60 days prior to the start of excavation activities and anticipated discharge of dewatered groundwater to surface waters. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.

Standard Condition WQ-4 **Orange County MS4 Permit.** Prior to issuance of grading or building permits for individual development projects within the Palm/ Goldenwest Specific Plan Area, each project developer shall prepare and submit a project-specific Final Water Quality Management Plan (WQMP) to the City Engineer, or designee, for review and approval in compliance with the requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). The Final WQMP shall be prepared consistent with the requirements of the Technical Guidance Document for Water Quality Management Plans (December 2013) and the Water Quality Management Plan template, or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the project design to target pollutants of concern in runoff from the project area. The City Engineer, or designee, shall ensure that the BMPs specified in the Final WQMP are incorporated into the final project design of the individual development project within the Palm/Goldenwest Specific Plan Area.

Standard Condition WQ-5 **Hydrology Report.** Prior to issuance of grading permits for individual development projects within the Palm/Goldenwest Specific Plan Area, each developer shall submit and obtain approval of a Final

Hydrology Report to the City Engineer, or designee, and the Orange County Flood Control District (OCFCD). The Final Hydrology Report shall be prepared consistent with the requirements of the Orange County Hydrology Manual (Orange County Environment Agency 1986) and Orange County Hydrology Manual Addendum No. 1 (Orange County Environment Agency 1996), or subsequent guidance manuals. The Final Hydrology Report shall confirm that the on-site storm drains, on-site detention basins, and any other drainage structures are appropriately sized to accommodate stormwater runoff from the design storm so that the peak flow of stormwater discharge from the project site is less than the existing Q25 flow rate (from the existing site). The Final Hydrology Report shall also demonstrate that the detention facilities meet the hydromodification requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). In compliance with the hydromodification requirements, the post-project runoff discharge volume for the 2-year storm shall not exceed that of the predevelopment condition by more than 5 percent, and the time of concentration of post-development runoff for the 2-year storm event shall not be greater than 5 percent less than that of the predevelopment condition. The City Engineer, or designee, shall ensure that the drainage facilities specified in the Final Hydrology Report are incorporated into the final project design of the individual development project within the Palm/Goldenwest Specific Plan Area.

4.9.9.2 Mitigation Measures

MMs HAZ-1, HAZ-2, and HAZ-3 (as detailed in Section 4.8, Hazards and Hazardous Materials) are required to reduce potentially significant impacts related to hydrology and water quality to a less than significant level.

4.9.10 Level of Significance after Mitigation

The proposed project would result in less than significant impacts related to hydrology and water quality.

4.10 LAND USE AND PLANNING

This section evaluates the potential impacts to land use and planning from implementation of the proposed project. This section is based in part on the following:

- *City of Huntington Beach General Plan*;[1]
- *City of Huntington Beach General Plan Update Program Environmental Impact Report*;[2]
- Huntington Beach Zoning & Subdivision Ordinance (HBZSO);[3]
- *City of Huntington Beach Draft Amended Palm/Goldenwest Specific Plan* (PGSP);[4]
- Southern California Association of Government's (SCAG) 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal 2024);[5] and
- SCAG 2008 Regional Comprehensive Plan (RCP).[6]

In addition, pursuant to *State CEQA Guidelines* Section 15125(d), this Draft Environmental Impact Report (EIR) evaluates the proposed project's consistency with other applicable planning documents as they relate to specific topical sections within Chapter 4.0 of this Draft EIR.

4.10.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Three comment letters included comments related to land use and planning. These comments pertain to concerns about conflict with coastal regulations, impacts to adjacent properties, consistency with the PGSP, and how the proposed land uses will impact the City.

4.10.2 Methodology

The analysis of potential land use and planning impacts considers the physical impacts of the proposed project related to land use compatibility and considers whether or not there are potential inconsistencies of the proposed project with applicable planning documents from the City and other

1 City of Huntington Beach. 2017. *City of Huntington Beach General Plan*. October 2.

2 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report, Figure 4.1-1. May. Website: https://cms3.revize.com/ revize/ huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/ General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed December 30, 2025).

3 City of Huntington Beach. Huntington Beach Municipal Code, Titles 20-25. Website: https://ecode360. com/43801262 (accessed December 30, 2025).

4 City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7. Amended 2026.

5 Southern California Association of Governments. 2024. Connect SoCal: A Plan for Navigating to a Brighter Future. April 4. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed December 31, 2025).

6 Southern California Association of Governments. 2008. *Final 2008 Regional Comprehensive Plan.* October 2. Website:

agencies with relevant plans or policies. A determination regarding a project's consistency with an applicable plan is made by the CEQA Lead Agency when it acts on the project. The analysis in this Draft EIR discusses the findings of policy review and is meant to provide a guide for decision-makers during policy interpretation.

A project's inconsistency with a plan or policy is only considered significant if such inconsistency would cause a significant physical environmental impact[7]. This Draft EIR section determines whether any project inconsistencies with public land use policies and documents would be significant and whether mitigation is feasible. Under this approach, a policy conflict is not in and of itself considered a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse, while in other cases such an inconsistency may not result in significant physical impacts.

4.10.3 Existing Environmental Setting

The 92-acre project site is located at 20101 Goldenwest Street in the central coastal portion of Huntington Beach, is generally bounded by Goldenwest Street to the south and Seapoint Street to the north, with a small portion located north of Seapoint Street, in the central coastal portion of Huntington Beach, in Orange County, California. The City is located in northwest coastal Orange County, California. The project site is comprised of two parcels: Assessor's Parcel Numbers (APNs) 023-181-54 (Planning Areas 1, 2, and 3A) and 023-181-53 (Planning Area 3B). Regional access to the project site is provided by Pacific Coast Highway (PCH, also known as State Route 1 or SR-1), State Route 39 (SR-39), and Interstate 405 (I-405). Local access to the project site is provided via Goldenwest Street, Seapoint Street, and PCH. In the existing condition, vehicular access to Planning Areas 1, 2, and 3A is provided by one secure full-access driveway along Goldenwest Street and one secure full-access driveway along Seapoint Street. Currently, no points of vehicular entry to the project site exist along PCH or Palm Avenue. Planning Area 3B is currently accessible to vehicles via a secure all-access driveway along Seapoint Street. The regional location is depicted in Figure 3-1 in Chapter 3.0, Project Description.

4.10.3.1 General Plan Designation and Zoning

The City's General Plan Land Use Element currently designates the entire project site for Commercial Visitor (CV) land uses with a Specific Plan overlay. The Commercial Visitor land use designation is intended for development with hotels/motels, timeshares, recreational commercial, eating and drinking establishments, retail, cultural facilities, and similar tourist-serving uses.[8]

Zoning of the project site is governed by the PGSP, which designates the project site for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses.

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7 *State CEQA Guidelines* Section 15382.

8 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Land Use Element*, Page 2-11. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Land_Use_Element.pdf (accessed August 6, 2025).

4.10.3.2 On-Site Uses

Planning Areas 1, 2, and 3A are currently developed with active oil and natural gas production facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, office facilities, paved and unpaved internal circulation roadways, and surface parking for employee and visitor vehicles. Planning Area 3B currently consists of a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands. There are currently two vehicular access points to Planning Areas 1, 2, and 3A (one along Seapoint Street and one along Goldenwest Street) and one vehicular access point to Planning Area 3B along Seapoint Street.

4.10.3.3 Surrounding Uses

The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, Ocean Colony), and Pattinson Park to the east; and PCH to the west.

Surrounding zoning designations include Open Space – Parks and Recreation Subdistrict (OS-PR) to the north; Medium High Density Residential (Small Lot Subdistrict) (RMH-A) to the south; Low Density Residential (RL), Medium Density Residential (RM), High Density Residential (RH), OS-PR, and Specific Plan (SP) to the east; and Open Space-Shore (OS-S) to the west.

4.10.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to land use and planning that are applicable to the proposed project are described below.

4.10.4.1 Federal Regulations

There are no federal land use regulations that apply to the proposed project with respect to land use and planning.

4.10.4.2 State Regulations

California Coastal Act. The California Coastal Act (Coastal Act) (California State Public Resources Code, Division 20, Sections 30000 et seq.) directs each local government lying wholly or partly within the Coastal Zone, as defined by the Coastal Act, to prepare a Local Coastal Program for its portion of the Coastal Zone. Local Coastal Programs (LCPs) are used to carry out the policies and requirements of the Coastal Act by local governments. LCPs are comprised of two primary components: A Land Use Plan containing policies designed to implement Chapter 3 of the Coastal Act; and an Implementation Program which includes zoning ordinances and other regulations used to implement the goals and policies established by the certified LCP. LCPs must be reviewed and certified by the California Coastal Commission before being implemented by a local government. The Coastal Element of the City's General Plan acts as the Land Use Plan for the LCP and details land use policies within the designated Coastal Zone. The Coastal Act includes specific policies addressing

issues including public access and recreation, visual resources, alteration to existing landforms, visitor accommodations, habitat protection, and development within the Coastal Zone.

The project site is located within the Coastal Zone and therefore is subject to the Coastal Act and the City of Huntington Beach General Plan Coastal Element.

California State Planning and Zoning Law. This law, which is codified in California Government Code Sections 65000-66037, delegates most of the State's local land use and development decisions to cities and counties. The California Government Code establishes specific requirements pertaining to the regulation of land uses by local governments, including general plan requirements, specific plans, subdivisions, and zoning. California Government Code Section 65302 requires that all California cities and counties include the following seven elements in their general plans:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Cities and counties in the South Coast Air Quality Management District (SCAQMD) must also address air quality in their general plans. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality.[9] The City of Huntington Beach has addressed air quality issues in the Environmental Resources and Conservation Element of the General Plan and is therefore in compliance with SCAQMD requirements. The City of Huntington Beach has addressed environmental justice issues in the Land Use, Environmental Resources and Conservation, and Housing Elements of the General Plan and is therefore in compliance with Senate Bill (SB) 1000.

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). This statute requires California's regional planning agencies to include a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy in their Regional Transportation Plans (RTP). SB 375 was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Under the law, California's regional planning agencies are required to include an SCS in their RTPs. The SCS provides a plan for meeting the regional emissions reduction targets established by the California Air Resources Board (CARB). If the emissions reduction targets cannot be met through the SCS, an Alternative Planning Strategy (APS) may be developed that shows how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures of policies. SB 375 also offers local governments regulatory and other incentives to encourage more compact new development and transportation alternatives.

[9] Senate Bill 1000, adopted in 2016, requires both cities and counties that have disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans, either in a separate EJ element or by integrating related goals, policies, and objectives throughout the other elements. This update, or revision if the local government already has EJ goals, policies, and objectives, must happen "upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018."

The requirements of SB 375 are reflected in the 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) adopted by the Southern California Association of Governments (SCAG), which serves as the regional planning agency in the six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties. The 2024-2050 RTP/SCS is discussed in further detail below.

4.10.4.3 Regional Regulations

Southern California Association of Governments (SCAG). As the designated Metropolitan Planning Organization (MPO) for the six-county subregion that includes Orange County, SCAG prepares several plans to address regional growth, including the RTP/SCS. SCAG is mandated by federal and State law to research and draw up plans for transportation, growth management, hazardous waste management, and a regional growth forecast that is the foundation for these plans and regional air quality plans developed by the South Coast Air Quality Management District (SCAQMD). SCAG prepares several plans to address regional growth, including the Regional Comprehensive Plan and Guide, Regional Housing Needs Assessment (RHNA), the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the annual State of the Region reports to measure progress toward achieving regional planning goals and policies.

Regional Comprehensive Plan. SCAG's RCP provides a policy framework for regional planning in Southern California. The RCP calls for city and county coordination and improvement when addressing regional issues related to growth management and development. However, the RCP serves as a voluntary "toolbox" to assist local jurisdictions in making their general and specific plans and individual projects in implementing sustainable measures. As identified in Resolution No. 08-502-1 (*Resolution of the Southern California Associated of Governments Accepting the 2008 Regional Comprehensive Plan for the SCAG Region*), given its advisory nature, the 2008 RCP is not used in SCAG's Inter-Governmental Review (IGR) process.

Regional Transportation Plan/Sustainable Communities Strategy. On April 4, 2024, SCAG adopted the 2024 RTP/SCS (Connect SoCal 2024). Connect SoCal 2024 provides an update to the 2020 RTP/SCS (Connect SoCal 2020) and provides a common foundation for regional and local planning, policymaking, and infrastructure goals in the SCAG region.[10] The horizon year for the Connect SoCal 2024 is 2050. The core vision for Connect SoCal 2024 is to increase mobility options and achieve a more sustainable growth pattern. The goals of Connect SoCal 2024 are designed to achieve this vision and fall into four core categories, including mobility, communities, environment, and economy, as described below:

- **Mobility:** Build and maintain an integrated multimodal transportation network.
- **Communities:** Develop, connect, and sustain communities that are livable and thriving.
- **Environment:** Create a healthy region for the people of today and tomorrow.

[10] Southern California Association of Governments (SCAG). April 2024. 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024). Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565 (accessed December 22, 2025).

- **Economy:** Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents.

Connect SoCal 2024 outlines the challenges facing the region, shared goals and policies, and the transportation investments and land use strategies and policies to meet GHG reduction targets and deliver significant benefits to the region with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation.

4.10.4.4 Local Regulations

City of Huntington Beach General Plan. The *City of Huntington Beach General Plan* was comprehensively updated in 2017 and is the primary planning and policy document of the City of Huntington Beach. This document provides the regulatory framework for the use and management of the City's resources and outlines policies related to public and private land use, design guidelines for development and open spaces, housing conservation and new residential development, public services and infrastructure, natural resources, economic resources, and policies to protect against natural and manmade hazards. The City's General Plan includes nine elements, including Land Use, Circulation, Environmental Resources and Conservation, Natural and Environmental Hazards, Noise, Public Services and Infrastructure, Historic and Cultural Resources, Housing, Implementation program, and Coastal. The Coastal Element of the General Plan acts as the Land Use Plan for the LCP and details land use policies within the designated Coastal Zone.

Land Use Element. The Land Use Element of the *City of Huntington Beach General Plan* was adopted in 2017 as part of the City's comprehensive General Plan Update. This element includes the Issues, Goals, Policies, and Land Use standards relating to land use in the City of Huntington Beach. Specifically, the Land Use Element identifies the location and extent of land uses within the City, design guidelines and economic issues affecting the City's planning area, standards for residential density and nonresidential development within designated land uses, and population growth effects on the City. The City's Land Use Element also includes an Urban Design Plan, "outlining the fundamental components of community form" in the City and an Economic Development Plan which recommends development strategies related to community economic sustainability. Future development must be consistent with land uses established for each parcel of land and must also be consistent with applicable goals and policies established for the land designation.

Circulation Element. The goal of the Circulation Element is to ensure "that mobility options in Huntington Beach remain diverse and efficient." The Circulation Element includes goals, policies, and implementation programs for the 2040 planning horizon for the City's roadway system and highlights the City's need to provide an effective circulation system to service the needs of existing and future local and regional traffic. The multimodal circulation system includes bikeways, equestrian trails, sidewalks and jogging paths, and includes the public transit services for the City provided by the Orange County Transportation Authority (OCTA). The policies and programs in this element aim to serve the demands of current and planned land uses identified in the Land Use Element through goals and policies to help reduce and prevent traffic

congestion, provide for safe active transportation, and assist in planning for new transit opportunities.

Environmental Resources and Conservation Element. The Environmental Resources and Conservation Element includes the goals and policies that aim to protect and conserve the City of Huntington Beach's environmental resources such as the beaches and open space within the City. The element also aims to implement regulations to address issues regarding air quality, water quality, biological resources, and other natural resources present in the City. Included in this element is the Open Space Plan that guides the protection of open space saved for the preservation of natural resources, outdoor recreation, and public health. The Open Space Plan also identifies local open spaces including the beach and other coastal areas. The Conservation Plan portion of the element discusses the quality of natural resources and the issues, goals, and policies for both open space and conservation to protect and improve the environmental resources present within the City.

Natural and Environmental Hazards Element. Section 65302(g) of the California Government Code mandates the inclusion of a city's preparation for emergency situations, improvement of the community resilience, and recovery. The issues, goals, and policies regarding hazards and hazards response is covered in the Natural and Environmental Hazards Element of the General Plan. This element also includes assessment of seismically induced conditions such as ground shaking, surface rupture, ground failure, tsunami, seiche, and dam failure; slope instability and potential mudslide and landslide prone areas; subsidence; liquefaction; flooding; wildland and urban fires; and evacuation routes. Additional safety and hazards issues specified in the element include coastal hazards, hazardous materials and waste, aircraft hazards, and disaster and emergency preparedness. The element also includes the Hazards Plan that discusses the natural and environmental risks present in Huntington Beach and any foreseeable future variations to the existing conditions in the area.

Noise Element. The Noise Element of the General Plan describes the fundamentals of noise, defines noise standards including noise levels contour maps, and recommends strategies to achieve goals and related policy implementation. This element also outlines the important noise issues affecting Huntington Beach and the consideration of noise control measures in the planning process by identifying noise sensitive land uses, existing noise sources and potential noise impact areas, and methods to protect the health and safety of the public from excessive noise. In addition, the Noise Element provides measures to reduce noise levels related to construction noise and mechanical equipment, roadway noise, barking dogs, and other nuisance causing noise sources. This is done to minimize and prevent public health issues in compliance with requirements set by California Government Code Section 65302(f) to "identify and appraise noise problems in a community" and to "analyze and quantify, the extent practicable, current and projected noise levels."

Public Services and Infrastructure Element. The Public Services and Infrastructure Element of the General Plan examines the existing and future service and infrastructure needs of the City of Huntington Beach as they relate to water, waste, energy, and sewage, as well as public services such as police, fire, and schools. Included in this element is the Public Facilities and Services Plan, which identifies police and fire services, the level of service and school and library systems,

and other community services. The Infrastructure Plan describes the infrastructure systems for the collection, treatment, and management of water resources, solid waste, and power. The issues, goals, and policies described in the element detail the required level of service to provide efficient and affordable community services and infrastructure needs of the current and future residents of the City.

Housing Element. Housing Elements are used to plan and meet the existing and projected housing needs of all economic segments of the community pursuant to requirements outlined in State Housing Element Law . The Housing Element is updated every eight years, and the 2021–2029 Housing Element is the 6th Cycle Update. The City's adopted 2021–2029 Housing Element includes an assessment of the City's demographics and household types, an analysis of potential constraints to meet the City's housing needs, and identifies goals, policies and programs to meet the City's housing needs. The Housing Element also establishes strategies and programs to meet the Regional Housing Needs Assessment (RHNA). These objectives aim to protect and improve housing and neighborhoods; provide adequate housing; provide affordable housing; remove potential housing constraints, encourage fair and equal housing; and promote sustainable housing initiatives.

General Plan Implementation Programs. Implementation programs within the General Plan address each General Plan element and are based on the type of program and the City's requirements. Implementation programs include City Plans, Ordinances and Programs; Capital Improvements; Development Review Requirements; Interjurisdictional Coordination; and Public Outreach and Information. These programs establish the applicable departments or agencies, funding, and schedules for program actions. Environmental impacts associated with the goals and policies in the General Plan may use the implementation programs as mitigation measures to reduce the potentially significant impacts associated with the plan guidelines.

City of Huntington Beach Zoning Code. Zoning is the division of a city or county into districts and the application of development regulations specific to each district. The Huntington Beach Zoning and Subdivision Ordinance ("HBZSO" or "Zoning Code") regulates the use of private property and designates guidelines and requirements for residential, commercial, industrial, and other land uses within the City. Huntington Beach uses the HBZSO to evaluate a proposed project's land use compatibility with existing ordinances, provisions, and other zoning requirements. The HBZSO includes regulations concerning where and under what conditions a business may operate in the City. It also establishes zone-specific height limits, setback requirements, parking ratios, and other development standards, for residential and commercial sites.

Palm/Goldenwest Specific Plan. Specific plans are development regulation/zoning tools that may supplement or supersede the HBZSO in designated areas of the City. Specific plans allow for more customized development and design standards than conventional zoning provides. They are used in areas of the City where unique characteristics, features or issues exist, and where a comprehensive approach to planning, design and development is desired. The City currently has 18 specific plans.

The Palm/Goldenwest Specific Plan (PGSP) was adopted by the City and certified by the California Coastal Commission (Coastal Commission) in 2000. The PGSP Area encompasses 146 acres in total, including the 92-acre project site as well as a 54-acre parcel formerly owned by Pacific Land

Company (PLC) that has already been fully built out with a residential community known as The Boardwalk Community. The PGSP establishes site development standards and design guidelines for the buildout of the PGSP Area, including the redevelopment of the project site following the planned phaseout of existing oil and gas production. Because the former owner of the property, Aera Energy, did not propose a comprehensive development plan for the project site at the time the PGSP was approved, the approved PGSP notes that a Specific Plan Amendment would be necessary at such time that redevelopment of the project site is proposed.

4.10.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Thresholds of Significance.* Based on these thresholds, implementation of the proposed project would have a significant adverse impact related to land use and planning if it would:

Threshold 4.10.1: Physically divide an established community; or

Threshold 4.10.2: 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.

As discussed in Section 4.11 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would have a less than significant impact related to the physical division of an established community (Threshold 4.10.1). Therefore, this topic is not further addressed below.

4.10.6 Project Impacts

Threshold 4.10.2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant With Mitigation Incorporated. The project site is under the City's land use planning and regulatory jurisdiction. Several regionally and locally adopted land use plans, policies, and regulations would be applicable to the proposed project, including the SCAG 2008 Regional Comprehensive Plan and Connect SoCal 2024, the City of Huntington Beach General Plan, the HBZSO, and the PGSP.

Southern California Association of Governments. SCAG's 2008 RCP addresses issues such as housing, traffic, air quality, and water resources as a guide for local agencies to use in preparing plans that deal with regional issues. The RCP outlines a vision of how the Southern California region can balance growth with conservation in order to achieve a higher quality of life. The fundamental goals of SCAG's RTP/SCS are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class.

Table 4.10.A, below, presents the proposed project's consistency with the relevant adopted Connect SoCal 2024 goals. Connect SoCal 2024 seeks to link the goal of sustaining mobility with the goals of fostering economic development; enhancing the environment; reducing energy consumption; promoting transportation-friendly development patterns; and encouraging fair and equitable access

to residents impacted by socioeconomic, geographic, and commercial conditions. Implementation of the proposed project would be consistent with the goals and the intent of Connect SoCal 2024. The analysis of the proposed project's consistency with relevant Connect SoCal 2024 goals is provided in Table 4.10.A.

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
Mobility Goal: Build and maintain an integrated multimodal transportation network.	**Consistent.** The proposed vehicular and pedestrian circulation system is described in Chapter 3.0, Project Description, and would be designed, developed, and maintained to meet local and regional transportation standards to ensure efficient mobility and access to the project site. On-site circulation would provide convenient, safe, and efficient access/connections to adjacent streets (including PCH, Seapoint Street, and Goldenwest Street), and would meet emergency response vehicle requirements. Under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. In addition, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would create a new pedestrian linkage along PCH. On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. The Orange County Transportation Authority (OCTA) operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure (MM) TRA-1 (refer to Section 4.15, Transportation).

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	In addition, the proposed project would include on-site amenities for recreation, exercise, dining, and entertainment, and would decrease dependency on automobiles for residents by providing such amenities on-site. Therefore, the proposed project would be consistent with the goal of building and maintaining an integrated multimodal transportation network.
Mobility Subgoal: Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	**Consistent.** All future infrastructure improvements on the project site would be maintained by the appropriate party in accordance with Table 0.1, Financing and Maintenance Plan, of the Draft Amended PGSP. As described in the table, while developers/builders would be responsible for financing and executing construction of private streets and roadways, the future Homeowners Association (HOA) or Property Owners Association (POA) would be responsible for maintenance. Public streets in the project site vicinity (Goldenwest, Seapoint, and Palm) would be maintained by the City's Public Works Department. However, as described in the Draft Amended PGSP, PCH is owned, operated, and maintained by Caltrans. Any proposed improvements within Caltrans right-of-way, including intersections between Seapoint Street and Goldenwest Street to serve the project site, would be appropriately coordinated with Caltrans staff and, following Caltrans approval, would be maintained by Caltrans. These improvements would also be required to comply with Caltrans highway design standards. Each project site entry intersection along PCH between Seapoint Street and Goldenwest Street, if signalized, would include pedestrian crosswalks to increase safe access from the project site to the beach. As described in Section 4.2, Air Quality, Mitigation Measure AQ-1 would require all Project Applicants to adhere to a variety of emission reduction measures, including light-colored paving and roofing materials and energy/fuel-efficient design features. As described in Section 4.7, Greenhouse Gas Emissions, Mitigation Measure GHG-1 would require project-level analysis of GHG emissions for each future discretionary development on the project site, as well as the incorporation of all feasible project-specific GHG reduction measures. Therefore, although project impacts to these topics would remain significant and unavoidable, the proposed project would include measures and strategies to reduce emissions of criteria air pollutants and GHGs. Therefore, the proposed project would be consistent with the subgoal of supporting investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized GHG emissions.

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
Mobility Subgoal: Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	**Consistent.** As previously stated, the proposed project would promote a variety of transportation options, including pedestrian, bicycle, transit, and vehicular travel. On-site circulation would provide convenient, safe, and efficient access/connections to adjacent streets (including PCH, Seapoint Street, and Goldenwest Street). In addition, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to increase opportunities for safe access to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. In addition, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would create a new pedestrian linkage along PCH. On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. The (OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to MM TRA-1 (Section 4.15, Transportation). Therefore, the proposed project would be consistent with the subgoal of ensuring that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
Mobility Subgoal: Support planning for people of all ages, abilities and backgrounds.	**Consistent.** In accordance with the *State CEQA Guidelines*, the planning process for the proposed project has allowed for participation by all members of the community. The City submitted a Notice of Preparation (NOP) along with an Initial Study for the project to the State Clearinghouse (SCH) on February 6, 2026 (SCH No. 2026020245). The NOP was also filed with the

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	Orange County Clerk and published in the Huntington Beach Wave, the City's newspaper of record, on February 5, 2026. In addition, the NOP was mailed to an extensive list of recipients, including adjacent property owners and occupants of the properties located within 300 feet of the project site. The City also held a public scoping meeting to present the project and to solicit input from interested individuals regarding environmental issues that should be addressed in the Draft EIR. The in-person scoping meeting was held at Huntington Beach City Hall on Wednesday, February 18, 2026, from 6:30 p.m. to 7:30 p.m. Lastly, this Draft EIR will be circulated along with a Notice of Availability (NOA) for public review and comment for a minimum of 45 days, consistent with *State CEQA Guidelines* Section 15105(a). In accordance with *State CEQA Guidelines* Section 15087, the NOA will specify the manner in which the lead agency will accept comments during the comment period including via email or postal/courier service to the City. Therefore, the City has provided multiple opportunities for members of the public, regardless of age, ability, and background, to provide input on the proposed project. The Draft Amended PGSP promotes opportunities for the public to view and access the coastline through the proposed pedestrian esplanade and crosswalk at the main entry intersection along PCH. All sidewalk improvements proposed under the project would be consistent with Americans with Disabilities Act (ADA) regulations, which would ensure accessibility for individuals with mobility limitations. As previously described, the proposed project would promote a variety of transportation options, including biking, walking, transit use, and vehicular access, to fit the wide range of mobility needs within the community. Further, the proposed project would include opportunities for all residents through the provision of affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with the subgoal of supporting planning for people of all ages, abilities and backgrounds.
Communities Goal: Develop, connect and sustain communities that are livable and thriving.	**Consistent.** The proposed project would facilitate the development of a community that integrates housing, employment opportunities, recreational facilities, and visitor-serving uses within an accessible, walkable environment. As described in Chapter 3.0, Project Description, the proposed project would increase coastal access not only for residents and

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	employees but also for visitors through the provision of a lively oceanfront pedestrian promenade containing viewing platforms and interpretive signage, as well as the development of pedestrian crosswalks to the beach at the main signalized entrance to the project site along PCH. In addition, gathering spots would be provided throughout the project site in order to encourage interaction and a sense of belonging. Therefore, the proposed project would be consistent with the goal of developing, connecting, and sustaining communities that are livable and thriving.
Communities Subgoal: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.	**Consistent.** As described in Section 2.1 of the Draft Amended PGSP, the City's vision for the project site is to create an "inviting environment for all visitors, celebrating the rich history and culture of Huntington Beach while fostering an authentic sense of place. The community would feature vibrant and dynamic open spaces designed to encourage interaction among residents and visitors, thereby promoting a strong community fabric. Therefore, the proposed project would foster a sense of community and human connection through its design features. The mixed-use concept for the project site is anticipated to reduce travel distances by locating hospitality, visitor-serving, and residential land uses within walking and biking distance to each other and to other attractions in the City. Further, as previously described, the proposed project would increase mobility options through the inclusion of pedestrian crosswalks to the beach, sidewalks would be provided along the main entry road, and a greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Additionally, the proposed project would encourage bicycle usage through the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. The proposed project would also encourage transit use through the potential development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with the subgoal of creating human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
Communities Subgoal: Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	**Consistent.** Under the proposed project, Planning Area 2 could be developed with a diverse range of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes and multi-dwelling structures, with a maximum residential density of 15 dwelling units per acre (du/ac). Up to 800 residential units could be developed within Planning Area 2.

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	Further, the proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with the subgoal of producing and preserving diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.
Environment Goal: Create a healthy region for the people of today and tomorrow.	**Consistent.** The CEQA process ensures that plans at all levels of government consider environmental impacts. Various sections of this Draft EIR appropriately address the potential environmental impacts related to future developments and outline mitigation measures and regulatory requirements that would reduce environmental impacts, as applicable and feasible. As described in Chapter 3.0, Project Description, future developments on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code), Title 24 energy efficiency requirements, and Assembly Bill (AB) 1881 water efficient landscape requirements. Conservation and sustainability measures would include, but are not limited to, bicycle parking racks; electric vehicle (EV) charging stations and EV capable spaces; passive solar design; efficient low-e glazing; water conserving plumbing fixtures and fittings; and automatic irrigation controllers, sensors, and metering of outdoor water use. Therefore, the proposed project would be consistent with the goal of creating a healthy region for the people of today and tomorrow.
Environment Subgoal: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.	**Consistent.** As described in the Initial Study (IS) prepared for the proposed project (Appendix B), future developments on the project site would be required to adhere to the California Building Code (CBC) (California Code of Regulations [CCR], Title 24) and the Huntington Beach Building and Construction Code. Additionally, all future development on the project site would be required to undergo a design-level geotechnical exploration and laboratory testing program, and implement applicable structural design recommendations, as necessary. Therefore, future developments would be analyzed for susceptibility to stresses and disruptions and designed to withstand such occurrences. Sea level rise is a gradual process causing average sea levels to increase over prolonged periods of time and is directly linked to climate change. As discussed in the IS, a Sea Level Rise Vulnerability Assessment was prepared in 2014 in support of a comprehensive update to the City's General Plan. In addition, an updated Sea Level Rise Vulnerability Assessment was prepared in 2021. This technical report estimated the consequences, probability, and resulting risk from various sea level rise scenarios through the year 2100. According to the most current Sea Level Rise Vulnerability Assessment, the project site is not identified as an area subject to wave run-up or inundation under the 1.6 ft, 3.3 ft, 4.9 ft, 6.6 ft, or 10 ft sea level rise scenario through 2100.

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	Further, Figure HAZ-6 in the City's General Plan Natural and Environmental Hazards Element, the project site is not located within an area identified as an Inland 2050 Contingent Flooding Zone, Inland 2050 Tidal Flooding Zone, or Coastal 2050 Flooding Zone. In the event that an emergency occurs on the project site, future development associated with the proposed project would provide adequate emergency access (including fire access) to the site via three points of vehicular entry along Planning Areas 1 and 2's frontage with PCH, including one main entrance located near Planning Area 1 and two secondary entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively, and via pedestrian sidewalks on Palm Avenue as necessary. These provisions for emergency access would improve the site's resilience to disasters. Therefore, the proposed project would be consistent with the subgoal of developing communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.
Environment Subgoal: Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	**Consistent.** Future development of the project site under the proposed project would represent infill development within a portion of the City already characterized by urban development, thereby maintaining the City's existing development pattern. Further, as previously described, the proposed project would seamlessly integrate transportation infrastructure (sidewalks, multi-use path, bus stop, vehicular access points) with the existing transportation network in the project site vicinity. As described in Section 4.2, Air Quality, Mitigation Measure AQ-1 would require all Project Applicants to adhere to a variety of emission reduction measures, including light-colored paving and roofing materials and energy/fuel-efficient design features. As described in Section 4.7, Greenhouse Gas Emissions, Mitigation Measure GHG-1 would require project-level analysis of GHG emissions for each future discretionary development on the project site, as well as the incorporation of all feasible project-specific GHG reduction measures. Therefore, although project impacts to these topics would remain significant and unavoidable, the proposed project would include measures and strategies to reduce emissions of criteria air pollutants and GHGs. As described in Chapter 3.0, future development on the project site would incorporate sustainability features pertaining to the use of energy and water. Future development on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code), Title 24 energy efficiency requirements, and Assembly Bill (AB) 1881 water efficient landscape requirements. To promote efficient use of energy, future projects would utilize passive solar design and efficient low-e glazing. To promote efficient use of water, future projects would utilize water conserving plumbing

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	fixtures and fittings indoors, as well as automatic controllers, sensors, and water metering outdoors. Therefore, the proposed project would be consistent with the subgoal of integrating the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.
Environment Subgoal: Conserve the region's resources.	**Consistent.** As described above, future development on the project site would incorporate sustainability features pertaining to the conservation of the region's resources. Future development on the project site would be required to meet regional and State sustainability goals, including the CALGreen Code, Title 24 energy efficiency requirements, and AB 1881 water efficient landscape requirements. To promote efficient use of energy, future projects would utilize passive solar design and efficient low-e glazing. To promote efficient use of water, future projects would utilize water conserving plumbing fixtures and fittings indoors, as well as automatic controllers, sensors, and water metering outdoors. Refer to Section 4.17, Utilities and Service Systems, for more details regarding the proposed project's use of resources. Therefore, the proposed project would be consistent with the subgoal of conserving the region's resources.
Economy Goal: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.	**Consistent.** As described in Chapter 3.0, Project Description, the proposed project would feature 16 acres of Commercial Visitor (CV) uses at the center of the project site, establishing it as the focal point of the site. This portion of the project site would potentially be developed with overnight accommodations and gathering spaces for visitors and residents such as retail, dining, and entertainment options. Huntington Beach is known for its beach-centered tourism opportunities. The proposed project has the potential to become a destination for visitors due to its beachfront location, similar to the Pacific City development located near Downtown Huntington Beach. Therefore, the proposed project would provide new employment opportunities and would generate sales tax revenue within the City. Additionally, both the commercial and the residential component of the proposed project would be expected to increase property tax revenue within the City. Further, the proposed project would include opportunities for all residents through the provision of affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Accordingly, the proposed project would be consistent with the goal of supporting a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.
Economy Subgoal: Improve access to jobs and educational resources.	**Consistent.** Under the proposed project, the project site could be developed with both residential (Planning Area 2) and commercial (Planning Area 1) land uses. Therefore, the proposed project would provide housing and jobs in close proximity to one another. Additionally, the proposed project would include provisions to

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	increase transportation options for employees to reach the project site, including free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). As described in Chapter 3.0, the proposed oceanfront esplanade would span approximately 80 feet wide and would feature a 12-foot-wide multi-use path with viewing platforms and interpretive signage, which would provide coastal education for visitors. Therefore, the proposed project would be consistent with the subgoal of improving access to jobs and educational resources.
Economy Subgoal: Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	**Consistent.** Section 4.15, Transportation, the transportation improvements planned under the proposed project would be integrated with the City's existing roadway network, and implementation of the proposed project would not preclude build out of the City's planned roadway network as detailed in the City's General Plan. Based on the level of service (LOS) analysis provided in the Traffic Impact Analysis (TIA) (Appendix L-1), which assumes signalization of all three project site entrances along PCH, all study intersections are anticipated to operate at a satisfactory LOS during the a.m. and p.m. peak hours both in Existing (2025) with Project and Opening Year (2035) with Cumulative Projects with Project traffic conditions. Additionally, the project driveways are forecast to operate at satisfactory LOS (B or better) during both the a.m. and p.m. peak hours. In addition, a follow-up *PCH Driveway Access Alternative Analysis* (Appendix L-2) was prepared to analyze an alternative scenario under which only the main entrance along PCH is signalized. This analysis concluded that signalizing only the main entrance, while operating the secondary entrances as right-in/right-out driveways, would still maintain a satisfactory LOS during both the a.m. and p.m. peak hours for traffic operations on PCH and for all three project driveways. Therefore, the proposed project is not anticipated to adversely affect goods movement within the City. The proposed project would support the economic vitality of the region through providing a mix of medium-density residential development, hospitality, and mixed-use commercial spaces in a desirable, visitor-attracting coastal location. As described in Section 4.2, Air Quality, Mitigation Measure AQ-1 would require all Project Applicants to adhere to a variety of emission reduction measures, including light-colored paving and roofing materials and energy/fuel-efficient design features. Therefore, although project impacts to this topic would remain significant and unavoidable, the proposed project would include measures and strategies to reduce emissions of criteria air pollutants. Therefore, the proposed project would be consistent with the subgoal of advancing a resilient and efficient goods movement system that supports the economic vitality of the

Table 4.10.A: Consistency with Regional Transportation Plan/Sustainable Communities Strategy Goals and Subgoals

Goal/Subgoal	Project Consistency
	region, attainment of clean air and quality of life for our communities.

Source: Southern California Association of Governments. 2024. Connect SoCal: A Plan for Navigating to a Brighter Future. April 4.

Pursuant to Threshold 4.10.2, the proposed project would generally be consistent with the applicable Connect SoCal 2024 goals as described in Table 4.10.A above.

City of Huntington Beach General Plan and Zoning Code. The project site is identified in the *City of Huntington Beach General Plan* as Commercial Visitor (CV) with a Specific Plan overlay. The Commercial Visitor land use designation is intended for development with hotels/motels, timeshares, recreational commercial, eating and drinking establishments, retail, cultural facilities, and similar tourist-serving uses.[11] Zoning of the project site is governed by the PGSP, which designates the project site for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. Under these designations, residential uses are not currently permitted. It should also be noted that the project site is located within the Coastal Zone.

As currently proposed, the proposed project includes the following Plan amendments:

- General Plan Amendment to change the land use designation of Planning Area 2 from Commercial Visitor (CV) to Medium Density Residential (RM) and the land use designation of Planning Area 3 from Commercial Visitor (CV) to Open Space-Park (OS-P).
- PGSP Amendment to designate Planning Area 2 as Medium Density Residential.
- Local Coastal Program (LCP) Amendment to establish consistency with the General Plan Amendment and Specific Plan Amendment described above.

Table 4.10.B compares the proposed project, including these proposed amendments, to the applicable goals and policies of each element of the City of Huntington Beach General Plan, with the exception of the Coastal Element, which is analyzed separately below.

[11] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Land Use Element*, Page 2-11. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Land_Use_Element.pdf (accessed December 31, 2025).

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Land Use Element	
Goal LU-1: New commercial, industrial, and residential development is coordinated to ensure that the land use pattern is consistent with the overall goals and needs of the community.	
Policy LU-A: Ensure that development is consistent with the land use designations presented in the Land Use Map, including density, intensity, and use standards applicable to each land use designation.	**Consistent.** As currently proposed, the proposed project would not be consistent with the project site's current General Plan land use and PGSP designations. Therefore, the following changes to the City's existing General Plan, PGSP, and Local Coastal Program (LCP) are proposed to reflect the proposed project. The proposed project includes a: (1) General Plan Amendment to change the land use designation of Planning Area 2 from Commercial Visitor (CV) to Medium Density Residential (RM) and the land use designation of Planning Area 3 from Commercial Visitor (CV) to Open Space-Park (OS-P); (2) PGSP Amendment to designate Planning Area 2 as Medium Density Residential; and (3) LCP Amendment consistent with the General Plan Amendment and Specific Plan Amendment proposed. Approval of the General Plan Amendment, PGSP Amendment, and LCP Amendment listed above would render the proposed project consistent with the City's established land use regulations. Future developments on the project site would be required to adhere to applicable site development standards and design guidelines set forth in the Draft Amended PGSP. Therefore, the proposed project would be consistent with Policy LU-A.
Policy LU-B: Ensure new development supports the protection and maintenance of environmental and open space resources.	**Consistent.** As described in Section 4.3, Biological Resources, the proposed project would replace industrial uses and would not result in the elimination of any existing open space resources. The proposed project would not result in any significant direct or indirect impacts to nearby open space resources (Bolsa Chica Ecological Reserve, Harriett M. Wieder Regional Park, and beaches) with incorporation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, N-1, and N-2, as well as Standard Conditions BIO-1 and AES-1. Further, as described in Chapter 3.0, the proposed project includes 22.8 acres of open space and parks, of which 19.7 acres would be located within Planning Area 3A and 3.1 acres would be located within Planning Area 3B. Planning Area 3A would form a greenbelt encompassing Planning Areas 1 and 2. Under this concept, an oceanfront esplanade would be developed along Planning Areas 1 and 2's approximately 1.2-mile frontage along PCH. Along this frontage, the proposed oceanfront esplanade would span approximately 80 feet wide and would feature a 12-foot-wide multi-use path, including viewing platforms, interpretive signage, benches, picnic areas, and shade structures. This pedestrian promenade would connect an open space segment and multi-use path along Planning Areas 1 and 2's frontage with Palm Avenue, residential neighborhoods, and Pattinson Park. Planning Area 2's frontages along Seapoint Street and Goldenwest Street would also be developed with open space/park areas to

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	connect with the longer pedestrian multi-use paths described above. Accordingly, the entire perimeter of Planning Areas 1 and 2 would be encompassed by an approximately 2.5-mile multi-use path loop. All landscaping within Planning Area 3A would consist of drought tolerant vegetation. No development is proposed for Planning Area 3B. Existing vegetation would not be disturbed by the proposed project. Consistent with existing conditions, this 3.1-acre designated open space area would preserve existing open space and access to oil and gas production infrastructure and would not be open to the public for recreational or other uses. Therefore, the proposed project would be consistent with Policy LU-B.
Policy LU-C: Support infill development, consolidation of parcels, and adaptive reuse of existing buildings.	**Consistent.** As described in Chapter 3.0, the project site is currently developed with industrial land uses including oil and natural gas production, as well as a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands. Construction of the proposed project would involve the demolition and removal of existing oil and natural gas production facilities within these planning areas, including both aboveground structures and underground infrastructure such as pipelines and wells. Well abandonment, pipeline removal, and soil remediation activities would be required, as discussed in greater detail in Section 4.8, Hazards and Hazardous Materials, of this Draft EIR. Following these activities, Planning Areas 1, 2, and 3A would undergo site preparation activities, including rough grading and the installation of backbone infrastructure, prior to the development of residential, commercial, and open space uses. Therefore, the proposed project would be consistent with Policy LU-C.
Policy LU-D: Ensure that new development projects are of compatible proportion, scale, and character to complement adjoining uses.	**Consistent.** As described in Section 4.1, Aesthetics, the Draft Amended PGSP establishes site development standards and design guidelines for the buildout of the project site in order to ensure visual compatibility with surrounding land uses. Future commercial development within Planning Area 1 could reach a maximum height of 50 feet (four stories), while future residential development within Planning Area 2 could reach a maximum height of 35 feet (three stories), as specified in the Draft Amended PGSP. As described in Section 4.1, the overall scale and massing would be consistent with existing development in the project site vicinity and similar in nature to other mixed-use development along PCH within the city, including the Pacific City complex located approximately 1.4 miles southeast of the project site. The incorporation of visually appealing architectural elements and landscaping would also break up the scale and massing of the proposed buildings. Therefore, the proposed project would be consistent with Policy LU-D.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal LU-2: New development preserves and enhances a distinct Surf City identity, culture, and character in neighborhoods, corridors, and centers.	
Policy LU-A: Ensure that new development and reuse projects protect existing Surf City culture and identity and preserve and recognize unique neighborhoods and areas as the building blocks of the community.	**Consistent.** As described in Section 4.1, Aesthetics, the Draft Amended PGSP envisions the overall architectural design concept for buildout of the project site as a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding beach and surf community. As described in Section 4.13, Population and Housing, of the Initial Study prepared for the proposed project, no neighborhoods or housing currently exist on the project site, and there are no people living on the project site that would be displaced by the demolition activities proposed under the project. Therefore, the proposed project would be consistent with Policy LU-A.
Policy LU-B: Ensure that new and renovated structures and building architecture and site design are context-sensitive, creative, complementary of the city's beach culture, and compatible with surrounding development and public spaces.	**Consistent.** As described in Section 4.1, Aesthetics, the Draft Amended PGSP envisions the overall architectural design concept for buildout of the project site as a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding beach and surf community. Therefore, the proposed project would be consistent with Policy LU-B.
Policy LU-C: Distinguish neighborhoods and subareas by character and appearance and strengthen physical and visual distinction, architecture, edge and entry treatment, landscape, streetscape, and other elements. Evaluate the potential for enhancement of neighborhood entrances and perimeter walls.	**Consistent.** As described in Section 4.1, Aesthetics, the Draft Amended PGSP envisions the overall architectural design concept for buildout of the project site as a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding community. Under the proposed project, the existing masonry walls screening the project site from the residential neighborhoods to the northwest (The Boardwalk Community and Surfcrest Condominiums) would remain in place. However, the existing masonry walls and chain-link fencing with privacy slats surrounding Planning Areas 1, 2, and 3A would be removed in order to encourage public access to the proposed pedestrian esplanade within Planning Area 3A, which would enable new

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	views of the Pacific Ocean and coastline from the project site through the use of viewing platforms, interpretive signage, benches, and picnic areas. Therefore, the proposed project would be consistent with Policy LU-C.
Policy LU-D: Maintain and protect residential neighborhoods by avoiding encroachment of incompatible land uses.	**Consistent.** As discussed in the Coastal Element of the City's General Plan, the City considers oil production facilities, such as those present on the project site under existing conditions, to be visually incompatible with the coastal visual character. As described in Chapter 3.0, Project Description, surrounding land uses in the project site vicinity include a mix of residential communities, open space areas, and recreational facilities. Under the proposed project, the project site could be developed with up to 800 residential units, 350 hotel rooms, and other permitted commercial uses on the project site, as well as landscaping, signage, and pedestrian and vehicular circulation infrastructure. These land uses would be generally compatible with surrounding land uses. Therefore, the proposed project would be consistent with Policy LU-D.
Policy LU-E: Intensify the use and strengthen the role of public art, architecture, landscaping, site design, and development patterns to enhance the visual image of Huntington Beach.	**Consistent.** As described in Section 4.1, Aesthetics, the overall architectural design concept for buildout of the project site would be a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding beach and community. The incorporation of visually appealing architectural elements and landscaping would also break up the scale and massing of the proposed buildings in order to soften their appearance as perceived from the Pacific Ocean and beach. Further, as described in Section 3.4.8 of the Draft Amended PGSP, public art shall be incorporated into all new development projects within Planning Areas 1 and 3A that are subject to Design Review Board, consistent with the City of Huntington Beach Urban Design Guidelines. Therefore, the proposed project would be consistent with Policy LU-E.
Goal LU-3: Neighborhoods and attractions are connected and accessible to all residents, employees, and visitors.	
Policy LU-A: Ensure that future development and reuse projects are consistent with the Land Use Map to provide connections between existing neighborhoods and city attractions.	**Consistent.** The proposed General Plan Amendment, PGSP Amendment, and LCP Amendment would provide connections between existing neighborhoods and city attractions. Under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	provide directions to pedestrians. Further, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Accordingly, the proposed project would result in new pedestrian connectivity. Therefore, the proposed project would be consistent with Policy LU-A.
Policy LU-B: Improve trail, bicycle pathway, roadway, sidewalk, and transit connections to new development and reuse projects.	**Consistent.** As previously stated, the proposed project would promote a variety of transportation options, including pedestrian, bicycle, transit, and vehicular travel. On-site circulation would provide convenient, safe, and efficient access/connections to adjacent streets (including PCH, Seapoint Street, and Goldenwest Street). In addition, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to increase opportunities for safe access to the beach. Sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. In addition, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would create a new pedestrian linkage along PCH. On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy LU-B.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Policy LU-C: Ensure connections are well maintained and safe for users.	**Consistent.** All future infrastructure improvements on the project site would be maintained by the appropriate party in accordance with Table 0.1, Financing and Maintenance Plan, of the Draft Amended PGSP. As described in the table, while developers/builders would be responsible for financing and executing construction of private streets and roadways, the future Homeowners Association (HOA) or Property Owners Association (POA) would be responsible for maintenance. Public streets in the project site vicinity (Goldenwest, Seapoint, Palm) would be maintained by the City's Public Works Department. However, as described in the Draft Amended PGSP, PCH is owned, operated, and maintained by Caltrans. Any proposed improvements within Caltrans right-of-way, including intersections between Seapoint and Goldenwest to serve the project site, would be appropriately coordinated with Caltrans staff and, following Caltrans' approval, would be maintained by Caltrans. These improvements would also be required to comply with Caltrans' highway design standards. Each project site entry intersection between Seapoint and Goldenwest, if signalized, would include pedestrian crosswalks to increase safe access from the project site to the beach. Therefore, the proposed project would be consistent with Policy LU-C.
Goal LU-4: A range of housing types is available to meet the diverse economic, physical, and social needs of future and existing residents, while neighborhood character and residences are well maintained and protected.	
Policy LU-A: Encourage a mix of residential types to accommodate people with diverse housing needs.	**Consistent.** Under the proposed project, Planning Area 2 could be developed with a diverse range of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes and multi-dwelling structures, with a maximum residential density of 15 dwelling units per acre (du/ac). Up to 800 residential units could be developed within Planning Area 2. Further, the proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with Policy LU-A.
Policy LU-B: Improve options for people to live near work and public transit.	**Consistent.** Under the proposed project, the project site could be developed with both residential (Planning Area 2) and commercial (Planning Area 1) land uses. Therefore, the proposed project would provide housing and jobs in close proximity to one another. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy LU-B.
Policy LU-D: Ensure that single-family residences are of compatible proportion scale and character to surrounding neighborhoods.	**Consistent.** Under the proposed project, Planning Area 2 could be developed with a diverse range of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes and multi-dwelling structures, with a maximum residential density of 15 du/ac. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding community. The incorporation of visually appealing architectural elements and landscaping would also break up the scale and massing of the proposed buildings in order to soften their appearance as perceived from the Pacific Ocean and beach. In addition, future developments on the project site would be required to adhere to applicable site development standards and design guidelines set forth in the Draft Amended PGSP to ensure they adhere to the appropriate scale and character of surrounding neighborhoods. Therefore, the proposed project would be consistent with Policy LU-D.
Policy LU-E: Encourage housing options located in proximity to employment to reduce vehicle miles traveled.	**Consistent.** Under the proposed project, the project site could be developed with both residential (Planning Area 2) and commercial (Planning Area 1) land uses. Accordingly, the proposed project would provide housing and jobs in close proximity to one another. In addition, the proposed project would incentivize transit use, which would in turn reduce VMT, by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy LU-E.
Goal LU-7: Neighborhoods, corridors, and community subareas are well designed, and buildings, enhanced streets, and public spaces contribute to a strong sense of place.	
Policy LU-A: Preserve unique neighborhoods, corridors, and subareas, and continue to use specific plans to distinguish districts and neighborhoods by character and appearance.	**Consistent.** As described in Chapter 3.0, the project proposes an amendment to the approved PGSP, among other discretionary actions, to allow for the future redevelopment of the project site, including the demolition and removal of existing oil and gas production infrastructure and the future construction of up to 800 residential units, up to 350 hotel rooms or other permitted visitor-serving uses, and various open space and park areas. This amendment also establishes site development standards and design guidelines for future projects.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	As described in Section 4.1, Aesthetics, the overall architectural design concept for buildout of the project site would be a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding community. As described in Section 4.13, Population and Housing, of the IS prepared for the proposed project, no neighborhoods or housing currently exist on the project site, and there are no people living on the project site that would be displaced by the demolition activities proposed under the project. Therefore, the proposed project would be consistent with Policy LU-A.
Policy LU-B: Use street trees, signage, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of subareas, neighborhoods, corridors, nodes, and public spaces.	**Consistent.** As described in Chapter 3.0, landscaping would be provided throughout Planning Areas 1, 2, and 3A, including a combination of groundcovers, shrubs, and trees. The proposed landscaping would be consistent with the landscaping characteristics of surrounding land uses. All landscaping on the project site would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of plant species listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP. Consistent street tree themes would be used for internal circulation roadways, and trees, vines, and shrubs would be used to soften signs and walls throughout Planning Areas 1, 2, and 3A. As described in Section 4.1, Aesthetics, the overall architectural design concept for buildout of the project site would be a contemporary seaside community theme, which would be accomplished through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding community. Further, as described in Section 3.4.8 of the Draft Amended PGSP, public art shall be incorporated into all new development projects within Planning Areas 1 and 3A that are subject to Design Review Board, consistent with the City of Huntington Beach Urban Design Guidelines. Therefore, the proposed project would be consistent with Policy LU-B.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Policy LU-D: Enhance intersection subareas to create additional pedestrian connections and appeal of the area.	**Consistent.** Under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. Further, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would be consistent with Policy LU-D.
Goal LU-11: Commercial land uses provide goods and services to meet regional and local needs.	
Policy LU-A: Encourage a variety of commercial uses that cater to local and regional demand to create an environment that meets resident needs and increases the capture of sales tax revenues.	**Consistent.** As described in Chapter 3.0, the proposed project includes 16 acres of Commercial Visitor (CV) uses in the central portion of the project site (Planning Area 1). The centralized location of Planning Area 1 would make the commercial component the primary focal point of the project site with overnight accommodations and gathering spaces for visitors and residents such as retail, dining, and entertainment options. With a maximum floor area ratio (FAR) of 0.5, Planning Area 1 could be developed with a maximum of 348,480 square feet of commercial uses, which could include up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. Pursuant to the Draft Amended PGSP and Chapter 211, Section 211.04 of the HBZSO, the following land uses are permitted within Planning Area 1: 1) eating and drinking establishments; 2) personal services; and 3) retail sales. In addition, land uses that are permitted within Planning Area 1 with approval of a conditional use permit (CUP) or with certain limitations include: (1) commercial recreation & entertainment; (2) food & beverage sales; (3) outdoor retail sales; and (4) seasonal sales. Therefore, the proposed project would be consistent with Policy LU-A.
Goal LU-13: The city provides opportunities for new businesses and employees to ensure a high quality of life and thriving industry.	
Policy LU-C: Support development of new commercial and industrial projects and retrofits of existing buildings.	**Consistent.** The proposed General Plan Amendment, Specific Plan Amendment, and Local Coastal Program (LCP) Amendment would enable the development of Planning Area 1 with a maximum of 348,480 square feet of commercial uses, which could include up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. Therefore, the proposed project would be consistent with Policy LU-C.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Policy LU-D: Improve transit and other alternative transportation options, including shuttles and safe bicycle routes, for employees who live and work in the community.	**Consistent.** On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy LU-D.
Goal LU-14: Huntington Beach continues to attract visitors and provides a variety of attractions and accommodations during their stay.	
Policy LU-A: Encourage expansion of the range and location of available lodging for both tourist and business visitors.	**Consistent.** As described in Chapter 3.0, the proposed project includes 16 acres of Commercial Visitor (CV) uses in the central portion of the project site (Planning Area 1). The centralized location of Planning Area 1 would make the commercial component the primary focal point of the project site with overnight accommodations and gathering spaces for visitors and residents such as retail, dining, and entertainment options. Under the proposed project, Planning Area 1 could be developed with up to 350 hotel rooms. This would include lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with Policy LU-A.
Policy LU-B: Encourage both coastal and inland visitor-serving uses to offer a wide spectrum of opportunities for residents and visitors.	**Consistent.** As described in Chapter 3.0, the proposed project includes 16 acres of Commercial Visitor (CV) uses in the central portion of the project site (Planning Area 1). The centralized location of Planning Area 1 would make the commercial component the primary focal point of the project site with overnight accommodations and gathering spaces for visitors and residents such as retail, dining, and entertainment options. With a maximum FAR of 0.5, Planning Area 1 could be developed with a maximum of 348,480 square feet of commercial uses, which could include up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. Pursuant to the Draft Amended PGSP and Chapter 211, Section 211.04 of the HBZSO, the following

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	land uses are permitted within Planning Area 1: (1) eating and drinking establishments; (2) personal services; and (3) retail sales. In addition, land uses that are permitted within Planning Area 1 with approval of a conditional use permit (CUP) or with certain limitations include: (1) commercial recreation & entertainment; (2) food & beverage sales; (3) outdoor retail sales; and (4) seasonal sales. Therefore, the proposed project would be consistent with Policy LU-B.
Policy LU-C: Improve the availability of affordable housing and accessible transportation options for service workers.	**Consistent.** The proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2). Further, as previously stated, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy LU-C.
Policy LU-D: Facilitate the provision of transit and bicycling linkages between the various tourist destinations which help encourage local residents and visitors to minimize the use of automobiles.	**Consistent.** On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy LU-D.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Circulation Element	
Goal CIRC-1a: The circulation system supports existing, approved, and planned land uses while maintaining a desired level of service and capacity on streets and at critical intersections.	
Policy CIRC-B: Maintain the following adopted performance standards for citywide level of service for traffic-signal-controlled intersections during peak hours. ● Locations with specific characteristics identified as critical intersections: LOS E (ICU to not exceed 1.00) ● Principal Intersections: LOS D (0.81–0.90 ICU) ● Secondary Intersections: LOS C (0.71–0.80 ICU)	**Consistent.** As described in Section 4.15, Transportation, the transportation improvements planned under the proposed project would be integrated with the City's existing roadway network, and implementation of the proposed project would not preclude buildout of the City's planned roadway network as detailed in the City's General Plan. Based on the LOS analysis provided in the Traffic Impact Analysis (TIA) (Appendix L-1), which assumes signalization of all three project site entrances along PCH, all study intersections are anticipated to operate at a satisfactory LOS during the a.m. and p.m. peak hours both in Existing (2025) with Project and Opening Year (2035) with Cumulative Projects with Project traffic conditions. Additionally, the TIA determined the project driveways were forecast to operate at satisfactory LOS (B or better) during both the a.m. and p.m. peak hours. In addition, a follow-up *PCH Driveway Access Alternative Analysis* (Appendix L-2) was prepared to analyze an alternative scenario under which only the main entrance along PCH is signalized. This analysis concluded that signalizing only the main entrance, while operating the secondary entrances as right-in/right-out driveways, would still maintain a satisfactory LOS during both the a.m. and p.m. peak hours for traffic operations on PCH and for all three project driveways. Therefore, the proposed project would be consistent with Policy CIRC-B.
Policy CIRC-F: Require development projects to provide circulation improvements to achieve stated City goals and to mitigate to the maximum extent feasible traffic impacts to adjacent land uses and neighborhoods as well as vehicular conflicts related to the project.	**Consistent.** The proposed project would include a variety of transportation facility improvements. Consistent with the approved PGSP, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two signalized secondary entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Because PCH falls under Caltrans' jurisdiction, the precise location and design of the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a Coastal Development Permit (CDP) for residential or commercial development. Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development. Internal circulation within the project site would consist of a main entry road connecting to the main signalized entrance

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	along PCH, two secondary roads, and a collector road running parallel to the northeastern boundary of Planning Areas 1 and 2, connecting Goldenwest Street with Seapoint Street. Lastly, upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. Therefore, the proposed project would be consistent with Policy CIRC-F.
Policy CIRC-G: Limit driveway access points, require driveways to be wide enough to accommodate traffic flow from and to arterial roadways, and establish mechanisms to consolidate driveways where feasible and necessary to minimize impacts to the smooth, efficient, and controlled flow of vehicles, bicycles, and pedestrians.	**Consistent.** Consistent with the approved PGSP, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary signalized entrances (subject to Caltrans approval) closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Because PCH falls under Caltrans' jurisdiction, the precise location and design of the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a CDP for residential or commercial development. Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development. Given the size of the project site and the anticipated volume of average daily vehicle trips, the City considers the number of driveways appropriate. Furthermore, as described in the TIA included in Appendix L-1, and the *PCH Driveway Access Alternative Analysis* (Appendix L-2), the project driveways are forecast to operate at satisfactory LOS (B or better) during both the a.m. and p.m. peak hours under scenarios where all three project entrances along PCH are signalized and where only the main project entrance along PCH is signalized. Therefore, the proposed project would be consistent with Policy CIRC-G.
Policy CIRC-H: Protect residential neighborhoods from adverse conditions associated with cut-through and nonresidential traffic.	**Consistent.** Consistent with the approved PGSP, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, including one main entrance located near Planning Area 1 and two secondary entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. PCH provides regional access to the City and is not considered a residential street. Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	along Goldenwest Street and Seapoint Street, respectively. Goldenwest Street is designated as a major (6 lane divided) roadway and is not considered a residential street. Seapoint Street is designated as a primary (4 lane divided) roadway and is not considered a residential street. No vehicular access points would be provided along Palm Avenue, but emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary. Therefore, the proposed project would be consistent with Policy CIRC-H.
Goal CIRC-1b: The implementation of citywide systems and driver applications, such as vehicle detection, traffic signal coordination, collision avoidance systems, traffic calming measures, and emergency or traffic notification systems, creates a quality circulation system.	
Goal CIRC-1c: Through ongoing evaluation of jurisdiction, efficient transportation management provides the highest level of safety, service, and resources.	
Goal CIRC-3a: Convenient and efficient connections between regional transit and areas of employment, shopping, recreation, and housing will increase ridership and active mobility, with a focus on first/last mile solutions.	
Goal CIRC-3b: The City is positioned to expand transit, through a long-range strategy that allows the City to carry out transportation goals as funding and infrastructure are feasible.	
Policy CIRC-D: Require new projects to contribute to the transit and/or active transportation network in proportion to their expected traffic generation.	**Consistent.** As previously stated, the project site is adjacent to four OCTA bus stops. One bus stop is located in each direction of travel at the intersection of PCH and Seapoint Street, and two more bus stops are located at the intersection of PCH and Goldenwest Street. These bus stops are served by either OCTA Route 1 or OCTA Route 25, which both run at a 1-hour frequency. The proposed project would potentially increase transit ridership by constructing a project with access to nearby transit facilities. Further, once Caltrans' approval has been secured, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH to accommodate the potential increase in ridership. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy CIRC-D.
Goal CIRC-4: A balanced and integrated multimodal transportation system that increases mass transit opportunities for Huntington Beach residents.	
Goal CIRC-5: The City's active transportation system integrates seamlessly with transit and vehicle circulation as part of a Complete Streets system.	
Policy CIRC-A: Maximize use of transportation demand management strategies to reduce total vehicle miles traveled and improve regional air quality.	**Consistent.** As described in Section 4.15, future projects would incorporate MM TRA-1, which includes VTM reduction strategies including commute trip reduction marketing, ridership programs, subsidized or discounted transit programs, end-of-trip bicycle facilities, and employer-sponsored vanpools.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	Further, as described in Section 3.4.7 of the Draft Amended PGSP, a CDP application for any hotel development within Planning Area 1 shall include a TDMP for approval by the Community Development Director. The TDMP must outline strategies to reduce single-occupancy vehicle use and include incentives for employees to walk, bike, carpool, or use public transit. Therefore, the proposed project would be consistent with Policy CIRC-A.
Policy CIRC-B: Develop Complete Streets that create functional places meeting the needs of pedestrians, bicyclists, transit riders, wheelchair users, and motorists. Provide safe, accessible, and connected multimodal routes, especially along popular and arterial routes.	**Consistent.** The proposed vehicular and pedestrian circulation system is described in Chapter 3.0, Project Description, and would be designed, developed, and maintained to encourage a variety of transportation modes. Under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. In addition, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would create a new pedestrian linkage along PCH. On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy CIRC-B.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal CIRC-6: Connected, well-maintained, and well-designed sidewalks, bike lanes, equestrian paths, and waterways allow for both leisurely use and day-to-day required activities in a safe and efficient manner for all ages and abilities.	
Policy CIRC-C: Require new commercial and residential projects to integrate with pedestrian and bicycle networks, and that necessary land area is provided for the infrastructure.	**Consistent.** Under the proposed project, both commercial and residential uses could be developed on the project site. As described above, under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. In addition, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would create a new pedestrian linkage along PCH. On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. Therefore, the proposed project would be consistent with Policy CIRC-C.
Policy CIRC-E: Ensure that bicycle and pedestrian facilities comply with accessibility provisions of the Americans with Disabilities Act.	**Consistent.** All pedestrian improvements proposed under the project would be consistent with Americans with Disabilities Act (ADA) regulations. Therefore, the proposed project would be consistent with Policy CIRC-E.
Policy CIRC-F: Increase bicycle parking in or near Downtown, near the beach, and throughout the planning area. Identify opportunities for a pilot bikesharing program in Downtown.	**Consistent.** Under the proposed project, bicycle usage would be encouraged through the proposed multi-use sidewalk/path for pedestrian and bicycle circulation and the placement of bike racks at convenient locations near building entries throughout the project site. The number of bicycle racks to be provided would be determined at the time that development is proposed and would be consistent with applicable California Green Building Standards Code (CALGreen Code) requirements. Future hotel uses on site would provide bicycles for guest use during their stay. Therefore, the proposed project would be consistent with Policy CIRC-F.
Goal CIRC-9: The circulation system is prepared for emergency vehicle response by reducing congestion or other roadway- and traffic-related impediments which can slow response times.	

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Environmental Resources and Conservation Element	
Goal ERC-1: Adequately sized and located parks meet the changing recreational and leisure needs of existing and future residents.	
Policy ERC-A: Maintain or exceed the current park per capita ratio of 5.0 acres per 1,000 persons, including the beach in the calculations.	**Consistent.** As described in Section 4.14, Public Services, the City has a current ratio of approximately 5.6 acres of parkland per 1,000 residents, and thereby satisfies the ratio in Policy ERC-A. As described in Section 4.15 of the IS prepared for the proposed project (Appendix B), the residential component of the proposed project has the potential to result in approximately 2,024 new permanent City residents. Based on the addition of 2,024 new residents and 19.7 acres of parkland, the proposed project is anticipated to maintain the City's existing ratio of 5.6 acres of parkland for every 1,000 residents. Accordingly, implementation of the proposed project would not degrade the City's existing parkland-to-resident ratio to inadequate levels. Therefore, the proposed project would be consistent with Policy ERC-A.
Policy ERC-F: Continue to balance and maintain a mix of recreational focused and passive and natural environment areas that preserve and protect special-status species within open spaces.	**Consistent.** As described in Chapter 3.0, the proposed project includes 22.8 acres of open space and parks, of which 19.7 acres would be located within Planning Area 3A and 3.1 acres would be located within Planning Area 3B. Planning Area 3A would form a greenbelt encompassing Planning Areas 1 and 2. Under this concept, an oceanfront esplanade would be developed along Planning Areas 1 and 2's approximately 1.2-mile frontage along PCH. Along this frontage, the proposed oceanfront esplanade would span approximately 80 feet wide and would feature a 12-foot-wide multi-use path, including viewing platforms, interpretive signage, benches, picnic areas, and shade structures. This pedestrian promenade would connect an open space segment and multi-use path along Planning Areas 1 and 2's frontage with Palm Avenue, residential neighborhoods, and Pattinson Park. Planning Area 2's frontages along Seapoint Street and Goldenwest Street would also be developed with open space/park areas to connect with the longer pedestrian multi-use paths described above. Accordingly, the entire perimeter of Planning Areas 1 and 2 would be encompassed by an approximately 2.5-mile multi-use path loop. All landscaping within Planning Area 3A would consist of drought tolerant vegetation. No development is proposed for Planning Area 3B. Existing vegetation would not be disturbed by the proposed project. Consistent with existing conditions, this 3.1-acre designated open space area would preserve existing open space and access to oil and gas production infrastructure and would not be open to the public for recreational or other uses. Therefore, the proposed project would be consistent with Policy ERC-F.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal ERC-3: Maintain the recreational and cultural identity of the beach while improving and enhancing the overall habitat value of coastal areas.	
Policy ERC-B: Maintain the current high level of recreational access to the coast and its recreational facilities and continue to provide resources that improve accessibility to the beach for all users.	**Consistent.** As previously described, under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. As stated in the Draft Amended PGSP, a signalized intersection (or multiple intersections, subject to Caltrans approval) along PCH will provide safe pedestrian access from the residential, commercial, and open space/park areas on the project site and establish a direct pedestrian corridor to the beach from Pattinson Park. This improvement will enhance public access to a portion of the beach that is less frequented under existing conditions due to the scarcity of public parking and the current lack of public access through the secure project site. Therefore, the proposed project would be consistent with Policy ERC-B.
Goal ERC-4: Air quality in Huntington Beach continues to improve through local actions and interagency cooperation.	
Policy ERC-B: Continue to require construction projects to carry out best available air quality mitigation practices, including use of alternative fuel vehicles and equipment as feasible.	**Consistent.** As described in Section 4.2, Air Quality, construction and operational activities on the project site would adhere to applicable regulations and best practices. Construction activities would adhere to SCAQMD Rule 403: Fugitive Dust, which would require the implementation of measures that would reduce the amount of particulate matter generated during the construction period. Further, Mitigation Measure AQ-1 would require all Project Applicants to adhere to a variety of operational emission reduction measures, including light-colored paving and roofing materials and energy/fuel-efficient design features. Therefore, although project impacts to this topic would remain significant and unavoidable, the proposed project would include measures and strategies to reduce emissions of criteria air pollutants. Therefore, the proposed project would be consistent with Policy ERC-B.
Policy ERC-C: Enforce maximum idling time regulations for off-road equipment.	**Consistent.** The proposed project would comply with Title 13, Section 2449(d)(D) of the CCR, which requires operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) to limit vehicle idling to 5 minutes or less, thereby encouraging operators to switch off the equipment when not directly in use. Therefore, the proposed project would be consistent with Policy ERC-C.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Policy ERC-D: Require grading, landscaping, and construction activities to minimize dust while using as little water as possible.	**Consistent.** As described in Section 4.2, Air Quality, construction and operational activities on the project site would adhere to applicable regulations and best practices. Construction activities would adhere to SCAQMD Rule 403: Fugitive Dust, which would require the implementation of measures that would reduce the amount of particulate matter generated during the construction period. Control measures utilized on the project site pursuant to Rule 403 may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Therefore, the proposed project would be consistent with Policy ERC-D.
Goal ERC-5: Greenhouse gas emissions from activities occurring in Huntington Beach are reduced to levels consistent with state goals.	
Policy ERC-A: By 2020, reduce community-wide greenhouse gas emissions to 15 percent below 2005 levels. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the states 2050 greenhouse gas emissions reduction goals.	**Consistent.** As described in Section 4.7, Greenhouse Gas Emissions, Mitigation Measure GHG-1 would require project-level analysis of GHG emissions for each future discretionary development on the project site, as well as the incorporation of all feasible project-specific GHG reduction measures. These measures include, but are not limited to, exceeding Title 24 energy efficiency standards, incorporation of on-site renewable energy systems, implementation of building electrification strategies to reduce or eliminate on-site combustion of fossil fuels, installation of water-efficient fixtures and irrigation systems, compliance with solid waste diversion requirements consistent with SB 1383, and implementation of transportation demand management strategies. Therefore, although project impacts to this topic would remain significant and unavoidable, the proposed project would include measures and strategies to reduce emissions of GHGs. Further, the proposed project does not preclude the City from achieving its emission reduction targets. Therefore, the proposed project would be consistent with Policy ERC-C.
Policy ERC-C: Explore strategies to reduce greenhouse gas emissions from off-road construction and landscaping equipment.	**Consistent.** As described in Section 4.6, Energy, construction contractors generally conserve the use of their supplies to minimize their costs; therefore, off-road construction and landscaping equipment would not operate longer than necessary, which would minimize associated emissions. Therefore, the proposed project would be consistent with Policy ERC-C.
Policy ERC-D: Support efforts by the South Coast Air Quality Management District and the California Air Resources Board to decrease greenhouse gas emissions from large industrial facilities and other stationary sources.	**Consistent.** As described in Section 4.7, Greenhouse Gas Emissions, Mitigation Measure GHG-1 would require project-level analysis of GHG emissions for each future discretionary development on the project site, as well as the incorporation of all feasible project-specific GHG reduction measures. These measures include, but are not limited to, exceeding Title 24 energy efficiency standards, incorporation of on-site renewable energy systems, implementation of building electrification strategies to reduce or eliminate on-site combustion of fossil fuels, installation of water-efficient

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	fixtures and irrigation systems, compliance with solid waste diversion requirements consistent with SB 1383, and implementation of transportation demand management strategies. Therefore, although project impacts to this topic would remain significant and unavoidable, the proposed project would include measures and strategies to reduce emissions of GHGs to the extent feasible. Therefore, the proposed project would be consistent with Policy ERC-C.
Goal ERC-7: Wetland areas that serve as important biological resources for threatened and endangered birds, fish, and other species are protected and restored.	
Policy ERC-B: Maintain and enhance existing natural vegetation buffer areas surrounding riparian habitats and protect these areas from new development.	**Consistent.** According to the Biological Resources Assessment (BRA) prepared for the proposed project (Appendix D-1), no riparian habitat is present at the project site. While two water detention basins were observed on site, the basins do not support natural plant communities or riparian habitat(s) that are suitable for special-status species or riparian obligate bird species. Further, the portion of the project site closest to the Bolsa Chica Ecological Reserve (Planning Area 3B) would not undergo any development under the proposed project. Additionally, the portions of the project site planned for future commercial and residential development (Planning Areas 1 and 2, respectively) would be set back from surrounding land uses on all sides by a greenbelt (Planning Area 3A), which would serve as a buffer. Therefore, the proposed project would be consistent with Policy ERC-B.
Policy ERC-E: Reduce pollutant runoff from new development and urban runoff to the maximum extent practicable.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, the proposed project would be required to comply with all applicable permits under the National Pollutant Discharge Elimination System (NPDES) permitting system, as established by Section 402 of the federal Clean Water Act. Specifically, the proposed project would comply with the Construction General Permit, the Groundwater Discharge Permit, and the North Orange County MS4 Permit, as described in Standard Conditions WQ-1, WQ-3, and WQ-4. Compliance with these permits would ensure the implementation of best management practices (BMPs) during construction and operation to reduce polluted runoff and water quality impacts to downstream environments. While specific BMPs associated with future developments on the project site are not yet known, such BMPs would be identified in project-specific Stormwater Pollution Prevention Plans (SWPPPs), Erosion and Sediment Control Plans, Water Quality Management Plans (WQMPs), and Hydrology Reports. These BMPs would utilize the latest available technology at the time they are identified. Therefore, the proposed project would be consistent with Policy ERC-E.

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Policy ERC-F: Continue to evaluate and mitigate the effects of domestic and industrial wastes on living marine resources.	**Consistent.** Section 4.3, Biological Resources, provides a discussion of the potential for runoff from the proposed project to affect downstream environments. Specifically, this is evaluated as an indirect impact under Threshold 4.3.3. As described in Section 4.9, Hydrology and Water Quality, project-related construction activities are regulated through the NPDES program that requires a SWPPP be prepared and include BMPs to reduce the introduction of pollutants into runoff. In addition, pursuant to Standard Condition WQ-2, construction activities would also adhere to Section 17.05 of the City's Municipal Code through submittal of a grading plan and Erosion and Sediment Control Plan to the Director of the City Public Works Department, or designee, for review and approval prior to issuance of any grading permits. Compliance with the requirements in the Construction General Permit and Municipal Code and implementation of construction BMPs would reduce impacts on storm water quality during construction activities on the project site. Thus, indirect construction-period impacts to downstream waters, including potentially jurisdictional drainage features or water bodies, would be less than significant. The proposed project would also be required to adhere to Standard Condition WQ-4, which requires the preparation of project-specific WQMPs for new development and significant redevelopment projects consistent with the requirements of the North Orange County MS4 Permit including operational BMPs to target pollutants of concern and ensure that the proposed project would not discharge substantial sources of polluted runoff from the project site. Compliance with these regulations would reduce indirect operational impacts to downstream waters that could have living marine resources to less than significant levels. Therefore, the proposed project would be consistent with Policy ERC-F.
Goal ERC-8: Coastal dunes and habitat resources remain resilient to potential impacts of encroaching development, urban runoff, and possible sea level rise.	
Policy ERC-A: Sustain the biological productivity of coastal waters and maintain healthy populations of species of marine organisms adequate to support long-term commercial, recreational, scientific, and educational purposes.	**Consistent.** As described in Section 4.3, Biological Resources, the project site does not contain any Essential Fish Habitat (EFH). However, the project site is located approximately 0.19 mile south of the Bolsa Chica Ecological Reserve, which contains the Bolsa Chica Channel and associated wetlands. As described in the BRA, designated EFH for groundfish, finfish, krill, and coastal pelagic species is located approximately 216 feet to the west of the project site. Additionally, estuarine habitat, which is a Habitat Area of Particular Concern (HAPC) for EFH is located approximately 1,000 feet to the northwest of the project site within the Bolsa Chica Wetlands. However, with adherence to Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, N-1, and N-2; as well as Standard Conditions BIO-1 and AES-1, the proposed project would not have a substantial adverse effect, either directly or indirectly, on any special-

Table 4.10.B: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	status plant or animal species. In addition, as described in Section 4.9, Hydrology and Water Quality, the proposed project would be required to comply with all applicable permits under the NPDES permitting system, as established by Section 402 of the federal Clean Water Act. Specifically, the proposed project would comply with the Construction General Permit, the Groundwater Discharge Permit, and the North Orange County MS4 Permit, as described in Standard Conditions WQ-1, WQ-3, and WQ-4. Compliance with these permits would ensure the implementation of BMPs during construction and operation to reduce polluted runoff and water quality impacts to downstream environments, including coastal waters. While specific BMPs associated with future developments on the project site are not yet known, such BMPs would be identified in project-specific SWPPPs, Erosion and Sediment Control Plans, WQMPs, and Hydrology Reports. Therefore, the proposed project would be consistent with Policy ERC-A.
Policy ERC-C: Prohibit development that jeopardizes or diminishes the integrity of sensitive or protected coastal plant and animal communities, accounting for expected changes from sea level rise.	**Consistent.** As described in Section 4.3, Biological Resources, no special-status plant communities were observed on site during the field investigation completed for the BRA. While two water detention basins were observed on site, the basins do not support natural plant communities or riparian habitat(s) that are suitable for special-status species or riparian obligate bird species. Further, with adherence to Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, N-1, and N-2; as well as Standard Conditions BIO-1 and AES-1, the proposed project would not have a substantial adverse effect, either directly or indirectly, on any special-status plant or animal species. Therefore, the proposed project would be consistent with Policy ERC-C.
Goal ERC-9: Huntington Beach's trees and groves serve important biological functions, including but not limited to nesting and roosting areas for both birds and butterflies, and perches for raptor species.	
Policy ERC-A: Identify, track, and protect trees and groves on public property that provide valuable habitat.	**Consistent.** As described in Section 4.3, Biological Resources, future projects on the project site may be subject to the 2:1 tree replacement ratio requirement established in City Memo CI-74. Consistent with Standard Condition BIO-2, developers of future projects on the project site involving the removal of mature/significant trees would be required to demonstrate satisfaction of the applicable tree replacement ratio in each project's landscaping plan. Further, under City Memo CI-74, if more than two mature trees on a vacant lot or developed parcel are slated for removal, further evaluation under CEQA may be required, including documentation of the trees and possibly a Tree Inventory Report. Accordingly, additional mitigation may be identified in future environmental analyses of projects proposed on the project site. Additionally, any tree plantings within the public right-of-way would be conducted in accordance with Chapter 13.50 (Regulation of Trees) of the City's Municipal Code, including

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	obtaining the appropriate permits from the Department of Public Works. Therefore, the proposed project would be consistent with Policy ERC-A.
Policy ERC-B: Maximize and maintain tree coverage on public lands and in open spaces.	**Consistent.** As described in Chapter 3.0, the proposed project would include 22.8 acres of open space and parks of which 19.7 acres would be located within Planning Area 3A and 3.1 acres would be located within Planning Area 3B. As discussed in Chapter 3.0, Project Description, ornamental landscaping would be provided throughout Planning Areas 1, 2, and 3A under the proposed project, including a combination of groundcovers, shrubs, and trees. All future landscaping, including replacement trees, would be consistent with the landscaping characteristics of surrounding land uses. All landscaping on the project site would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of plant species listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP. Further, pursuant to Standard Condition BIO-2 (refer to Section 4.3, Biological Resources), the proposed project would satisfy applicable tree replacement ratios for any trees removed during construction activities. Therefore, the proposed project would be consistent with Policy ERC-B.
Goal ERC-10: An enhanced network of parks, open spaces, and recreation facilities contributes to habitat preservation.	
Policy ERC-D: Support the use of native vegetation and green infrastructure in parks to manage water use, reduce urban runoff impacts, and provide natural habitat.	**Consistent.** As described in Chapter 3.0, the proposed project includes 22.8 acres of open space and parks, of which 19.7 acres would be located within Planning Area 3A and 3.1 acres would be located within Planning Area 3B. Planning Area 3A would form a greenbelt encompassing Planning Areas 1 and 2. All landscaping on the project site would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of native, drought tolerant plant species as listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP. Additionally, irrigation systems would incorporate efficient technology, minimizing water demand. All mainline irrigation pipes would be equipped with flow sensors and master valves to ensure system shutdown in the case of pipe breakage. Irrigation master systems would also have an automatic irrigation controller to ensure efficient water distribution, which would be adjustable so that site watering would be commensurate with daily weather conditions. Automatic irrigation controllers would be equipped with rain shutoff devices in order to prevent unnecessary operation on rainy days. As described in Section 4.9, Hydrology and Water Quality, potential runoff impacts associated with the proposed project would be addressed through compliance with the NPDES permitting system, as established by Section 402 of the

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	federal Clean Water Act. Specifically, the proposed project would comply with the Construction General Permit, the Groundwater Discharge Permit, and the North Orange County MS4 Permit, as described in Standard Conditions WQ-1, WQ-3, and WQ-4. Compliance with these permits would ensure the implementation of BMPs during construction and operation to reduce polluted runoff and water quality impacts to downstream environments, including coastal waters. Therefore, the proposed project would be consistent with Policy ERC-D.
Goal ERC-12: New buildings are increasing energy efficient and ultimately equipped to support zero net energy performance.	
Policy ERC-B: Promote the use of passive solar design techniques and technologies in new buildings to reduce energy use for heating and cooling.	**Consistent.** As described in Section 4.5, Energy, project design features include passive solar design. In addition, per Mitigation Measure AQ-1 (refer to Section 4.2, Air Quality), all Project Applicants would be required to incorporate fuel-efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and low or zero-emitting architectural coatings. In addition, all Project Applicants would be required to utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling. Therefore, the proposed project would be consistent with Policy ERC-B.
Goal ERC-14: Mineral resource extraction continues to provide economic benefits, while threats to health, safety, and environmental resources are minimized.	
Policy ERC-C: Ensure mineral/oil resource extraction areas are properly reclaimed and/or remediated after resource extraction has been terminated.	**Consistent.** As described in Section 4.8, Hazards and Hazardous Materials, the project is an active oil production and processing facility currently developed with oil and gas production infrastructure. Multiple environmental investigations, including a Phase I Environmental Site Assessment (ESA) (October 2025) and several Phase II ESA subsurface investigations, have identified Recognized Environmental Conditions (RECs) associated with current and historical petroleum operations on the project site. Detected contaminants of concern in soil and soil vapor include total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polycyclic aromatic hydrocarbons (PAHs), metals (including arsenic, cadmium, mercury, thallium, and vanadium), and methane. However, pursuant to Standard Condition HAZ-1, the Project Developer would be required to plug and abandon the existing oil wells on the project site consistent with the current standards established by CalGEM in accordance with the City of Huntington Beach Fire Department City Specification No. 422 and submit the site development plans to CalGEM for Construction Site Plan review and follow applicable CalGEM recommendations to bring abandoned oil wells on the project site into compliance with current

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	regulatory requirements. Further, the Project Developer would be responsible for implementation of all required site assessment and remedial actions to address potential residual contamination of soil, soil gas, and groundwater as prescribed by DTSC and under the oversight of DTSC and the Project Hazardous Materials Consultant (Langan CA, Inc.). On-site soils would be tested, treated, and if necessary, removed and disposed of at appropriate facilities in accordance with State and federal regulations and in accordance with recommendations provided by the Project's Hazardous Materials Consultant. Specifically, pursuant to Mitigation Measure HAZ-2, a Soil Management Plan would be prepared and would provide additional guidance concerning the proper handling, segregation, stockpiling, dust control, testing, transport and disposal of soils that are potentially impacted by hazardous materials during construction activities on the project site. Following completion of site remediation activities, MM HAZ-3 would require the Project Developer to obtain a "No Further Action" letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the City of Huntington Beach Fire Department for approval. Through implementation of MMs HAZ-2 and HAZ-3, as well as compliance with regulatory requirements, the project site would be adequately remediated after resource extraction has been terminated. Therefore, the proposed project would be consistent with Policy ERC-C.
Goal ERC-16: Water conservation efforts are maximized in every aspect of use.	
Policy ERC-A: Continue to require incorporation of feasible and innovative water conservation features in the design of new development and reuse projects.	**Consistent.** Future development on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code), Title 24 energy efficiency requirements, and Assembly Bill (AB) 1881 water efficient landscape requirements. To promote efficient use of water, future projects would utilize water conserving plumbing fixtures and fittings indoors, as well as automatic controllers, sensors, and water metering outdoors. Therefore, the proposed project would be consistent with Policy ERC-A.
Policy ERC-C: Require the use of recycled water for landscaping irrigation, grading, and other non-contact uses in new development or substantial retrofit projects where recycled water is available or expected to be available.	**Consistent.** Where available and feasible, recycled water would be utilized on the project site for irrigation and other non-contact uses. Therefore, the proposed project would be consistent with Policy ERC-C.
Goal ERC-17: Enhance and protect water quality of all natural water bodies including rivers, creeks, harbors, wetlands, and the ocean.	
Policy ERC-A: Require redevelopment to comply with the City's National Pollutant Discharge Elimination System permit and other regional permits issued by the State Water Resources Control Board and the Santa Ana Regional Water Quality Control Board.	**Consistent.** As described in Section 4.10, Hydrology and Water Quality, of the IS prepared for the proposed project (Appendix B), the proposed project would adhere to several standard conditions based on local, State, and federal regulations or laws that serve to reduce impacts related to

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	hydrology and water quality. Standard Condition WQ-1 would require coverage under the State Water Resources Control Board (SWRCB) NPDES *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). In addition, if groundwater dewatering is required during construction activities, Standard Condition WQ-3 would require each project developer to obtain coverage under the *Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality* (Groundwater Discharge Permit) (Order No. R8-2020-0006, NPDES No. CAG998001) or the *General Groundwater Cleanup Permit for Discharges to Surface Waters of Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Petroleum Hydrocarbons and/or Solvents* (Order No. R8-2012-0027, NPDES No. CAG918001). Further, the proposed project would comply with the requirements of the Santa Ana RWQCB's *NPDES Permit Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). Therefore, the proposed project would be consistent with Policy ERC-A.
Policy ERC-B: Require that new development and significant redevelopment projects employ innovative and efficient drainage technologies that comply with federal and state water quality requirements and reduce runoff and water quality impacts to downstream environments.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, the proposed project would be required to comply with all applicable permits under the NPDES permitting system, as established by Section 402 of the federal Clean Water Act. Specifically, the proposed project would comply with the Construction General Permit, the Groundwater Discharge Permit, and the North Orange County MS4 Permit, as described in Standard Conditions WQ-1, WQ-3, and WQ-4. Compliance with these permits would ensure the implementation of BMPs during construction and operation to reduce runoff and water quality impacts to downstream environments. While specific BMPs associated with future developments on the project site are not yet known, such BMPs would be identified in project-specific SWPPPs, Erosion and Sediment Control Plans, WQMPs, and Hydrology Reports. Therefore, the proposed project would be consistent with Policy ERC-B.

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General Plan Policy or Goal	Project Consistency
Policy ERC-C: Continue to require new development and significant redevelopment projects to propose protective safeguards and implement best management practices that minimize non-point source pollution and runoff associated with construction activities and ongoing operations.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, the proposed project would comply with the Construction General Permit, the Groundwater Discharge Permit, and the North Orange County MS4 Permit, as described in Standard Conditions WQ-1, WQ-3, and WQ-4. Compliance with these permits would ensure the implementation of BMPs during construction and operation to minimize non-point source pollution and runoff associated with construction activities and ongoing operations. Additionally, as specified in Standard Condition WQ-5, a Hydrology Study would be required to be prepared, which would demonstrate that the design of each future project meets the specific hydromodification requirements established in the North Orange County MS4 Permit and that, with implementation of applicable BMPs, the peak flow of stormwater runoff in the proposed condition would be less than existing conditions. Therefore, the proposed project would be consistent with Policy ERC-C.
Policy ERC-D: Continue to require that new development and significant redevelopment projects incorporate low-impact development best management practices, which may include infiltration, harvest and reuse, evapotranspiration, and bio-treatment.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, the City is a Co-Permittee of the North Orange County MS4 Permit, which requires the preparation of project-specific WQMPs for new development and significant redevelopment projects. Each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement, as described in Standard Condition WQ-4. Each project-specific WQMP would be required to specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Therefore, the proposed project would be consistent with Policy ERC-D.
Policy ERC-F: Reduce pollutant runoff from new development to marine biological resources and wetlands by requiring the use of the most effective best management practices currently available.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, stormwater generated on the project site would ultimately discharge to the Pacific Ocean. During construction activities, compliance with Standard Conditions WQ-1 and WQ-2 would require preparation of and adherence to a project-specific SWPPP and Erosion and Sediment Control Plan. The SWPPP and Erosion and Sediment Control Plan would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize the erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Compliance with the requirements of the Construction General Permit and City's Municipal Code, including incorporation of construction BMPs to target and reduce pollutants of concern in stormwater runoff, would reduce pollutant discharge to receiving waters.

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	Further, Standard Condition WQ-4 would require the preparation of project-specific WQMPs for new development and significant redevelopment projects consistent with the requirements of the North Orange County MS4 Permit. Each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement. Each project-specific WQMP would be required to specify the Site Design, Source Control, LID, and Treatment Control BMPs that would reduce impacts to surface water quality and hydrology. Further, discharges associated with future projects would be required to comply with the water quality objectives for the protection of marine life (Table 4.9.A) and human health (Table 4.9.B). Therefore, the proposed project would be consistent with Policy ERC-F.
Policy ERC-H: Reduce impacts of new development and significant redevelopment project sites' hydrologic regime (hydromodification).	**Consistent.** As specified in Standard Condition WQ-5 in Section 4.9, Hydrology and Water Quality, a Hydrology Study would be required for each future development on the project site, which would demonstrate that the design of the proposed project meets the specific hydromodification requirements established in the North Orange County MS4 Permit and that, with implementation of applicable BMPs, the peak flow of stormwater runoff in the proposed condition would be less than existing conditions. Therefore, the proposed project would be consistent with Policy ERC-H.
Natural and Environmental Hazards Element	
Goal HAZ-1: Structures are designed and retrofitted to be more resilient to earthquakes and other geologic and seismic hazards, protecting against injury while also preserving the structural integrity of the structure.	
Policy HAZ-A: Ensure that new and significantly retrofitted structures are sited and designed to reduce the risk of damage from geologic and seismic hazards.	**Consistent.** As described in Section 4.7, Geology and Soils, of the IS prepared for the proposed project (Appendix B), implementation of seismic design recommendations outlined in the Geotechnical Investigation Report prepared for the proposed project (Appendix G), as well as future supplemental geotechnical reports prepared on a project-by-project basis would reduce potential impacts from seismic ground shaking, as required by Standard Condition GEO-1. With implementation of Standard Condition GEO-1 and compliance with the most current California Building Code, the Huntington Beach Building and Construction Code, structures developed on the project site would be sited and designed to reduce the risk of damage from geologic hazards. Therefore, the proposed project would be consistent with Policy HAZ-A.

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General Plan Policy or Goal	Project Consistency
Goal HAZ-4: The risk of urban fires is reduced through effective building design and effective fire services.	
Policy HAZ-A: Ensure that all new construction is designed for easy access by fire and other emergency response personnel.	**Consistent.** As described in Section 4.15, Transportation, vehicular access to the project site would be provided via three driveways along the project site's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary signalized entrances (subject to Caltrans approval) closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. No vehicular access points would be provided along Palm Avenue, but emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary. No vehicular access would be permitted via Palm Avenue with the exception of emergency vehicles. In accordance with the California Fire Code, developers of future commercial and residential development within the project site would be required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access to and from the project site. Entrances and exits to and from parking areas would be marked with appropriate directional signage. Design of the proposed project, including the internal access, ingress, egress, and other streetscape changes, would be subject to review by the City's Department of Public Works and HBFD to ensure adequate fire engine access and turning radii throughout the development. Compliance with standard and emergency HBFD and City requirements, such as the size and location of fire access routes and fire truck turning radii, would allow for proper site evacuation, if necessary, during project operation. Therefore, the proposed project would be consistent with Policy HAZ-A.
Noise Element	
Goal N-1: Noise-sensitive land uses are protected in areas with acceptable noise levels.	
Policy N-A: Maintain acceptable stationary noise levels at existing noise-sensitive land uses such as schools, residential areas, and open spaces.	**Consistent.** As described in Section 4.12, Noise, potential noise levels under construction and operation of the proposed project were measured at the closest residential property line, or the nearest sensitive receptor. Although noise generated by project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once project construction is completed. Further, the implementation of construction hour limits, as required by the City, would minimize disturbance to nearby land uses. However, construction noise levels have the potential to exceed the FTA daytime construction noise standard of 80 dBA Leq at the closest residential property lines surrounding the project. Implementation of MM N-1 would reduce construction noise levels to the FTA daytime

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	construction noise standards or below. Therefore, noise levels generated from project construction would be less than significant with the implementation of MM N-1. Section 4.12 also found that operational traffic would increase noise by up to 1.2 dBA, which is not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise from project-related traffic on off-site sensitive receptors was determined to be less than significant. Lastly, implementation of MM N-2, which requires preparation of a project specific operational noise study to identify appropriate measures that would reduce noise levels from long-term operations of the proposed project at nearby noise-sensitive land uses to less than significant, would ensure that long-term stationary noise impacts would be less than significant. Therefore the proposed project would be consistent with Policy N-A.
Policy N-B: Incorporate design and construction features into residential, mixed-use, commercial, and industrial projects that shield noise-sensitive land uses from excessive noise.	**Consistent.** As described in Section 4.12, Noise, implementation of MM N-2 would be required in order to reduce noise impacts from long-term stationary noise sources to a less than significant level. MM N-2 requires preparation of a project-specific noise study to identify appropriate measures that would reduce noise levels from long-term operations of the proposed project at nearby noise-sensitive land uses to less than significant. Measures could include setbacks, soundwalls, or locating loading/parking areas on sides of building structures opposite noise-sensitive receptors (using buildings as shielding). For example, a 6-foot-high soundwall can provide a noise reduction of 5 dBA and building structures can provide a noise reduction of 10 dBA or greater. Therefore, future projects would incorporate design and construction features, pursuant to MM N-2, to shield noise-sensitive land uses from excessive noise. Therefore the proposed project would be consistent with Policy N-B.
Goal N-2: Land use patterns are compatible with current and future noise levels.	
Policy N-A: Require an acoustical study for proposed projects in areas where the existing or projected noise level exceeds or would exceed the maximum allowable levels identified in Table N-2. The acoustical study shall be performed in accordance with the requirements set forth in this Noise Element.	**Consistent.** As described in Section 4.12, Noise, six long-term (24-hour) noise level measurements were conducted from September 16 to September 17, 2025, using Larson Davis Spark dosimeters, in order to measure the existing noise environment in the project site vicinity. This existing noise environment was then compared to the modeled noise environment under implementation of the proposed project. Implementation of MM N-2 would be required under the proposed project order to reduce noise impacts from long-term stationary noise sources to a less than significant level. MM N-2 requires preparation of a project-specific noise study to identify appropriate measures that would reduce noise levels from long-term operations of the proposed project at nearby noise-sensitive land uses to less than significant. Therefore the proposed project would be consistent with Policy N-A.

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Policy N-C: Encourage new mixed-use development projects to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from residential portions of the development, to the extent feasible.	**Consistent.** As described in the Draft Amended PGSP, the project site would be divided into distinct Planning Areas (PAs), each dedicated to a unique land use. Specifically, the project site would consist of Planning Area 1 (16 acres of Commercial Visitor uses), Planning Area 2 (53.2 acres of Medium Density Residential uses, which would be subdivided into Planning Areas 2A [30.8 acres] and 2B [22.4 acres]), and Planning Area 3 (22.8 acres of open space/park uses, which would be subdivided into Planning Area 3A [19.7 acres] and 3B [3.1 acres]). Therefore, commercial uses would be located in a separate portion of the project site altogether from residential uses. Further, the Draft Amended PGSP contains various site development standards and design guidelines that emphasize compatibility between the different PAs and would minimize land use conflicts. Therefore the proposed project would be consistent with Policy N-C.
Goal N-3: The community is not disturbed by excessive noise from mobile sources such as vehicles, rail traffic, and aircraft.	
Policy N-A: Mitigate noise created by any new transportation noise source so that it does not exceed the exterior or interior sound levels specified in Table N-2.	**Consistent.** As described in Section 4.12, Noise, project-related traffic would increase noise by up to 1.2 dBA. This noise level increase is below 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise from project-related traffic on off-site sensitive receptors was determined to be less than significant, and no mitigation is required. Therefore the proposed project would be consistent with Policy N-A.
Policy N-B: Prioritize use of site planning and project design techniques to mitigate excessive noise. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.	**Consistent.** As described above, the project site has been thoughtfully planned to provide distinct Planning Areas, each dedicated to a unique land use. As described in Section 4.12, Noise, implementation of MM N-2 would be required in order to reduce noise impacts from long-term stationary noise sources to a less than significant level. MM N-2 requires preparation of a project-specific noise study to identify appropriate measures that would reduce noise levels from long-term operations of the proposed project at nearby noise-sensitive land uses to less than significant. Measures could include setbacks, soundwalls, or locating loading/parking areas on sides of building structures opposite noise-sensitive receptors (using buildings as shielding). For example, a 6-foot-high soundwall can provide a noise reduction of 5 dBA and building structures can provide a noise reduction of 10 dBA or greater. Therefore, future projects would incorporate design and construction features, pursuant to MM N-2, that may include noise barriers. Therefore the proposed project would be consistent with Policy N-B.

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Goal N-4: Noise from construction activities associated with discretionary projects, maintenance vehicles, special events, and other nuisances is minimized in residential areas and near noise-sensitive land uses.	
Policy N-A: Reduce construction, maintenance, and nuisance noise at the source as the first and preferred strategy to reduce noise conflicts.	**Consistent.** As described in Section 4.12, Noise, construction noise levels have the potential to exceed the FTA daytime construction noise standard of 80 dBA L_{eq} at the closest residential property lines surrounding the project. Implementation of MM N-1 would reduce construction noise levels to the FTA daytime construction noise standards or below. During operation of the proposed project, implementation of MM N-2 would be required in order to reduce noise impacts from long-term stationary noise sources to a less than significant level. Therefore the proposed project would be consistent with Policy N-A.
Policy N-B: Require that new discretionary uses and special events such as restaurants, bars, entertainment, parking facilities, and other commercial uses or beach events where large numbers of people may be present adjacent to sensitive noise receptors comply with the noise standards in Table N-2 and the City Noise Ordinance.	**Consistent.** As described in Section 4.12, Noise, implementation of MM N-2 would require preparation of a project-specific noise study for each future project on the project site. The noise study would analyze each future project's consistency with the City's Noise Ordinance and identify measures to reduce noise levels, as necessary, to comply with the Noise Ordinance. Therefore the proposed project would be consistent with Policy N-B.
Policy N-C: Encourage shielding for construction activities to reduce noise levels and protect adjacent noise-sensitive land uses.	**Consistent.** As described in Section 4.12, Noise, construction noise levels have the potential to exceed the FTA daytime construction noise standard of 80 dBA Leq at the closest residential property lines surrounding the project. Implementation of MM N-1 would reduce construction noise levels to the FTA daytime construction noise standards or below. Therefore, noise levels generated from project construction would be less than significant with the implementation of MM N-1. Further, the implementation of construction hour limits, as required by the City, would minimize disturbance to nearby land uses. Therefore, noise generated from project construction activities would be less than significant, and no mitigation (such as shielding) is required. Therefore the proposed project would be consistent with Policy N-C.
Policy N-D: Limit allowable hours for construction activities and maintenance operations located adjacent to noise-sensitive land uses.	**Consistent.** As described in Section 4.12, Noise, construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday pursuant to Section 8.40.090 of the City's Municipal Code. The implementation of construction hour limits, as required by the City, would minimize disturbance to nearby land uses. Therefore the proposed project would be consistent with Policy N-D.
Public Services and Infrastructure Element	
Goal PSI-1: Public safety services, education, facilities, and technology protect the community from illicit activities and crime.	
Policy PSI-A: Consider the relationship between the location and rate of planned growth and resulting demands on police facilities and personnel.	**Consistent.** As described in Section 4.14, Public Services, future residential and commercial development on the project site could generate additional demand for police protection services, including an increase in calls for service.

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	While the slight increase in population would decrease the existing ratio of sworn officers to residents from 1.19 to 1.17 officers for every 1,000 residents, this decrease is negligible. In 2023, Huntington Beach Police Department (HBPD) officers were dispatched to respond to 54,846 calls for police service, including traffic collisions, property crimes, crimes against persons, economic crimes, and internet crimes. Using HBPD's estimated call volumes, the proposed project's estimated population at any given time is calculated to generate up to 575 calls per year (approximately 48 calls per month). This increase in call volume would account for an approximate 1 percent increase in the existing call volume for the HBPD and therefore would not result in a substantial increase in the number of calls or HBPD facilities needed to serve the project site. Thus, impacts would be less than significant. Additionally, as specified in Standard Condition PS-2, future development within the project site would also be subject to a Police Facilities Development Impact Fee, as established in Chapter 17.75.040, Police Facilities Development Impact Fee, of the City's Municipal Code. Therefore, the proposed project would be consistent with Policy PSI-A.
Policy PSI-B: Achieve optimal utilization of allocated public safety resources and provide desired levels of response and protection within the community.	**Consistent.** Section 4.14, Public Services, analyzes the potential for implementation of the proposed project to impact public safety resources, including fire protection (Threshold 4.14.1[i]) and police protection (Threshold 4.14.1[ii]). As described in Section 4.14, Public Services, future residential and commercial development on the project site could generate additional demand for fire protection and police protection services, including an increase in calls for service. However, this Draft EIR determined that impacts to these protection services would be less than significant. In addition, Standard Condition PS-1 and Standard Condition PS-2 would require the payment of fire and police facilities development impact fees. Each project's fair-share payment of these fees would ensure that protection agencies can maintain desired levels of response and protection. Therefore, the proposed project would be consistent with Policy PSI-B.
Policy PSI-D: Ensure that new development and reuse projects and existing land uses promote community safety.	**Consistent.** The design of future residential and commercial developments within the project site would be required to comply with the Crime Prevention Through Environmental Design (CPTED) approach as feasible. The CPTED approach utilizes architectural and structural tools to deter potential criminal activity through methods such as natural surveillance, territorial reinforcement, natural access control, and maintenance. Site plans for future development proposals within the project site would be subject to review by the HBPD and the City's Planning in the early stages of the planning process to ensure CPTED principles are incorporated

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	into project design, which would proactively reduce the likelihood of criminal activity and subsequent calls for police service on the project site. Further, as specified in Standard Condition PS-2, future development within the project site would also be subject to a Police Facilities Development Impact Fee, as established in Chapter 17.75.040, Police Facilities Development Impact Fee, of the City's Municipal Code. Compliance with Standard Condition PS-2 would promote safety through ensuring future projects' fair share contributions to police facility funding. Therefore, the proposed project would be consistent with Policy PSI-D.
Policy PSI-E: Consider emergency response needs of police when improving streets and critical intersections.	**Consistent.** As described in Section 4.15, Transportation, construction contractor(s) would be required to prepare and implement a Transportation Management Plan (TMP) (refer to MM TRA-3), to be reviewed and approved by City staff. The TMP would be prepared consistent with the recommendations of the California Temporary Traffic Control Handbook and would include provisions to maintain traffic flow along PCH, Goldenwest Street, Seapoint Street, Palm Avenue, and other streets used by haul trucks; safe access into and out of the project site; and emergency access to the project site and adjacent areas during construction. With implementation of MM TRA-3, construction of the proposed project (i.e., demolition, site preparation, and future development projects within the project site) would not result in inadequate emergency access at the project site or in the project vicinity. Under operation, consistent with the approved PGSP, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary signalized entrances (subject to Caltrans approval) closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Because PCH falls under Caltrans' jurisdiction, the precise location and design of the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a CDP for residential or commercial development. Coordination with Caltrans will involve safety considerations, such as emergency response needs. Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development. No vehicular access points would be provided along Palm Avenue, but emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary. No

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	vehicular access would be permitted via Palm Avenue, with the exception of emergency vehicles. Site and circulation plans for future development proposals within the project site would be subject to review by the HBPD. Therefore, the proposed project would be consistent with Policy PSI-E.
Goal PSI-2: Huntington Beach residents and property owners are protected from fire hazards and beach hazards, and adequate marine safety and emergency medical services are provided by modern facilities and advanced technology.	
Policy PSI-A: Consider the relationship between the location and rate of planned growth, the placement of critical facilities, and the resulting demands on fire, marine safety, and EMS facilities and personnel.	**Consistent.** As described in Section 4.14, Public Services, future residential and commercial development on the project site could generate additional demand for fire protection and police protection services, including an increase in calls for service. However, this Draft EIR determined that impacts to these protection services would be less than significant. In addition, Standard Condition PS-1 and Standard Condition PS-2 would require the payment of fire and police facilities development impact fees. Each project's fair-share payment of these fees would ensure that protection agencies can maintain adequate facilities and personnel. Therefore, the proposed project would be consistent with Policy PSI-A.
Policy PSI-C: Consider fire-related emergency response needs when improving streets and critical intersections.	**Consistent.** As described in Section 4.15, Transportation, construction contractor(s) would be required to prepare and implement a TMP (refer to MM TRA-3), to be reviewed and approved by City staff. The TMP would be prepared consistent with the recommendations of the California Temporary Traffic Control Handbook and would include provisions to maintain traffic flow along PCH, Goldenwest Street, Seapoint Street, Palm Avenue, and other streets used by haul trucks; safe access into and out of the project site; and emergency access to the project site and adjacent areas during construction. With implementation of MM TRA-3, construction of the proposed project (i.e., demolition, site preparation, and future development projects within the project site) would not result in inadequate emergency access at the project site or in the project vicinity. Under operation, consistent with the approved PGSP, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary signalized entrances (subject to Caltrans approval) closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Because PCH falls under Caltrans' jurisdiction, the precise location and design of the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a CDP for residential or commercial development. Coordination with Caltrans will involve safety considerations, such as emergency response needs.

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	Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development. No vehicular access points would be provided along Palm Avenue, but emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary. No vehicular access would be permitted via Palm Avenue with the exception of emergency vehicles. Site and circulation plans for future development proposals within the project site would be subject to review by the HBFD. Therefore, the proposed project would be consistent with Policy PSI-C.
Policy PSI-E: Ensure that new development and reuse projects and existing land uses promote fire and marine safety.	**Consistent.** Future residential and commercial developments within the project site would be required to comply with all applicable building code requirements requiring fire protection devices, such as sprinklers, alarms per the California Fire Code (Municipal Code Section 17.56.010), adequately spaced fire hydrants, fire access lanes, and adequate emergency access. In addition, during the operational phase of the project, on-site access would be required to comply with standards established by the City and the HBFD. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City and HBFD standards. Lastly, utility improvements, including domestic water, sanitary sewer, and storm drain lines, proposed as part of the project would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department and the HBFD as part of the project approval process to ensure the proposed project is compliant with all applicable design standards and regulations. Further, as previously described, future residential and commercial developments within the project site would be required to comply with all applicable building code requirements requiring fire protection devices, such as sprinklers, alarms per the California Fire Code (Municipal Code Section 17.56.010), adequately spaced fire hydrants, fire access lanes, and adequate emergency access. Future development would also be subject to a Fire Facilities Development Impact Fee, as established in Chapter 17.74.040, Fire Facilities Development Impact Fee, of the City's Municipal Code as specified in Standard Condition PS-1. Compliance with Standard Condition PS-1 would promote fire

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	and marine safety through ensuring future projects' fair share contributions to fire facility funding. Therefore, the proposed project would be consistent with Policy PSI-E.
Policy PSI-G: Ensure development provides adequate access for public safety responders in the event of an emergency.	**Consistent.** As described in Section 4.15, Transportation, construction contractor(s) would be required to prepare and implement a TMP (refer to MM TRA-3), to be reviewed and approved by City staff. The TMP would be prepared consistent with the recommendations of the California Temporary Traffic Control Handbook and would include provisions to maintain traffic flow along PCH, Goldenwest Street, Seapoint Street, Palm Avenue, and other streets used by haul trucks; safe access into and out of the project site; and emergency access to the project site and adjacent areas during construction. With implementation of MM TRA-3, construction of the proposed project (i.e., demolition, site preparation, and future development projects within the project site) would not result in inadequate emergency access at the project site or in the project vicinity. Under operation, consistent with the approved PGSP, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary signalized entrances (subject to Caltrans approval) closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Because PCH falls under Caltrans' jurisdiction, the precise location and design of the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a CDP for residential or commercial development. Coordination with Caltrans will involve safety considerations, such as emergency response needs. Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development. No vehicular access points would be provided along Palm Avenue, but emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary. No vehicular access would be permitted via Palm Avenue with the exception of emergency vehicles. Site and circulation plans for future development proposals within the project site would be subject to review by the HBFD. Therefore, the proposed project would be consistent with Policy PSI-G.

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Goal PSI-3: Libraries are central community facilities and library services respond to changing community needs.	
Policy PSI-B: Consider constructing new libraries and rehabilitating and expanding existing libraries and programs to meet changing community needs.	**Consistent.** As described in Section 4.15, Public Services, of the IS prepared for the proposed project (Appendix B), future residential and commercial development on the project site could generate additional demand for library facilities. However, the IS determined that impacts to these protection services would be less than significant. Additionally, payment of the City's library facility impact fee, as required by Municipal Code Section 17.67, pursuant to Standard Condition PS-5 (refer to the IS) would provide for each project's fair-share payment of these fees would support future expansion or construction of library facilities, as necessary. Therefore, the proposed project would be consistent with Policy PSI-B.
Goal PSI-4: A broad range of public and private programs meet diverse community needs, including mental health, arts, educational, and cultural programs.	
Policy PSI-B: Maintain a rich artistic and cultural dimension within the community's identity that supports cultural tourism initiatives.	**Consistent.** As described in Section 4.1, Aesthetics, the overall architectural design concept for buildout of the project site would be a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding beach and community. Further, as described in Section 3.4.8 of the Draft Amended PGSP, public art shall be incorporated into all new development projects within Planning Areas 1 and 3A that are subject to Design Review Board, consistent with the City of Huntington Beach Urban Design Guidelines. By nature, the proposed project includes 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the HBZSO would support tourism initiatives by providing lodging and attractions for visitors to the City. Therefore, the proposed project would be consistent with Policy PSI-B.
Goal PSI-5: A range of educational programs and facilities meets the needs of all ages of the community.	
Policy PSI-D: Ensure that developers consult with the appropriate school district with the intent to mitigate a potential impact on school facilities prior to project approval by the City.	**Consistent.** As summarized in Table 4.15.A in the IS prepared for the proposed project (Appendix B), buildout of the project site with up to 800 residential units, as allowable under the proposed project, could generate up to approximately 400 elementary school students, 160 intermediate school students, and 160 high school students, for a total of 720 students. Although population growth resulting from the proposed project would increase the number of students within the Huntington Beach City School District (HBCSD) and the Huntington Beach Union High School District (HBUHSD), the schools expected to serve these students are anticipated

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	to have ample capacity to accommodate the increased number of students based on recent enrollment data. Pursuant to California Education Code 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. Developers of individual projects on the project site facilitated by the proposed project would be required to pay such fees to reduce any project-related impacts on school services as provided in Section 65995 of the California Government Code. Pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued. Both the HBCSD and the HBUHSD require the payment of a Development Impact Fee for all new development projects in the City to enable the districts to maintain adequate school facilities for the City's growing population. As described in Standard Condition PS-3 (refer to the IS), developers of future projects would be required to provide proof of payment of such fees. Additionally, during individual environmental review of future developments proposed on the project site, coordination with HBCSD and HBUHSD may be required to confirm current enrollment data and potential project-specific impacts. Therefore, the proposed project would be consistent with Policy PSI-D.
Goal PSI-6: The costs of water and sewer infrastructure improvements are addressed by benefitting development projects.	
Goal PSI-7: The flood control system supports permitted land uses while preserving public safety.	
Policy PSI-A: Ensure that adequate storm drain and flood control facilities are provided and properly maintained.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, proposed amendments to the PGSP include a Master Storm Drain Plan, which would serve as a conceptual guide for future development of the project site. As described in Standard Condition WQ-5, each future developer would be required to prepare a Hydrology Study, which would demonstrate that off-site facilities are adequate to accommodate increased flow from each project at the time of application for a CDP for residential or commercial development. In addition, as described in Section 4.17, Utilities and Service Systems, MM UTL-3 would require the Project Developer to coordinate with the City's Public Works Department, Caltrans, and California State Lands Commission to obtain applicable discharge approvals and obtain written confirmation that the proposed project would be adequately served by existing and proposed stormwater drainage facilities. If any of the reviewing agencies identifies the need for new or expanded storm drainage facilities during coordination, construction of such facilities would be the responsibility of the developer(s) and would be implemented in accordance with the City's General Plan and the HBZSO,

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	with oversight from the reviewing agencies, to minimize potential environmental effects. Further, all future infrastructure improvements on the project site would be financed, developed, and maintained by the appropriate party in accordance with Table 0.1, Financing and Maintenance Plan, of the Draft Amended PGSP. As described in the table, developers/builders would be responsible for financing and executing construction of storm drain facilities, while the City would be responsible for maintenance of such facilities. Therefore, the proposed project would be consistent with Policy PSI-A.
Policy PSI-C: Monitor demands and manage future development and reuse projects and existing land uses to mitigate impacts and/or facilitate improvements to the storm drainage system.	**Consistent.** As described above, Standard Condition WQ-5 would require each future developer to prepare a Hydrology Study, which would demonstrate that off-site facilities are adequate to accommodate increased flow from each project at the time of application for a CDP. Developers would also be required to provide copies of a final Hydrology Study to the City documenting the adequacy of the off-site facilities to accommodate increased flow from each proposed development prior to issuance of grading or construction permits. In addition, as described in Section 4.17, Utilities and Service Systems, MM UTL-3 requires that the Project Developer coordinate with the City's Public Works Department, Caltrans, and California State Lands Commission to obtain applicable discharge approvals and obtain written confirmation that the proposed project would be adequately served by existing and proposed stormwater drainage facilities. If any of the reviewing agencies identifies the need for new or expanded storm drainage facilities during coordination, construction of such facilities would be the responsibility of the developer(s) and would be implemented in accordance with the City's General Plan and the HBZSO, with oversight from the reviewing agencies, to minimize potential environmental effects. Therefore, the proposed project would be consistent with Policy PSI-C.
Policy PSI-E: Control surface runoff water discharge into the stormwater conveyance system to comply with the City's National Pollutant Discharge Elimination System Permit and other regional permits issued by the Santa Ana Regional Water Quality Control Board.	**Consistent.** As described in Section 4.10, Hydrology and Water Quality, of the IS prepared for the proposed project (Appendix B), the proposed project would adhere to NPDES and RWQCB regulations. Standard Condition WQ-1 would require coverage under the SWRCB Construction General Permit. In addition, if groundwater dewatering is required during construction activities, Standard Condition WQ-3 would require coverage under the appropriate NPDES groundwater discharge permit (General Groundwater Cleanup Permit for Discharges to Surface Waters of Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Petroleum Hydrocarbons and/or Solvents [Order No. R8-2012-0027, NPDES No. CAG918001] or Waste Discharge Requirements [WDR] Permit for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality [Order No. R8-2020-0006, NPDES No.

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	CAG998001]). In addition, the proposed project would comply with the requirements of the Santa Ana RWQCB's NPDES North Orange County MS4 Permit. Therefore, the proposed project would be consistent with Policy PSI-E.
Goal PSI-9: An adequate and orderly system for solid waste collection and disposal meets the demands of new development and reuse projects, existing land uses, and special events.	
Policy PSI-A: Ensure that new development and reuse projects provide adequate space for recycling and organics collection activities to support state waste reduction goals.	**Consistent.** As described in Section 4.19, Utilities and Service Systems, of the IS prepared for the proposed project (Appendix B), future development projects on the project site facilitated by the proposed project would be required to comply with all applicable federal, State, and local statutes related to solid waste. Demolition and construction activities on the project site would comply with the City's Construction and Demolition (C&D) Debris Re-Use and Recycling Program, requiring the diversion of a minimum of 65 percent of construction and demolition debris in order to obtain building permits. Future residential and commercial development on the project site facilitated by the proposed project are required to reuse, recycle, compost, or otherwise divert refuse from disposal. The City, through Republic Services, provides curbside green (organic) waste services for residential and commercial development, including future residential and commercial development on the project site. The size and location of areas dedicated to recycling and organics collection would be reviewed by the City as individual applications for residential and commercial development within the project site are submitted to the City. Therefore, the proposed project would be consistent with Policy PSI-A.
Goal PSI-10: Superior electricity, natural gas, telephone, and data services improve quality of life and support economic development.	
Policy PSI-E: Encourage integrated and cost-effective design and technology features within new development and reuse projects to minimize demands on dry utility networks.	**Consistent.** As described in Chapter 3.0, future development on the project site would incorporate sustainability features pertaining to the use of energy. Future development on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements. To promote efficient use of energy, future projects would utilize passive solar design and efficient low-e glazing. Therefore, the proposed project would be consistent with Policy PSI-E.
Historic and Cultural Resources Element	
Goal HCR-1: To promote the preservation and restoration of the sites, structures and districts which have architectural, historical, and/or archaeological significance to the City of Huntington Beach.	

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Policy HCR 1.1.2: Consider the designation of any historically significant public trees, archaeological sites, parks, structures, sites or areas deemed to be of historical, archaeological, or cultural significance as a Huntington Beach City Historical Point, Site or District.	**Consistent.** As described in Section 4.4, Cultural Resources, this Draft EIR analyzes the potential for implementation of the proposed project to impact resources of historical, archaeological, or cultural significance. A project-specific Historic Resources Assessment (HRA) and Archaeological Survey Report were prepared for the proposed project and are provided as Appendices E-1 and E-2 to the Draft EIR. The HRA determined that no impacts to historical resources would occur with respect to the built environment with implementation of the proposed project. Further, the Archaeological Survey Report did not indicate the presence of cultural resources within the project site. Nevertheless, ground disturbance activities associated with the proposed project have the potential to unearth previously undocumented cultural resources. Therefore, Mitigation Measure CUL-1 would require that an Archaeological Mitigation and Monitoring Plan (AMMP) is prepared for each future development project within the project site, and that construction-related ground-disturbing activities are monitored by a qualified archaeologist. Implementation of MM CUL-1 would reduce potential impacts associated with previously unknown cultural or historical resources to a less than significant level. Therefore, the proposed project would be consistent with Policy HCR 1.1.2.
Goal HCR-3: Highlight the City's unique cultural heritage and enhance its visual appeal.	
Policy HCR 3.1.3: Encourage urban design and public art projects to enhance the image of the City and foster a sense of place.	**Consistent.** As described in Section 4.1, Aesthetics, the overall architectural design concept for buildout of the project site would be a contemporary seaside community theme reflecting the seaside design of adjacent neighborhoods. Development of the project site would accomplish this theme through contemporary architectural styles, landscape concepts, entry monumentation, and walls and fences. The use of color, texture, and materials would provide a connection to the visual character of the surrounding community. The incorporation of visually appealing architectural elements and landscaping would also break up the scale and massing of the proposed buildings in order to soften their appearance as perceived from the Pacific Ocean and beach. Further, as described in Section 3.4.8 of the Draft Amended PGSP, public art shall be incorporated into all new development projects within Planning Areas 1 and 3A that are subject to Design Review Board, consistent with the City of Huntington Beach Urban Design Guidelines. Therefore, the proposed project would be consistent with Policy HCR 3.1.3.

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Housing Element	
Goal 1: Maintain and enhance the quality and affordability of existing housing in Huntington Beach.	
Policy 1.1: Preserve the character, scale and quality of established residential neighborhoods.	**Consistent.** As described in Section 4.1, Aesthetics, the Draft Amended PGSP establishes site development standards and design guidelines for the buildout of the project site in order to ensure visual compatibility with surrounding land uses. Future commercial development within Planning Area 1 could reach a maximum height of 50 feet (four stories), while future residential development within Planning Area 2 could reach a maximum height of 35 feet (three stories), as specified in the Draft Amended PGSP. As described in Section 4.1, the overall scale and massing would be consistent with existing development in the project site vicinity and similar in nature to other mixed-use development along PCH within the city, including the Pacific City complex located approximately 1.4 miles southeast of the project site. The incorporation of visually appealing architectural elements and landscaping would also break up the scale and massing of the proposed buildings. Therefore, the proposed project would be consistent with Policy 1.1.
Goal 2: Provide adequate sites to accommodate projected housing unit needs at all income levels identified by the 2021-2029 RHNA.	
Policy 2.1: Provide site opportunities for development of housing that responds to diverse community needs in terms of housing types, cost and location, emphasizing locations that are near services, transit, promote walkability, and are moderate to highest resource areas.	**Consistent.** Under the proposed project, Planning Area 2 could be developed with a diverse range of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes and multi-dwelling structures, with a maximum residential density of 15 dwelling units per acre (du/ac). Up to 800 residential units could be developed within Planning Area 2. Further, the proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Further, the project would promote walkability by providing on-site amenities for recreation, exercise, dining, and entertainment. In addition, according to the California Tax Credit Allocation Committee 2026 Opportunity and Neighborhood Change Maps, the

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	project site is located within a High Resource Area. Therefore, the proposed project would be consistent with Policy 2.1.
Policy 2.2: Facilitate the efficient use of land by allowing and encouraging a mix of commercial and residential uses on the same property in both horizontal and vertical mixed-use configurations.	**Consistent.** As described in the Draft Amended PGSP, the project site would be divided into distinct Planning Areas (PAs), each dedicated to a unique land use. Specifically, the project site would consist of Planning Area 1 (16 acres of Commercial Visitor uses), Planning Area 2 (53.2 acres of Medium Density Residential uses, which would be subdivided into Planning Areas 2A [30.8 acres] and 2B [22.4 acres]), and Planning Area 3 (22.8 acres of open space/park uses, which would be subdivided into Planning Area 3A [19.7 acres] and 3B [3.1 acres]). Therefore, commercial and residential uses would both be located on the project site within their designated PAs. Therefore, the proposed project would be consistent with Policy 2.2.
Goal 3: Provide for safe and decent housing for all economic segments of the community.	
Policy 3.1: Encourage the production of housing that addresses the diverse housing needs of all economic segments of the community, including low, moderate, and above moderate-income households.	**Consistent.** The proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with Policy 3.1.
Policy 3.2: Utilize the City's Affordable Housing Ordinance as a tool to integrate affordable units within market rate developments. Continue to prioritize the construction of affordable units on-site for rental projects, with provision of units off-site or payment of an in-lieu housing fee as a less preferred alternative.	**Consistent.** The proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with Policy 3.2.
Goal 6: Promote a healthy and sustainable Huntington Beach through support of housing at all income levels that minimizes reliance on natural resources and automobile use.	
Policy 6.1: Implement the City's Green Building Program to ensure new development is energy and water efficient.	**Consistent.** As described in Chapter 3.0, future development on the project site would incorporate sustainability features pertaining to the use of energy. Future development on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements. To promote efficient use of energy, future projects would utilize passive solar design and efficient low-e glazing. Therefore, the proposed project would be consistent with Policy 6.1.
Policy 6.3: Promote healthy living and physical activity for households at all income levels through decisions in the location, site planning and design of housing and mixed-use development.	**Consistent.** As previously described, the proposed project includes recreation benefits. Specifically, under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. In addition, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt

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	providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would promote healthy living and physical activity through the availability of recreational options within and in the vicinity of the project site. Therefore, the proposed project would be consistent with Policy 6.3.
Policy 6.4: Incorporate transit and other transportation alternatives including walking and bicycling into the design of new development, including affordable housing, particularly in areas within a half mile of High-Quality Transit Areas.	**Consistent.** As previously described, OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). In addition, on-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. Lastly, the project includes a greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would be consistent with Policy 6.4.
Policy 6.5: Encourage a link between housing and jobs in the community, including housing opportunities affordable to Huntington Beach's modest and lower income workforce in areas with a variety of job opportunities.	**Consistent.** The proposed project would facilitate the development of a community that integrates housing, employment opportunities, recreational facilities, and visitor-serving uses within an accessible, walkable environment. Therefore, the proposed project would be consistent with Policy 6.5.
Goal 8: Improve quality of life and promote placemaking.	
Policy 8.1: Encourage placemaking and public spaces in new development to serve residents of all incomes, interests, ages, physical abilities, and cultures.	**Consistent.** The proposed project would facilitate the development of a community that integrates housing, employment opportunities, recreational facilities, and visitor-serving uses within an accessible, walkable environment. As described in Chapter 3.0, Project Description, the proposed project would increase coastal access not only for residents and employees but also for visitors through the provision of a

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	lively oceanfront pedestrian promenade containing viewing platforms and interpretive signage, as well as the development of pedestrian crosswalks to the beach at the main signalized entrance to the project site along PCH. In addition, gathering spots would be provided throughout the project site in order to encourage interaction and a sense of belonging. Therefore, the proposed project would be consistent with Policy 8.1.
Policy 8.2: Encourage development that includes active transportation infrastructure, such as new and wider sidewalks, trails, and protected bike lanes.	**Consistent.** As previously described, the project includes a greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would be consistent with Policy 8.2.
Goal 9: Affirmatively further fair housing.	
Policy 9.3: Promote housing opportunities for all people regardless of race, color, sex, national origin, religion, sexual orientation, disability, family status, marital status, income, ancestry, or other barriers that can prevent access to housing.	**Consistent.** The proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with Policy 9.3.
Policy 9.4: Encourage the provision of housing to meet the needs of families of all sizes and ages.	**Consistent.** Under the proposed project, Planning Area 2 could be developed with a diverse range of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes and multi-dwelling structures, with a maximum residential density of 15 dwelling units per acre (du/ac). Up to 800 residential units could be developed within Planning Area 2. Further, the proposed project would provide affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Therefore, the proposed project would be consistent with Policy 9.4.

Source: *City of Huntington Beach General Plan*, as amended.

As described in Table 4.10.B above, the proposed project would generally be consistent with the applicable goals and policies of the City of Huntington Beach General Plan. Even if the proposed project may conflict with a distinct policy or goal, the proposed project is nonetheless consistent with the Huntington Beach General Plan because after considering all aspects of the proposed development, the proposed project would further the objectives and policies of the General Plan without obstructing their attainment. A given project need not be in perfect conformity with every general plan policy to be consistent, which is particularly applicable to vague, general polices that "encourage" actions. Further, the project does not conflict with a General Plan or zoning policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

City of Huntington Beach Local Coastal Program. As described in Chapter 3.0, Project Description, the entire project site lies within the Coastal Zone and therefore is subject to the Coastal Act and the

provisions of the City of Huntington Beach General Plan Coastal Element. The proposed project includes an amendment to the City's LCP consistent with the General Plan Amendment and Specific Plan Amendment described above. The proposed changes to the PGSP and General Plan text would not take effect until certified by the Coastal Commission through the LCP amendment process. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the Coastal Zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land and activities that change the intensity of use of land or public access to coastal waters, generally require a Coastal Development Permit (CDP) from either the Coastal Commission or the local government.

For project consistency with goals and policies contained in the Coastal Element, refer to Table 4.10.C below.

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
Coastal Element	
Goal C-1: Develop a land use plan for the Coastal Zone that protects and enhances coastal resources, promotes public access and balances development with facility needs.	
Policy C-1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	**Consistent.** As described in Chapter 3.0, Project Description, the project site is currently developed with industrial land uses, including oil and natural gas production, as well as a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands. The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, Ocean Colony), and Pattinson Park to the east; and PCH to the west. Based on the existing conditions of the project site and surrounding area, future development of the project site under the proposed project would represent infill development within a portion of the City already characterized by urban development. Therefore, the proposed project would be consistent with Policy C-1.1.1.
Policy C-1.1.3: The use of private lands suitable for visitor serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.	**Consistent.** As described in Chapter 3.0, the proposed project includes 16 acres of Commercial Visitor (CV) uses in the central portion of the project site (Planning Area 1). The centralized location of Planning Area 1 would make the commercial component the primary focal point of the project site with overnight accommodations and gathering spaces for visitors and residents such as retail, dining, and entertainment options. With a maximum floor area ratio (FAR) of 0.5, Planning Area 1 could be developed with a maximum of 348,480 square feet of commercial uses, which could include up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. Pursuant to the Draft Amended PGSP and Chapter 211,

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	Section 211.04 of the HBZSO, the following land uses are permitted within Planning Area 1: 1) eating and drinking establishments; 2) personal services; and 3) retail sales. In addition, land uses that are permitted within Planning Area 1 with approval of a conditional use permit (CUP) or with certain limitations include: (1) commercial recreation & entertainment; (2) food & beverage sales; (3) outdoor retail sales; and (4) seasonal sales. In addition, the proposed project includes 19.7 acres of usable open space and parks within Planning Area 3A. Planning Area 3A would form a greenbelt encompassing Planning Areas 1 and 2. Under this concept, an oceanfront esplanade would be developed along Planning Areas 1 and 2's approximately 1.2-mile frontage along PCH. Along this frontage, the proposed oceanfront esplanade would span approximately 80 feet wide and would feature a 12-foot-wide multi-use path, including viewing platforms, interpretive signage, benches, picnic areas, and shade structures. This pedestrian promenade would connect an open space segment and multi-use path along Planning Areas 1 and 2's frontage with Palm Avenue, residential neighborhoods, and Pattinson Park. Planning Area 2's frontages along Seapoint Street and Goldenwest Street would also be developed with open space/park areas to connect with the longer pedestrian multi-use paths described above. Accordingly, the entire perimeter of Planning Areas 1 and 2 would be encompassed by an approximately 2.5-mile multi-use path loop. It should be noted that the proposed project includes a General Plan Amendment and Specific Plan Amendment to allow for the development of residential uses on 53.2 acres (Planning Area 2) of the project site, which was previously permitted for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses under the Approved PGSP. This land use shift would assist the City in meeting its Regional Housing Needs Assessment (RHNA) target of 13,368 housing units whilst still allowing for visitor-serving commercial and recreational uses on the project site, as described above. Therefore, the proposed project would be consistent with Policy C-1.1.3.
Policy C-1.1.3a: The provision of public access and recreation benefits associated with private development (such as but not limited to public access ways, public bike paths, habitat restoration and enhancement, etc.) shall be phased such that the public benefit(s) are in place prior to or concurrent with the private development but not later than occupation of any of the private development.	**Consistent.** As previously described, the proposed project includes both public access and recreation benefits. Specifically, under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. In addition, the perimeter

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would create a new pedestrian linkage along PCH. On-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Further, the project would provide on-site amenities for recreation, exercise, dining, and entertainment, and would decrease dependency on automobiles for residents by providing such amenities on-site. Developers of future private projects on the project site would be required to incorporate and construct their fair share of these features. At the time of CDP application submittal, developers would demonstrate the inclusion of such features as deemed applicable by the City and would demonstrate in construction phasing plans that such features would be constructed concurrently or prior to commercial or residential structures. Therefore, the proposed project would be consistent with Policy C-1.1.3a.
Policy C-1.1.4: Where feasible, locate visitor-serving commercial uses in existing developed areas or at selected points of attraction for visitors.	**Consistent.** As previously stated, the proposed project includes 16 acres of Commercial Visitor (CV) uses in the central portion of the project site (Planning Area 1), which could be developed with a maximum of 348,480 square feet of commercial uses, which could include up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO.

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	As described in Chapter 3.0, the project site is currently developed with industrial land uses, including oil and natural gas production, as well as a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands. The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, Ocean Colony), and Pattinson Park to the east; and PCH to the west. Accordingly, the project site is located in a developed area of the City. Further, just beyond PCH from the project site is the Pacific Ocean coastline, which is considered a point of attraction for visitors. Therefore, the proposed project would be consistent with Policy C-1.1.4.
Policy C-1.1.5: New residential development should be sited and designed in such a manner that it maintains and enhances public access to the coast. a. Provide neighborhood commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; a. Provide non-automobile circulation such as bike trails and pedestrian walkways within the development; b. Provide adequate parking facilities or a substitute means of serving the development with public transportation; c. Provide for the recreational needs of new residents through local park acquisition or on-site recreational facilities to assure that recreational needs of new residents will not overload nearby coastal recreation areas; d. Facilitate the provision or extension of public transit service; and e. Assure the potential for public transit for high intensity uses.	**Consistent.** As previously stated, under the proposed project, Planning Area 2 could be developed with a diverse range of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes and multi-dwelling structures, with a maximum residential density of 15 du/ac. Up to 800 residential units could be developed within Planning Area 2. Planning Area 1, located adjacent to Planning Area 2 and accessible via future internal circulation roadways, would provide up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. Therefore, the proposed project would enable commercial development in close proximity to residential development, thereby minimizing the use of roads beyond the project site. Under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. In addition, the perimeter of Planning Areas 1 and 2 would be encompassed by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street (Planning Area 3A). Therefore, the proposed project would create a new pedestrian linkage along PCH. Lastly, the proposed project would maintain and improve on-street (Class II) bicycle lanes along PCH. Bicycle usage would be encouraged by the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site.

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	Future hotel uses on site would provide bicycles for guest use during their stay. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans' approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). In addition, the project would provide on-site amenities for recreation, exercise, dining, and entertainment, and would decrease dependency on automobiles for residents by providing such amenities on-site. Additionally, surface and subterranean parking spaces would be provided within the project site. Surface parking spaces to be provided within Planning Area 1 would satisfy the City's parking requirements as set forth in Schedule A of Chapter 231.04, Off-Street Parking and Loading Spaces Required, of the HBZSO. Surface parking spaces to be provided within Planning Area 2 would satisfy the parking requirements as set forth in Table 3.2 of the Draft Amended PGSP, which provides parking standards based on residential unit type. Therefore, the proposed project would be consistent with Policy C-1.1.5.
Policy C-1.1.9: Minimize risks to life and property in areas of high geologic, flood (Figure C-33) and fire hazard through siting and design to avoid the hazard. New development shall be designed to assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of a protective device.	**Consistent.** As described in Section 4.7, Geology and Soils, of the IS prepared for the proposed project (Appendix B), the project site is not located in an Alquist-Priolo Earthquake Fault Zone (APEFZ). According to Figure HAZ-3, Seismic Hazard Zones (Liquefaction and Landslide), of the City of Huntington Beach General Plan Natural and Environmental Hazards Element, the site is mapped to have a liquefaction potential from "high to medium" to "very high." According to the same figure, the site does not have any mapped Earthquake-induced Landslide Zones. Additionally, according to Figure HAZ-4, Subsidence, of the City of Huntington Beach General Plan Natural and Environmental Hazards Element, the site is mapped in a zone of approximately -0.1 to -0.8 inches of subsidence per year. Accordingly, some geologic hazards have been mapped on the project site. Implementation of seismic design recommendations outlined in the Geotechnical Investigation Report prepared for the proposed project (Appendix G), as well as future supplemental geotechnical reports prepared on a project-by-project basis would reduce potential impacts from seismic

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	ground shaking, as required by Standard Condition GEO-1. With implementation of Standard Condition GEO-1 and compliance with the most current California Building Code, the Huntington Beach Building and Construction Code, structures developed on the project site would be sited and designed to reduce the risk of damage from geologic hazards. Based on Figure C-33 of the City's General Plan Natural and Environmental Hazards Element, the project site is designated as an area of "Minimal Flooding." This is consistent with the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRM) 06059C0241K and 06059C0242K (effective March 21, 2019), which designate the project site as Zone X (Area with Minimal Flood Hazard and Area of Reduced Flood Risk due to Levee) (refer to Section 4.10, Hydrology and Water Quality, of the IS). As described in Section 4.20, Wildfire, of the IS, the California Department of Forestry and Fire Protection (CAL FIRE) has not mapped the project site as located within a Fire Hazard Severity Zone (FHSZ). Nevertheless, future residential and commercial developments within the project site would be required to comply with all applicable building code requirements requiring fire protection devices, such as sprinklers, alarms per the California Fire Code (Municipal Code Section 17.56.010), adequately spaced fire hydrants, fire access lanes, and adequate emergency access. In addition, during the operational phase of the project, on-site access would be required to comply with standards established by the City and the HBFD. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City and HBFD standards. Lastly, utility improvements, including domestic water, sanitary sewer, and storm drain lines, proposed as part of the project would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department and the HBFD as part of the project approval process to ensure the proposed project is compliant with all applicable design standards and regulations. Therefore, the proposed project would be consistent with Policy C-1.1.9.
Policy C-1.2.1: Accommodate existing uses and new development in accordance with the Coastal Element Land Use Plan and the Development and Density Schedule Table C-1.	**Consistent.** The proposed project includes a General Plan Amendment to change the land use designation of Planning Area 2 to Medium Density Residential (RM) and the land use designation of Planning Area 3 from Commercial Visitor to Open Space-Park (OS-P). Planning Area 1 would retain its existing General Plan land use designation. The proposed project also includes an amendment to the approved PGSP

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	that would designate Planning Area 2 as Medium Density Residential. Under the Medium Density Residential designation, up to 800 units could be developed on the project site. As previously discussed, Planning Area 1 would remain designated as Commercial Visitor (no proposed change). Further, no amendment to the PGSP is proposed for the 22.8 acres of proposed parkland (Planning Area 3). The Coastal Element Land Use Plan for the project site (Zone 3 – Eastern Bolsa Chica Boundary to Goldenwest) acknowledges eventual redevelopment of the project site. Although noting that existing oil production facilities are permitted to continue, the Coastal Element Land Use Plan provides for an ultimate change in use on the site from oil production to mixed use, including residential, commercial, open space and civic/recreational uses. Residential development on the project site would be consistent with the description and maximum density established for RM uses in Table C-1 (15 dwelling units per acre [du/ac]). Commercial development on the project site would also be consistent with the description of CV uses provided in Table C-1. Therefore, the proposed project would be consistent with Policy C-1.2.1.
Policy C-1.2.2: Require that development be designed to account for the unique characteristics of project sites and objectives for Coastal Zone character in accordance with the Development "Overlay" schedule listed in Table C-1, as appropriate.	**Consistent.** The Coastal Element acknowledges the unique location and size of the project site. As previously described, the entire project site is located within the Palm/Goldenwest Specific Plan Area and therefore is subject to a "-sp" overlay. As described in Table C-1, the "-sp" overlay permits underlying land uses and requires that a Specific or Development plan be formulated for large scale, mixed-use multi-phased development projects which provides greater specificity for land use and infrastructure plans, design and development standards, and phasing/implementation. According to Table C-1, any portion of a new or amended Specific Plan within the coastal zone must be submitted to the Coastal Commission as an amendment to the City's certified local coastal program and shall not become effective until certified by the Coastal Commission. As described in Chapter 3.0, Project Description, the proposed project includes (1) a General Plan Amendment; (2) a Specific Plan Amendment to the Palm/Goldenwest Specific Plan; and (3) a Local Coastal Program Amendment to be certified by the California Coastal Commission. Therefore, the proposed project would be consistent with Policy C-1.2.2.

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
Policy C-1.2.3: Prior to the issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the Coastal Element, at the time of occupancy.	**Consistent.** Section 4.15, Transportation, and Section 4.17, Utilities and Service Systems, of this Draft EIR analyze the proposed project's demand on existing infrastructure and the need for new or expanded infrastructure. As described in Section 4.15, the LOS analysis provided in the TIA (Appendix L-1), which assumes signalization of all three project site entrances along PCH, determined that all study intersections are anticipated to operate at a satisfactory LOS during the a.m. and p.m. peak hours both in Existing (2025) with Project and Opening Year (2035) with Cumulative Projects with Project traffic conditions. Additionally, the project driveways are forecast to operate at satisfactory LOS (B or better) during both the a.m. and p.m. peak hours. In addition, a follow-up *PCH Driveway Access Alternative Analysis* (Appendix L-2) was prepared to analyze an alternative scenario under which only the main entrance along PCH is signalized. This analysis concluded that signalizing only the main entrance, while operating the secondary entrances as right-in/right-out driveways, would still maintain a satisfactory LOS during both the a.m. and p.m. peak hours for traffic operations on PCH and for all three project driveways. Therefore, it is anticipated that the proposed project could be adequately served by the City's existing roadway network, with minor improvements (e.g., signalization). As described in Section 4.17, the analysis of potential utility impacts under implementation of the proposed project was informed by CalEEMod modeling results and a Water Supply Assessment. Based on these data sources, and with implementation of Mitigation Measures UTL-1 through UTL-3, the proposed project would not require or result in the relocation or construction of new or expanded utility facilities, the construction or relocation of which would cause significant environmental effects. Further, as specific development applications are received, the City may require additional analysis of potential project-specific impacts. Therefore, the proposed project would be consistent with Policy C-1.2.3.
Goal C-2: Provide coastal resource access opportunities for the public where feasible and in accordance with the California Coastal Act requirements.	
Policy C-2.1.1: Provide signs along the following corridors to guide and facilitate beach bound traffic: ○ Bolsa Chica Street to Warner ○ Avenue to Pacific Coast Highway. ○ Goldenwest Street ○ Beach Boulevard ○ Magnolia Street ○ Brookhurst Street ○ Springdale Street to Warner ○ Edwards Street, Garfield, Seapoint to PCH	**Consistent.** As described in Chapter 3.0, a detailed Public Access and Recreation Signage Plan (Signage Plan) would be prepared for review and approval by the City and would include plans for sign contents, font style and size, methods of posting, and locations for posting. The Signage Plan would prohibit any signage that prohibits or limits public access to the proposed internal circulation roadways, sidewalks, parking, or public features. The Signage Plan would include signage directing the public to coastal access opportunities to be posted in conspicuous locations within the greenbelt,

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	visitor-serving, and residential areas. Signs would be posted in the esplanade along PCH, internal circulation roadways, and around pedestrian walkways to direct the public to on-site trails and amenities. The Signage Plan would be submitted by the developer with the application for any CDP for residential or commercial development. All signs associated with future development of the project site would be constructed in accordance with Title 23, Chapters 232 (Landscape Improvements) and 233 (Signs) of the HBZSO. Therefore, the proposed project would be consistent with Policy C-2.1.1.
Policy C-2.1.2: Promote increasing the capacity of Pacific Coast Highway through re-striping and traffic signal synchronization to enhance traffic circulation and safety. Require that all recreational beach and on-street parking spaces removed due to re-striping be replaced at a one-to-one ratio. Replacement parking shall be provided based on the following standards: a. Replacement parking shall be provided prior to or concurrent with the loss of any parking. a. Replacement parking shall be provided either on-street, in parking lots, and/or parking structures which are within 500 feet of Pacific Coast Highway. b. Replacement parking shall be dispersed commensurate with its existing location on Pacific Coast Highway unless it is determined that public coastal access is better served by concentrating it in one or more locations. c. Pedestrian access across Pacific Coast Highway shall be provided. d. Dispersed drop off points shall be provided on the seaward side of Pacific Coast Highway.	**Consistent.** As described in Chapter 3.0, vehicular access to the project site would be provided via three driveways along the project site's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary signalized entrances (subject to Caltrans approval) closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. The main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. Additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. The driveway along Goldenwest Street would consist of a one-way stop control driveway, and the driveway along Seapoint Street would consist of a two-way stop control driveway. The existing full-access driveway along Seapoint Street would continue to provide vehicular access to Planning Area 3B under the proposed project, as under existing conditions. Additionally, surface and subterranean parking spaces would be provided within the project site. Surface parking spaces to be provided within Planning Area 1 would satisfy the City's parking requirements as set forth in Schedule A of Chapter 231.04, Off-Street Parking and Loading Spaces Required, of the HBZSO. Surface parking spaces to be provided within Planning Area 2 would satisfy the parking requirements as set forth in Table 3.2 of the Draft Amended PGSP, which provides parking standards based on residential unit type. Therefore, the proposed project would be consistent with Policy C-2.1.2.
Policy C-2.2.1: Encourage the utilization of easements and/or rights-of-way along flood control channels, public utilities, railroads and streets, wherever practical, for the use of bicycles and/or pedestrians.	**Consistent.** As previously described, the proposed project would include a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street. In addition, this pedestrian promenade would connect an open space segment and multi-use path along Planning Areas 1 and 2's frontage with Palm Avenue, residential neighborhoods, and Pattinson Park. In addition, sidewalks would be provided along the main entry road and internal circulation roads, as

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	feasible. Therefore, the proposed project would be consistent with Policy C-2.2.1.
Policy C-2.2.2: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments.	**Consistent.** As described above, the proposed project would include a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street. In addition, this pedestrian promenade would connect an open space segment and multi-use path along Planning Areas 1 and 2's frontage with Palm Avenue, residential neighborhoods, and Pattinson Park. In addition, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. Therefore, the proposed project would be consistent with Policy C-2.2.2.
Policy C-2.2.5: Link bicycle routes with pedestrian trails and bus routes to promote an interconnected system.	**Consistent.** As described above, the proposed project would include a minimum 80-foot-wide greenbelt providing 19.7 acres of open space, including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street. In addition, this pedestrian promenade would connect an open space segment and multi-use path along Planning Areas 1 and 2's frontage with Palm Avenue, residential neighborhoods, and Pattinson Park. The proposed project would maintain and improve on-street (Class II) bicycle lanes along PCH. OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. Therefore, the proposed project would be consistent with Policy C-2.2.5.
Policy C-2.2.6: Provide adequate bike racks at appropriate locations within the Coastal Zone with special emphasis for facilities adjacent to the beach.	**Consistent.** Bicycle usage would be encouraged on the project site through the provision of bikeway access and bike racks at convenient locations near building entries throughout the project site. Future hotel uses on site would provide bicycles for guest use during their stay. Therefore, the proposed project would be consistent with Policy C-2.2.6.
Policy C-2.3.6: New development, such as multi-unit housing and commercial centers, should maintain and enhance public access to the coast through provisions for enhancing or encouraging ridership on public transportation.	**Consistent.** As previously stated, OCTA operates bus services (Routes 1 and 25) with stops in the immediate project site vicinity. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street. Upon Caltrans approval, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH. The proposed bus stop would consist of a bench and shelter. In addition, the proposed

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	project would incentivize transit use by offering free OCTA transit passes to all future hotel employees pursuant to Mitigation Measure TRA-1 (refer to Section 4.15, Transportation). Therefore, the proposed project would be consistent with Policy C-2.3.6.
Policy C-2.4.2: Ensure that adequate parking is maintained and provided in all new development in the Coastal Zone utilizing one or a combination of the following: a. Apply the City's parking standards at a minimum. a. Implement a comprehensive parking strategy for the Downtown area. b. Consider developing new parking standards specific to the coastal zone, subject to Coastal Commission approval. c. Develop parking assessment districts to fund off-site parking structures, if necessary. d. Monitor parking programs to make the most effective use of parking resources. e. Replace any on-street parking lost in the coastal zone on a 1:1 basis within the coastal zone prior to or concurrent with the loss of any parking spaces.	**Consistent.** Surface and subterranean parking spaces would be provided within the project site, including parking spaces along the proposed collector road adjacent to Planning Area 3 and Palm Avenue and secondary entry roads. Additionally, between 60 and 100 parking spaces would be provided along the eastern curb of PCH within the esplanade near Seapoint Street. Where allowed, public parking would be marked by informational signage. Surface parking spaces within Planning Area 1 would satisfy the City's parking requirements as set forth in Schedule A of Chapter 231.04, Off-Street Parking and Loading Spaces Required, of the HBZSO. Surface parking spaces within Planning Area 2 would satisfy the parking requirements as set forth in Table 3.2 of the Draft Amended PGSP, which provides parking standards based on residential unit type. Therefore, the proposed project would be consistent with Policy C-2.4.2.
Policy C-2.4.6: Consistent with the Water and Marine Resources policies of this LCP, design parking lots to minimize the adverse impacts of urban runoff by: a. Minimizing the area covered by impervious surfaces, b. Minimizing pollutant loads associated with runoff, and c. Periodic sweeping of parking lots on a regular basis.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, future developments on the project site would result in the presence of both pervious and impervious surfaces, although the proportion of each is not yet known at this time. Landscaped areas would be distributed throughout parking areas on the project site in order to allow for natural infiltration, which would reduce the volume of surface runoff on the project site. Further, pursuant to Standard Condition WQ-4, project-specific WQMPs would be prepared for new development and significant redevelopment projects consistent with the requirements of the North Orange County MS4 Permit. Each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement. Each project-specific WQMP would be required to specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would minimize stormwater runoff thereby minimizing on- and off-site flooding. With implementation of the proposed BMPs, future developments on the project site would be required to generally maintain the existing drainage pattern. Therefore, the proposed project would be consistent with Policy C-2.4.6.

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Policy C-2.5.1: Require that existing public access to the shoreline and Huntington Harbour waterways be maintained and enhanced, where necessary and feasible, notwithstanding overriding safety, environmental or privacy issues.	**Consistent.** The proposed project would not create any new barriers to public access to the shoreline and Huntington Harbour waterways. In fact, the proposed project would increase accessibility to the beach by including pedestrian crosswalks at the main signalized entrance to the project site along PCH. In addition, a detailed Public Access and Recreation Signage Plan (Signage Plan) would be prepared for review and approval by the City and would include plans for sign contents, font style and size, methods of posting, and locations for posting. The Signage Plan would prohibit any signage that prohibits or limits public access to the proposed internal circulation roadways, sidewalks, parking, or public features. The Signage Plan would include signage directing the public to coastal access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas. Therefore, the proposed project would be consistent with Policy C-2.5.1.
Policy C-2.7.1: Maintain and enhance, where necessary, the coastal resource signing program that identifies public access points, bikeways, recreation areas and vista points throughout the Coastal Zone.	**Consistent.** As described in Chapter 3.0, a detailed Public Access and Recreation Signage Plan (Signage Plan) would be prepared for review and approval by the City and would include plans for sign contents, font style and size, methods of posting, and locations for posting. The Signage Plan would prohibit any signage that prohibits or limits public access to the proposed internal circulation roadways, sidewalks, parking, or public features. The Signage Plan would include signage directing the public to coastal access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas. Signs would be posted in the esplanade along PCH, internal circulation roadways, and around pedestrian walkways to direct the public to on-site trails and amenities. The Signage Plan would be submitted by the developer with the application for any CDP for residential or commercial development. All signs associated with future development of the project site would be constructed in accordance with Title 23, Chapters 232 (Landscape Improvements) and 233 (Signs) of the HBZSO. Therefore, the proposed project would be consistent with Policy C-2.7.1.
Policy C-2.8.1: Promote safe pedestrian access to the beach from the inland side of Pacific Coast Highway.	**Consistent.** Under the proposed project, the main signalized entrance to the project site along PCH would include pedestrian crosswalks to the beach. Therefore, the proposed project would be consistent with Policy C-2.8.1.
Goal C-3: Provide a variety of recreational and visitor commercial serving uses for a range of cost and market preferences.	
Policy C-3.2.1: Encourage, where feasible, facilities, programs and services that increase and enhance public recreational opportunities in the Coastal Zone.	**Consistent.** The proposed project would facilitate the development of both public and private recreational facilities. These facilities are intended to satisfy the daily recreational needs of residents, employees, and visitors of the project site,

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Policy or Goal	Project Consistency
	thereby decreasing the likelihood that these individuals would travel away from the project site to utilize other nearby recreational facilities. Under the proposed project, a total of 22.8 acres of privately maintained park and open space land would be developed, of which 19.7 acres (Planning Area 3A) would be open to the public for recreational use, and would include a multi-use path, viewing platforms, interpretive signage, benches, picnic areas, and shade structures. In addition, future residential projects that would develop more than 20 dwelling units on the project site would be required under Chapter 210, Section 210.07 of the HBZSO to provide resident-serving private recreational facilities, including a clubhouse, swimming pool, tennis court, volleyball court, outdoor cooking facility, or other recreation facility, as required. Therefore, the proposed project includes both public and private recreational facilities and would be consistent with Policy C-3.2.1.
Policy C-3.2.2: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. On oceanfront, waterfront or nearshore areas or lands designated for visitor uses and recreational facilities, an assessment of the availability of lower cost visitor uses shall be completed at the time of discretionary review and an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in or near Huntington Beach shall be imposed.	**Consistent.** As described in Chapter 3.0, the proposed project would provide lower-cost facilities through the provision of affordable housing units (a minimum of 10 percent of the total residential units constructed within Planning Area 2) and lower-cost hotel rooms (a minimum of 25 percent of the total hotel rooms constructed within Planning Area 1). Further, as described in Section 3.2.5 of the Draft Amended PGSP, lower-cost food options for seasonal visitors would be encouraged within Planning Area 1 during the period between June 1st and September 15th each year. Food trucks, pop up diners and other temporary low-cost dining options would be allowed in Planning Area 1 with approval of a Coastal Development Permit. Therefore, the proposed project would be consistent with Policy C-3.2.2.
Policy C-3.2.3: Privately-owned recreation facilities on public land shall be open to the public. Encourage privately-owned recreation facilities on private land to be open to the public.	**Consistent.** The project site consists of private property owned by the California Resources Corporation (CRC). Under existing conditions, no portion of the project site is open to the public, as it is generally surrounded by existing masonry walls, landscaping, and secure driveways. Future redevelopment of the project site would open portions of the site to the public, particularly Planning Areas 1 and 3A, to the public. Specifically, Planning Area 1 would be developed with Commercial Visitor (CV) uses in the central portion of the project site, including up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. These uses are intended to provide an inviting environment for visitors from the general public. Additionally, the minimum 80-foot-wide greenbelt providing 19.7 acres of open space provided in Planning Area 3A would be open to the public. This open space would include a 12-

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	foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street, and would include viewing platforms, interpretive signage, benches, picnic areas, and shade structures for public use. Therefore, the proposed project would be consistent with Policy C-3.2.3.
Policy C-3.2.4: Encourage the provision of a variety of visitor-serving commercial establishments within the Coastal Zone, including, but not limited to, shops, restaurants, hotels and motels, and day spas.	**Consistent.** As described in Chapter 3.0, the proposed project includes 16 acres of Commercial Visitor (CV) uses in the central portion of the project site (Planning Area 1). The centralized location of Planning Area 1 would make the commercial component the primary focal point of the project site with overnight accommodations and gathering spaces for visitors and residents such as retail, dining, and entertainment options. With a maximum FAR of 0.5, Planning Area 1 could be developed with a maximum of 348,480 square feet of commercial uses, which could include up to 350 hotel rooms, as well as other visitor serving land uses permitted within the CV zone in the HBZSO. Pursuant to the Draft Amended PGSP and Chapter 211, Section 211.04 of the HBZSO, the following land uses are permitted within Planning Area 1: 1) eating and drinking establishments; 2) personal services; and 3) retail sales. In addition, land uses that are permitted within Planning Area 1 with approval of a conditional use permit (CUP) or with certain limitations include: 1) commercial recreation & entertainment; 2) food & beverage sales; 3) outdoor retail sales; and 4) seasonal sales. Therefore, the proposed project would be consistent with Policy C-3.2.4.
Goal C-4: Preserve and, where feasible, enhance and restore the aesthetic resources of the City's coastal zone, including natural areas, beaches, harbors, bluffs and significant public views.	
Policy C-4.1.1: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas.	**Consistent.** The potential for the proposed project to impact the scenic and visual qualities of its coastal surroundings is analyzed in Section 4.1, Aesthetics, of this Draft EIR. As described in Section 4.1, because the project site is located to the east of PCH, the proposed project would not have the potential to interfere with any views from PCH toward the Pacific Ocean. There are no scenic vistas or resources east of the project site visible to travelers along PCH under existing conditions with the potential to be obstructed by the proposed project. The proposed project would increase visibility from PCH to land uses east of the project site by the removal of existing screening materials and the establishment of pedestrian and vehicular circulation routes throughout the project site. As previously stated, the City has designated the intersections of Seapoint Street and Goldenwest Street with PCH as Secondary Entry Nodes, or focal points where travelers enter the city from surrounding areas. A detailed Public Access and

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	Recreation Signage Plan (Signage Plan) would be required to be submitted with each CDP application for future residential or commercial development within the project site, which would include signage directing the public to coastal views and access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas. Further, as described in Section 4.1, implementation of the proposed project is not expected to adversely affect any of the scenic vista opportunities identified in Figure C-17 of the City's General Plan Coastal Element. While it is possible that the upper portions of future residential and commercial structures on the project site may be visible from the beach or the waters of the Pacific Ocean, the overall scale and massing would be consistent with existing development in the project site vicinity and similar in nature to other mixed-use development along PCH within the city. The project would also replace oil and gas production land uses deemed incompatible with the coastal visual character by the City's General Plan Coastal Element with a visually attractive development utilizing color, texture, and materials would provide a connection to the visual character of the surrounding beach and community. Therefore, the proposed project would be consistent with Policy C-4.1.1.
Policy C-4.1.4: Preserve skyward, nighttime views through minimization of lighting levels along the shoreline.	**Consistent.** All outdoor lighting would be designed to provide adequate illumination of on-site areas without intruding upon surrounding properties or sensitive land uses in the project site vicinity. Outdoor lighting would be directed downward and would be DarkSky approved for all nighttime hours. The DarkSky Approved program provides objective, third-party certification for projects that minimize glare and reduce light trespass/pollution. Further, developers of future residential and commercial development within the project site would be required to provide a plan showing the proposed location, size, and materials of all proposed signs and outdoor lighting for review and approval by the Community Development Department prior to the issuance of building permits. Therefore, the proposed project would be consistent with Policy C-4.1.4.

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Policy C-4.2.1: Ensure that the following minimum standards are met by new development in the Coastal Zone as feasible and appropriate: a. Preservation of public views to and from the bluffs, to the shoreline and ocean and to the wetlands. b. Adequate landscaping and vegetation. c. Evaluation of project design regarding visual impact and compatibility. d. Incorporate landscaping to mask oil operations and major utilities, such as the electrical power plant on Pacific Coast Highway.	**Consistent.** The proposed project would be located east of PCH and therefore does not have the potential to interfere with any views from PCH toward the Pacific Ocean. The project site is located atop a natural bluff and therefore is generally not visible from other portions of the City. Though views from the bluff toward other portions of the City are considered scenic vistas, the only scenic vista opportunity with the potential to include views toward the project site is looking north from Huntington Beach Municipal Pier. However, visibility of the project site from this vista is poor due to distance, topography, and intervening development. Therefore, implementation of the proposed project is not expected to adversely affect any of scenic vista opportunities toward the bluffs. As described in Section 4.1, no development is proposed for the portion of the project site closest to the Bolsa Chica Ecological Preserve and Harriett M. Wieder Regional Park (Planning Area 3B). Therefore, no visual changes would occur within Planning Area 3B with the potential to affect views toward or from Bolsa Chica Ecological Preserve and Harriett M. Wieder Regional Park. Similarly, views toward Planning Area 3B from Seapoint Street, which the City designates as a Landscape Corridor, would not be affected by implementation of the proposed project. Views toward or from Bolsa Chica Ecological Reserve and Harriett M. Wieder Regional Park are not anticipated to be affected by future development within Planning Areas 1, 2, and 3A due to distance, topography, and intervening development. Both existing and proposed ornamental landscaping would further obscure any future residential and commercial structures developed on the project site from vantage points within the Bolsa Chica Ecological Reserve or Seapoint Street. Furthermore, the establishment of a landscaped pedestrian promenade within the portion of Planning Area 3A adjacent to Seapoint Street would enhance the visual experience for viewers traveling along this roadway. As described in Chapter 3.0, landscaping would be provided throughout Planning Areas 1, 2, and 3A, including a combination of groundcovers, shrubs, and trees. The proposed landscaping would be consistent with the landscaping characteristics of surrounding land uses. All landscaping on the project site would be required to adhere to Section 4.4, Landscape Architecture Guidelines, of the Draft Amended PGSP, including the selection of plant species listed in the plant palette provided in Section 4.4.10 of the Draft Amended PGSP. Consistent street tree themes would be used for internal circulation roadways, and trees, vines, and shrubs would be used to soften signs and walls throughout Planning Areas 1, 2, and 3A.

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	Future developments on the project site would be required to adhere to all applicable development standards and community design guidelines outlined in the Draft Amended PGSP. Therefore, the proposed project would be consistent with Policy C-4.2.1.
Policy C-4.2.2: Require that the massing, height, and orientation of new development be designed to protect public coastal views.	**Consistent.** As described in Section 4.1, Aesthetics, under the proposed project, future commercial development within Planning Area 1 could reach a maximum height of 50 feet (four stories), while future residential development within Planning Area 2 could reach a maximum height of 35 feet (three stories), as specified in the Draft Amended PGSP. This overall scale and massing would be consistent with existing development in the project site vicinity and similar in nature to other mixed-use development along PCH within the city. Future developments on the project site would be required to adhere to the design adhere to all applicable development standards and community design guidelines outlined in the Draft Amended PGSP. Therefore, the proposed project would be consistent with Policy C-4.2.2.
Policy C-4.2.3: Promote the preservation of significant public view corridors to the coastal corridor, including views of the sea and the wetlands through strict application of local ordinances, design guidelines and related planning efforts, including defined view corridors.	**Consistent.** As described in Section 4.1, Aesthetics, the City has designated scenic corridors based on aesthetic appeal and views of the City's scenic resources. Figure 4.1-1 in the City's General Plan Update PEIR identifies PCH as a Major Urban Scenic Corridor and Seapoint Street as a Landscape Corridor. PCH is recognized as scenic for its views of the Pacific Ocean to the west. Because the project site is located to the east, the proposed project would not have the potential to interfere with any views from PCH toward the Pacific Ocean. There are no scenic vistas or resources east of the project site visible to travelers along PCH under existing conditions with the potential to be obstructed by the proposed project. The proposed project would increase visibility from PCH to land uses east of the project site by the removal of existing screening materials and the establishment of pedestrian and vehicular circulation routes throughout the project site. As previously stated, the City has designated the intersections of Seapoint Street and Goldenwest Street with PCH as Secondary Entry Nodes, or focal points where travelers enter the city from surrounding areas. A detailed Public Access and Recreation Signage Plan (Signage Plan) would be required to be submitted with each Coastal Development Permit (CDP) application for future residential or commercial development within the project site, which would include signage directing the public to coastal views and access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas. As described in Section 4.1, no development is proposed for the portion of the project site closest to the Bolsa Chica

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	Ecological Preserve and Harriett M. Wieder Regional Park (Planning Area 3B). Therefore, no visual changes would occur within Planning Area 3B with the potential to affect views toward or from Bolsa Chica Ecological Preserve and Harriett M. Wieder Regional Park. Similarly, views toward Planning Area 3B from Seapoint Street, which the City designates as a Landscape Corridor, would not be affected by implementation of the proposed project. Views toward or from Bolsa Chica Ecological Reserve and Harriett M. Wieder Regional Park are not anticipated to be affected by future development within Planning Areas 1, 2, and 3A due to distance, topography, and intervening development. Both existing and proposed ornamental landscaping would further obscure any future residential and commercial structures developed on the project site from vantage points within the Bolsa Chica Ecological Reserve or Seapoint Street. Furthermore, the establishment of a landscaped pedestrian promenade within the portion of Planning Area 3A adjacent to Seapoint Street would enhance the visual experience for viewers traveling along this roadway. Future developments on the project site would be required to adhere to all applicable development standards and community design guidelines outlined in the Draft Amended PGSP. These standards and guidelines have been established to maximize protection of coastal scenic resources whilst allowing new development where appropriate. Therefore, the proposed project would be consistent with Policy C-4.2.3.
Policy C-4.5.3: Coordinate the design of public and private signs and graphics in the coastal zone. a. Prepare and implement a coordinated public/private sign program that fosters a cohesive image and includes the following: 1. Sign standards that identify public places, recreational opportunities and tourist destinations; 2. Design standards for public monument signage and public banners for street light standards along the major arterials; 3. Identification sign designs for each of the residential districts; 4. Design standards for primary and secondary entry node signage; and 5. Improved street signage that incorporates such elements as city logos or local design elements. b. Develop a major arterials public signage installation program. c. Consider developing guidelines for private monument signage that incorporates a consistent public identification device such as a City logo or a logo for the business' location, i.e., Beach Boulevard.	**Consistent.** As described in Chapter 3.0, a detailed Public Access and Recreation Signage Plan (Signage Plan) would be prepared for review and approval by the City and would include plans for sign contents, font style and size, methods of posting, and locations for posting. The Signage Plan would prohibit any signage that prohibits or limits public access to the proposed internal circulation roadways, sidewalks, parking, or public features. The Signage Plan would include signage directing the public to coastal access opportunities to be posted in conspicuous locations within the greenbelt, visitor-serving, and residential areas. Signs would be posted in the esplanade along PCH, internal circulation roadways, and around pedestrian walkways to direct the public to on-site trails and amenities. The Signage Plan would be submitted by the developer with the application for any CDP for residential or commercial development. All signs associated with future development of the project site would be constructed in accordance with Title 23, Chapters 232 (Landscape Improvements) and 233 (Signs) of the HBZSO. Therefore, the proposed project would be consistent with Policy C-4.5.3.

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Policy C-4.6.1: Landscaping adjacent to environmentally sensitive habitat areas, such as wetlands, and coastal dunes shall consist of non-invasive, native drought tolerant plants. No permanent irrigation systems shall be allowed adjacent to environmentally sensitive habitat areas.	**Consistent.** As described in Section 4.3, Biological Resources, no development is proposed for the portion of the project site closest to the Bolsa Chica Ecological Preserve and Harriett M. Wieder Regional Park (Planning Area 3B). This area would remain in its existing condition as a generally undeveloped area consisting of vegetation (ice plant mat) and a paved road under the proposed project. Accordingly, the proposed project would not locate ornamental landscaping or irrigation adjacent to environmentally sensitive habitat areas. Additionally, the project site is set back from the Pacific Ocean coastline by PCH and therefore would not locate any landscaping or irrigation adjacent to coastal dunes. Therefore, the proposed project would be consistent with Policy C-4.6.1.
Policy C-4.7.9: Require the removal of non-productive oil production facilities and the restoration of the vacated site.	**Consistent.** When the PGSP was adopted by the City and certified by the Coastal Commission in 2000, it was assumed that oil and gas production on the project site would phase out and be replaced with visitor-serving commercial, civic/recreational, and open space uses. The planned phaseout of oil and gas production facilities on Planning Areas 1, 2, and 3A and the future redevelopment of these Planning Areas with residential, commercial, and open space/park uses is consistent with this policy. Construction of the proposed project would involve the demolition and removal of existing oil and natural gas production facilities, including both aboveground structures and underground infrastructure such as pipelines and wells. Well abandonment, pipeline removal, and soil remediation activities would be required. Following these activities, site preparation activities, including rough grading and the installation of backbone infrastructure, would be conducted on the project site. Therefore, the proposed project would be consistent with Policy C-4.7.9.
Goal C-5: Promote the preservation of significant archaeological and paleontological resources in the Coastal Zone.	
Policy C-5.1.2: Where new development would adversely impact archeological or paleontological resources within the Coastal Zone, reasonable mitigation measures to minimize impacts shall be required.	**Consistent.** The potential for future development on the project site to impact archaeological and paleontological resources is analyzed in Sections 4.4 (Cultural Resources) and 4.6 (Geology and Soils) of this Draft EIR. As described in Section 4.4, the Archaeological Survey Report (Appendix E-2) did not indicate the presence of cultural resources within the project site. Nevertheless, ground disturbance activities associated with the proposed project have the potential to unearth previously undocumented cultural resources. Therefore, MM CUL-1 would require that an Archaeological Mitigation and Monitoring Plan (AMMP) is prepared for each future development project within the project site, and that construction-related ground-disturbing activities on the project site are monitored by a qualified archaeologist. Implementation of MM CUL-1 would reduce potential impacts associated with previously unknown cultural or historical resources to a less than significant level.

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	As described in Section 4.6, the Paleontological Resource Memorandum (Appendix H) did not identify any previously recorded fossil localities within the project site. Nevertheless, ground disturbance activities associated with the proposed project have the potential to unearth previously undocumented paleontological resources. Therefore, the proposed project would implement MM GEO-1, which would require preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) by a qualified SVP-standard paleontologist, monitoring of ground disturbance within sediments of high paleontological sensitivity, evaluation and collection of any discovered fossils, curation of recovered resources into a qualified scientific repository, and a final monitoring report for each future development project within the project site. Implementation of MM GEO-1 would reduce potential impacts associated with previously unknown paleontological resources to a less than significant level. Therefore, the proposed project would be consistent with Policy C-5.1.2.
Policy C-5.1.3: In the event that any Native American human remains are uncovered, the County Coroner, the Native American Heritage Commission, and the Most Likely Descendants, as designated by the California Native American Heritage Commission, shall be notified. The recommendations of the Most Likely Descendants shall be obtained prior to the disposition of any prehistoric Native American human remains.	**Consistent.** As described in Section 4.5, Cultural Resources, of the IS prepared for the proposed project (Appendix B), construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), Public Resources Code (PRC) Section 5097, and Section 7050.5 of the State's Health and Safety Code. To ensure proper treatment of burials in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, the law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. As described in Standard Condition CUL-1 (refer to the IS), construction contractor(s), the City, and the County Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State's Health and Safety Code. Under Standard Condition CUL-1, if any remains discovered are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the City of Huntington Beach (City), the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits on the

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	project site, the Department of Community Development, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above. Therefore, the proposed project would be consistent with Policy C-5.1.3.
Policy C-5.1.5: A County-certified paleontologist/ archeologist, shall monitor all grading operations where there is a potential to affect cultural or paleontological resources based on the required research design. A Native American monitor shall also monitor grading operations. If grading operations uncover paleontological/archeological resources, the paleontologist/archaeologist or Native American monitor shall suspend all development activity to avoid destruction of resources until a determination can be made as to the significance of the paleontological/archeological resources. If found to be significant, the site(s) shall be tested and preserved until a recovery plan is completed to assure the protection of the paleontological/archeological resources.	**Consistent.** As previously described, future development projects on the project site would be required to adhere to MM CUL-1, which would require that construction-related ground-disturbing activities on the project site are monitored by a qualified archaeologist. Implementation of MM CUL-1 would reduce potential impacts associated with previously unknown cultural or historical resources to a less than significant level. Additionally, future projects would also be required to implement MM GEO-1, which would require monitoring of ground disturbance within sediments of high paleontological sensitivity. Implementation of MM GEO-1 would reduce potential impacts associated with previously unknown paleontological resources to a less than significant level. Therefore, the proposed project would be consistent with Policy C-5.1.5.
Goal C-6: Prevent the degradation of marine resources in the Coastal Zone from activities associated with an urban environment.	
Policy C-6.1.1: Require that new development include mitigation measures to enhance water quality, if feasible; and, at a minimum, prevent the degradation of water quality of groundwater basins, wetlands, and surface water.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, there are no potentially significant hydrology and water quality impacts associated with the proposed project requiring mitigation. However, Standard Conditions WQ-1 through WQ-5, as discussed in Section 4.9, would require future developers to take actions to prevent the degradation of water quality of groundwater basins, wetlands, and surface water. Therefore, the proposed project would be consistent with Policy C-6.1.1.
Policy C-6.1.15: Where new storm drain outlets are necessary, discharge points shall be sited and designed to release in the least environmentally sensitive location and manner. a. Storm drains are prohibited from discharging directly into ESHA, or wetlands unless there is no other feasible alternative in which case storm drain discharge shall be accomplished in a manner that is the least environmentally damaging feasible alternative. b. The volume and quality of stormwater discharged into coastal waters, ESRA, or wetlands shall maintain or enhance the functional capacity of the receiving waters or ESRA. c. Energy dissipater devices shall be installed on all approved storm drain outlets to prevent erosion and scour.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, the project site would drain via proposed underground conduits into three drainage areas (DAs). Flows from DA 1 would be conveyed from catch basins through a series of storm drain systems to a detention area that would connect to a public catch basin on Goldenwest Street. From this catch basin, stormwater would flow to an existing storm drain lateral, then to an existing 48-inch main on Goldenwest Street that ultimately discharges to the Pacific Ocean via a 42-inch storm drain lateral. Flows from DA 2 would be conveyed from catch basins to a downstream detention area to a public parkway drain outlet along Palm Avenue. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Ave and flows northeasterly towards a detention basin within the Huntington Club golf course. Flows from this detention basin then flow to a City

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Policy or Goal	Project Consistency
	storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean. Prior to discharge, stormwater generated on the project site during project operation would be processed and treated by various Site Design, Source Control, LID, and Treatment Control BMPs identified in each project-specific WQMP that would be designed to capture, treat, and reduce pollutants of concern in storm water runoff. Therefore, the proposed project would be consistent with Policy C-6.1.15.
Policy C-6.1.17: Natural drainage patterns in areas designated as Conservation or Open Space and Recreation shall be maintained and restored where feasible.	**Consistent.** As described in Chapter 3.0, the City's General Plan Land Use Element currently designates the entire project site for Commercial Visitor (CV) land uses with a Specific Plan overlay. The approved PGSP designates the project site for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. The project includes a General Plan Amendment to change the land use designation of Planning Area 3 from Commercial Visitor to Open Space-Park (OS-P); and the Open Space/Civic designation under the approved PGSP would remain applicable. Therefore, the project site contains Open Space land under both existing and proposed conditions. The proposed project would include landscaped, pervious areas throughout the project site, including a 19.7-acre greenbelt in Planning Area 3A, allowing for natural drainage and infiltration to occur. Further, the Site Design, Source Control, LID, and Treatment Control BMPs identified in each project-specific WQMP would minimize stormwater runoff and would generally maintain the existing drainage pattern. Therefore, the proposed project would be consistent with Policy C-6.1.17.
Policy C-6.1.25: Require that new development and redevelopment minimize the creation of impervious areas, especially directly connected impervious areas, and, where feasible, reduce the extent of existing unnecessary impervious areas, and incorporate adequate mitigation to minimize the alteration of natural streams and/or interference with surface water flow. The use of permeable material for roads, sidewalks and other paved areas shall be incorporated into new development to the maximum extent practicable.	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, future developments on the project site would result in the presence of both pervious and impervious surfaces. Landscaped areas would be distributed throughout the project site. The proposed project includes 22.8 acres of open space and parks, including 19.7 acres in Planning Area 3A consisting of a greenbelt encompassing Planning Areas 1 and 2, as well as 3.1 acres in Planning Area 3B consisting partially of vegetation. These pervious surfaces would be landscaped with vegetation that would promote infiltration, thereby reducing the volume of surface runoff on the project site. Further, each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement. Each project-specific WQMP would be required to specify the Site Design, Source Control, LID, and Treatment Control BMPs that would minimize stormwater runoff thereby minimizing the alteration of

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	natural streams and/or interference with surface water flow. With implementation of the proposed BMPs, future developments on the project site would be expected to generally maintain the existing drainage pattern. Therefore, the proposed project would be consistent with Policy C-6.1.25.
Policy C-6.1.30: Natural or vegetated treatment systems (e.g. bio-swales, vegetative buffers, constructed or artificial wetlands) that mimic natural drainage patterns are preferred for new development over mechanical treatment systems or BMPs (e.g. water quality treatment plants, storm drain inlet filters).	**Consistent.** As described in Section 4.9, Hydrology and Water Quality, the City is a Co-Permittee of the North Orange County MS4 Permit, which requires the preparation of project-specific WQMPs for new development and significant redevelopment projects. Each future project on the project site that qualifies as a new development or significant redevelopment project as defined in the North Orange County MS4 Permit would be subject to this requirement, as described in Standard Condition WQ-4. Each project-specific WQMP would be required to specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Although the design of such BMPs is not yet known, they could include natural or vegetated treatment systems (e.g. bio-swales, vegetative buffers, constructed or artificial wetlands) that mimic natural drainage patterns, where feasible. Therefore, the proposed project would be consistent with Policy C-6.1.30.
Goal C-8: Accommodate energy facilities with the intent to promote beneficial effects while mitigating any potential adverse impacts.	
Policy C-8.3.1: Promote the use of solar energy and encourage energy conservation.	**Consistent.** As described in Chapter 3.0, future development on the project site would incorporate sustainability features pertaining to the use of energy. Future development on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements. To promote efficient use of energy, future projects would utilize passive solar design and efficient low-e glazing. Therefore, the proposed project would be consistent with Policy C-8.3.1.
Policy C-8.3.3: Encourage development of new methods to conserve energy such as the following: 1. Solar water heating requirements for new developments; 2. Solar access and orientation; 3. The limited use of conventional fuels for heating swimming pools; 4. Requirements for "weatherization" and other minimum conservation measures, and 5. Energy audits of buildings at time of deed transfer.	**Consistent.** As described in Chapter 3.0, future development on the project site would incorporate sustainability features pertaining to the use of energy. Future development on the project site would be required to meet regional and State sustainability goals, including the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements. To promote efficient use of energy, future projects would utilize passive solar design and efficient low-e glazing. Therefore, the proposed project would be consistent with Policy C-8.3.3.

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
Policy C-8.4.3: Encourage comprehensive planning for new uses on large oil parcels.	**Consistent.** As previously described, the entirety of the project site is located within the PGSP, which has governed the zoning of the site since its adoption by the City and certification by the California Coastal Commission in 2000. Because the former owner of the property, Aera Energy, did not propose a comprehensive development plan for the project site at the time the PGSP was prepared, the PGSP notes that a Specific Plan Amendment would be necessary at such time that redevelopment of the project site is proposed. The proposed project represents the City's comprehensive plan for redevelopment of the project site following the phaseout of existing oil and gas production uses. Under the proposed project, the PGSP would be amended to guide future development of residential, commercial, and open space uses on the project site through an overall development concept, development standards, and community design guidelines. Therefore, the proposed project would be consistent with Policy C-8.4.3.
Goal C-10: Minimize risks to life and property in areas of high hazards (e.g., geologic, flood and fire) within the Coastal Zone and ensure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.	
Policy C-10.1.4: Require appropriate engineering and building practices for all new structures to withstand ground shaking and liquefaction such as those stated in the Uniform Building Code.	**Consistent.** As described in the IS prepared for the proposed project (Appendix B), future developments on the project site would be required to adhere to the California Building Code (CBC) (California Code of Regulations [CCR], Title 24) and the Huntington Beach Building and Construction Code. Additionally, all future development on the project site would be required to undergo a design-level geotechnical exploration and laboratory testing program, and implement applicable structural design recommendations, as necessary. Accordingly, future developments would be analyzed for susceptibility to ground shaking and liquefaction and designed to withstand such occurrences. Therefore, the proposed project would be consistent with Policy C-10.1.4.
Policy C-10.1.6: Minimize bluff and mesa edge erosion through the regulation of new development up stream.	**Consistent.** As shown in Figure C-17 of the City's General Plan Coastal Element, the project site is located atop a natural bluff. As described in Section 4.7, Geology and Soils, of the IS prepared for the proposed project (Appendix B), each future development project would implement a project-specific grading concept during construction intended to minimize the length of time and physical impacts of the grading operations, stabilize manufactured slopes, minimize import/export of earthwork, and ensure proper drainage. All soil remediation and grading within the project site would require a grading permit and coastal development permit and would be governed by both the Geotechnical Investigation Report prepared for the proposed project and project-specific

Table 4.10.C: City of Huntington Beach Local Coastal Program/General Plan Coastal Element Consistency Analysis

Policy or Goal	Project Consistency
	geotechnical reports prepared by registered professional civil and geotechnical engineers. As described in further detail in Section 4.10, Hydrology and Water Quality, of the IS, all future development which would disturb 1 acre of soil or more would be required to comply with the NPDES CGP and the Orange County MS4 Permit, which require preparation of a SWPPP (see Standard Condition WQ-1). The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during construction activities to minimize erosion and retain sediment on site. Additionally, prior to the issuance of a CDP for grading or building, a WQMP would be required for each future development project facilitated by the proposed project and would include BMPs to reduce stormwater runoff, subsequently minimizing downstream erosion of bluffs and/or mesa edges. Through adherence to the measures described above, the proposed project would not contribute to bluff and mesa edge erosion. Therefore, the proposed project would be consistent with Policy C-10.1.6.

Source: *City of Huntington Beach General Plan Coastal Element*. 2001.

All future development projects within the project site would be evaluated for consistency with the LCP, as amended under the proposed project, and would require a CDP pursuant to Section 245.16 of the HBZSO, as well as the Coastal Act. Approval of the proposed LCP Amendment and subsequent CDPs for future development projects would ensure the proposed project's consistency with the Coastal Act and the City's LCP. Further, as described in Table 4.10.C above, the proposed project is generally consistent with the applicable goals and policies of the City of Huntington Beach General Plan Coastal Element.

Summary. Based on the analysis presented above, the project's compliance with SCs AES-1, BIO-1, BIO-2, CUL-1, GEO-1, HAZ-1, WQ-1 through WQ-5, PS-1, PS-2, PS-3, and PS-5 would reduce the potential for conflicts with select land use plans, policies, and/or regulations. Similarly, the project's implementation of MMs AQ-1, BIO-1 through BIO-4, GEO-1, HAZ-2 and HAZ-3, N-1 and N-2, and HAZ-2, TRA-1 and TRA-3, and UTL-1 through UTL-3 would reduce the potential for conflicts with select land use plans, policies, and/or regulations.

It should be noted that, according to CEQA, policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are significant environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. Therefore, associated physical environmental impacts are discussed in this environmental document under specific topical sections. Impacts to land use conflicts would be less than significant with mitigation incorporated.

4.10.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative study area for land use and planning is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

The proposed project includes a General Plan Amendment to change the land use designation of Planning Area 2 to Medium Density Residential (RM) and the land use designation of Planning Area 3 from Commercial Visitor to Open Space-Park (OS-P). Planning Area 1 would retain its existing General Plan land use designation. The proposed project also includes an amendment to the approved PGSP that would designate Planning Area 2 as Medium Density Residential. Under the Medium Density Residential designation, up to 800 units could be developed within Planning Area 2. As previously discussed, Planning Area 1 would remain designated as Commercial Visitor (no proposed change). Further, no amendment to the PGSP is proposed for the 22.8 acres of proposed parkland (Planning Area 3). Lastly, the proposed project includes a Local Coastal Program (LCP) Amendment to establish consistency with the General Plan Amendment and Specific Plan Amendment described above. Approval of the General Plan Amendment, PGSP Amendment, and LCP Amendment would not result in a conflict with a policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and no mitigation would be required.

The proposed project includes land uses that are consistent with surrounding land uses and overall development patterns in the City and therefore would not contribute to a pattern of development that would adversely impact adjacent land uses or conflict with existing or planned development. As described in Section 4.13, Population and Housing, the City is tasked with meeting its Regional Housing Needs Assessment (RHNA) target of 13,368 housing units. Therefore, development of the proposed project would aid in meeting existing and future housing needs in the City. As discussed in this section, proposed on-site improvements would be consistent with the long-range planning goals of local and regional governing plans and policies for the surrounding area.

There are no incompatibilities between the proposed project and planned future projects identified in the project's cumulative study area. All development in the project's cumulative study area would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies as part of its independent CEQA review. Since all projects within the cumulative study area would be required to implement appropriate mitigation measures, implementation of the proposed project, when evaluated in combination with the development projects listed in Table 4.A, would not contribute to a cumulatively considerable impact related to land use and planning. Therefore, there would be no cumulatively significant impact related to land use and planning, and no mitigation is required.

4.10.8 Level of Significance Prior to Mitigation

Without mitigation, there is potential for the proposed project to conflict with select land use plans, policies, and/or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.9 Standard Conditions and Mitigation Measures

4.10.9.1 Standard Conditions

Standard Conditions AES-1 (as detailed in Section 4.1, Aesthetics, of the IS [Appendix B]), BIO-1 and BIO-2 (as detailed in Section 4.3, Biological Resources), CUL-1 (as detailed in Section 4.5, Cultural Resources, of the IS [Appendix B]), GEO-1 (as detailed in Section 4.7, Geology and Soils, of the IS [Appendix B]), HAZ-1 (as detailed in Section 4.8, Hazards and Hazardous Materials), WQ-1 through WQ-5 (as detailed in Section 4.9, Hydrology and Water Quality), PS-1 and PS-2 (as detailed in Section 4.14, Public Services), and PS-3 and PS-5 (refer to Section 4.15, Public Services, of the IS [Appendix B]) are required for the proposed project.

4.10.9.2 Mitigation Measures

Mitigation Measures AQ-1 (as detailed in Section 4.2, Air Quality), BIO-1 through BIO-4 (as detailed in Section 4.3, Biological Resources), CUL-1 (as detailed in Section 4.4, Cultural Resources), GEO-1 (as detailed in Section 4.6, Geology and Soils), HAZ-2 and HAZ-3 (as detailed in Section 4.8, Hazards and Hazardous Materials), N-1 and N-2 (as detailed in Section 4.12, Noise), TRA-1 and TRA-3 (as detailed in Section 4.15, Transportation), and UTL-1 through UTL-3 (as detailed in Section 4.17, Utilities and Service Systems) are required to reduce potentially significant impacts related to land use and planning to a less than significant level.

4.10.10 Level of Significance After Mitigation

The proposed project would result in less than significant impacts related to land use and planning.

4.11 MINERAL RESOURCES

This section evaluates the potential impacts to mineral resources from implementation of the proposed project. This section is based in part on the following:

- *City of Huntington Beach General Plan Environmental Resources and Conservation Element*;[1]
- *County of Orange General Plan Chapter VI, Resources Element*;[2]
- *Phase I Environmental Site Assessment, California Resources Corporation 20101 Goldenwest Street Huntington Beach California* (Phase I ESA);[3] and
- California Department of Conservation (DOC) California Geological Survey (CGS) data.

4.11.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). One comment letter included comments related to mineral resources. This comment pertain to concerns about historical uses of oil and gas on site.

4.11.2 Methodology

Information on mineral resources was compiled from published literature, maps, and aerial photographs. Geologic units and structural features were obtained from maps published by the California DOC, including the CGS. Potential impacts to mineral resource that could result from project implementation were evaluated based on site conditions; expected construction practices; and materials, locations, and duration of construction and operational activities.

4.11.3 Existing Environmental Setting

The Surface Mining and Reclamation Act (SMARA) enacted by the California Legislature in 1975 provides guidelines to assist with the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land uses and ownership. SMARA categorizes areas into four Mineral Resource Zones (MRZs):

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1 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Environmental Resources and Conservation Element*. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/environmental_resources_conservation_element.pdf?t=202404051228190&t=202404051228190 (accessed January 16, 2025).

2 County of Orange. 2005. *County of Orange General Plan Chapter VI: Resources Element*. Website: https://ocds.ocpublicworks.com/sites/ocpwocds/files/import/data/files/40235.pdf (accessed January 16, 2025.

3 Langan CA, Inc. 2025. *Phase I Environmental Site Assessment, California Resources Corporation 20101 Goldenwest Street Huntington Beach California.* October.

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits of which their significance cannot be properly evaluated.
- **MRZ-4:** An area where information is not adequate enough to be able to assign to any other MRZ zone.

Of these four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the California State Mining and Geology Board (SMGB) as being "regionally significant." Such designations require that a Lead Agency's land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it considers the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency's jurisdiction.

4.11.3.1 Orange County

The primary mineral resource in Orange County is construction aggregate consisting of sand and gravel. Significant sand and gravel resources within Orange County are located in portions of the Santa Ana River, Santiago Creek, San Juan Creek, Arroyo Trabuco, and other areas.[4]

Petroleum resources in the County exist in the form of natural deposits of oil and gas. The primary petroleum resource areas of the County are Huntington Beach, Newport Beach, Seal Beach, and the Brea/La Habra foothill regions.[5] Petroleum extraction operations in the County, which have occurred since 1897, include both on-shore and off-shore operations.

4.11.3.2 City of Huntington Beach

A majority of the City is classified as MRZ-1 or MRZ-3, indicating an unknown significance of mineral resources. While a small portion of the City is designated as MRZ-2, this area is approximately 0.9 mile inland from the project site.[6] Further, active mining no longer occurs in this area, which has since been built out with other land uses that preclude mining activities.

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4 County of Orange. 2005. *County of Orange General Plan Chapter VI: Resources Element*. Page VI-16. Website: https://ocds.ocpublicworks.com/sites/ocpwocds/files/import/data/files/40235.pdf (accessed January 16, 2025.

5 *Ibid.* Page VI-36.

6 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Environmental Resources and Conservation Element*. October 2. Figure ERC-5. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/environmental_resources_conservation_element.pdf?t=202404051228190&t=202404051228190 (accessed January 16, 2025).

Large-scale oil extraction in Huntington Beach dates back to the 1920s, during which the City experienced an oil boom (refer to Section 4.3, Cultural Resources). A majority of the oil and gas extraction in the City occurs via vertical wells, many of which are located in the City's coastal areas and mesas. The United States Geological Survey (USGS) estimates that oil reserves in the City are estimated to contain between 117 and 866 million barrels of recoverable oil.[7]

Another mineral resource available in Huntington Beach is peat, which can be used as a soil moisturizer for agricultural purposes. Though still present in soils underlying the City, peat has not been mined in the City since the 1950s.

4.11.3.3 Project Site

The project site has been classified by the DOC as MRZ-3,[8] indicating that the project site is in a region generally underlain by mineral deposits, the significance of which cannot be evaluated by available data.

Under existing conditions, the project site is used for oil and natural gas production. Oil and natural gas is extracted from onshore and offshore sources, specifically wells in the Bolsa Chica Lowlands and Platform Emmy, which is located approximately 1.5 miles west of the project site, and then treated and stored on the project site. Oil and natural gas are transferred to the Southern California Gas Company (SoCalGas) and regional refineries via pipelines in Goldenwest Street. Active oil and natural gas production facilities on site include oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. The oil and natural gas wells on the project site employ "slant-drilling" techniques, which allow the well operator to drill at an angle to reach resources that are not directly beneath the rig. Slant drilling enables access to reserves under urban areas, water bodies, and other areas where conventional vertical drilling would otherwise be infeasible.

When the Palm Goldenwest Specific Plan (PGSP) was adopted by the City and certified by the California Coastal Commission (Coastal Commission) in 2000, it was assumed that oil and gas production on the project site would phase out and be replaced with visitor-serving commercial, civic/recreational, and open space uses.[9] The Coastal Element of the City's General Plan also acknowledges this eventual phaseout.[10]

4.11.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to mineral resources that are applicable to the proposed project are described below.

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7 *Ibid.* Page 4-23.

8 Miller, R.V. 1994. *Generalized Mineral Land Classification of Orange County, California, Aggregate Resources Only*, Report 94-15, Plate 1.

9 City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7; Amended December 2025.

10 City of Huntington Beach. 2001. *City of Huntington Beach General Plan Coastal Element*, Page IV-C-64. November 13. Amended October 26, 2011.

4.11.4.1 Federal Regulations

There are no federal regulations that apply to the proposed project with respect to mineral resources.

4.11.4.2 State Regulations

California Geologic Energy Management Division (CalGEM) of the California Department of Conservation. CalGEM is an agency within the DOC responsible for regulating oil, gas, and geothermal energy development in California. The purpose of CalGEM is to protect public health and safety, environmental quality, and natural resources while overseeing the extraction of oil, gas, and geothermal resources. CalGEM also oversees well operations (for oil, gas, and geothermal wells) from permitting to plugging and abandonment.

Surface Mining and Reclamation Act of 1975. The State of California has recognized that mineral resources are essential to the needs of society and the economic well-being of the State. In 1975, the State Legislature passed the Surface Mining and Reclamation Act (SMARA), Public Resources Code (PRC) Section 2710, et seq. The intent of SMARA is to promote production and conservation of mineral resources, minimize the environmental effects of mining, and ensure mined lands are reclaimed to conditions suitable for alternative uses. Reclaiming land for other uses once mining operations are completed is important for the general health, safety, and welfare of the community. Under SMARA, permits are required for all mining activities commencing operation on or after January 1, 1976. In addition, all new and existing mining operations are required to file a reclamation plan with the appropriate jurisdiction to address how the land would be brought back to a productive status once mining operations cease.

SMARA also requires every lead agency within which a mineral resource's economic value has been classified by the State Geologist or has been designated as having regional economic significance by the SMGB, to establish Mineral Resource Management Policies (MRMPs) for the mineral resources in its General Plan.

Under current SMARA statutes (PRC Section 2763), prior to permitting a use that would threaten the potential to extract minerals in an area designated by the SMGB as having mineral resources of regional or statewide significance, the City must prepare a statement specifying its reasons for permitting the proposed use. In it, the City must consider its MRMPs, balance the mineral values against alternative land uses, and consider the importance of the minerals to their market region as a whole and not just their importance to the City area. This process is designed to ensure that decision-makers weigh the economic and environmental value of nonrenewable mineral resources when determining whether or not to protect existing mineral resources.

4.11.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to mineral resources.

4.11.4.4 Local Regulations

City of Huntington Beach General Plan. The Environmental Resources and Conservation Element of the City's General Plan describes existing mineral resources within the City. The following goals and policies in the City's General Plan related to mineral resources apply to the proposed project:

- **Goal ERC-14:** Mineral resource extraction continues to provide economic benefits, while threats to health, safety, and environmental resources are minimized.
    - **Policy ERC-C:** Ensure mineral/oil resource extraction areas are properly reclaimed and/or remediated after resource extraction has been terminated.
- **Goal C-4:** Preserve and, where feasible, enhance and restore the aesthetic resources of the City's coastal zone, including natural areas, beaches, harbors, bluffs and significant public views.
    - **Policy C-4.7.9:** Require the removal of non-productive oil production facilities and the restoration of the vacated site.
- **Goal C-8:** Accommodate energy facilities with the intent to promote beneficial effects while mitigating any potential adverse impacts.
    - **Policy C-8.4.3:** Encourage comprehensive planning for new uses on large oil parcels.

Huntington Beach Oil Code. The Huntington Beach Oil Code can be found in Chapter 15 of the Huntington Beach Municipal Code. The purpose of the Oil Code is to "establish reasonable and uniform limitations, safeguards and controls for present and future operations related to drilling for and production of oil, gas, and other hydrocarbon substances within the City so that this activity may be conducted in harmony with other uses of land, thus protecting the people in the enjoyment and use of their property and providing for their comfort, health, safety and general welfare." The Oil Code establishes procedures for the installation, operation, and removal/remediation of wells and other oil production infrastructure.

City of Huntington Beach Fire Department City Specification No. 422. City Specification 422, Oil Well Development and Abandonment Process, applies to development projects with an onsite oil well and establishes requirements for oil well abandonment on parcels planned for redevelopment. Projects for which City Specification 422 is applicable must comply with all requirements outlined in this specification before the Fire Code Official can approve any building or grading permits.

4.11.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to mineral resources if it would:

Threshold 4.11.1: Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state; or

Threshold 4.11.2: 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.

4.11.6 Project Impacts

Threshold 4.11.1: Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Less Than Significant Impact. As previously stated, the project site does not contain any aggregate mineral deposits or mines. However, the project site is currently developed with active oil and natural gas production facilities. Under existing conditions, oil and natural gas are transferred to SoCalGas and regional refineries via pipelines in Goldenwest Street. Onshore extraction relies on subsurface petroleum reservoirs underlying the project site and the Bolsa Chica (Bolsas) production area north of the project site. According to CalGEM, the project site currently contains 92 active, 142 idle, and 419 plugged and abandoned wells.[11] In addition, offshore extraction relies on Platform Emmy, which is located off the coast of Huntington Beach on a State Lease.

According to CalGEM well records, the first oil well on the project site was drilled in 1920.[12] As described in the Historic Resources Assessment (HRA) prepared for the proposed project (Appendix E-1 to this Draft EIR), the City experienced an oil boom roughly between the years of 1920 and 1950, which "catalyzed the physical and economic development of the once relatively serene beach community."[13] Today, a wide range of oil and natural gas production facilities continue to exist throughout the City. Oil and natural gas associated with the project site are considered valuable to the City, as they have been significant driver of its economy since the 1920s. Oil and natural gas production facilities associated with the project site are also considered valuable to the greater region and State given that the project site exports oil to refineries across Southern California via tanker trucks and a pipeline in Goldenwest Street and exports natural gas to SoCalGas, which provides natural gas to over 21.1 million customers across a service territory of approximately 24,000 square miles in Southern California.[14]

By the late 1940s, the project site and all adjoining properties were developed for oil and natural gas production. However, by the 1970s, adjoining properties began to be redeveloped with residential uses. The Palm/Goldenwest Specific Plan (PGSP) was adopted by the City and certified by the Coastal Commission in 2000 to plan for the eventual redevelopment of the 146-acre PGSP Area, which includes the 92-acre project site. The approved PGSP acknowledges that the existing oil and

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11 Langan CA, Inc. 2025. *Phase I Environmental Site Assessment, California Resources Corporation 20101 Goldenwest Street Huntington Beach California.* October. Page ii.

12 *Ibid.* Page ii.

13 LSA Associates, Inc. 2025. *Historic Resources Assessment, Palm/Goldenwest Specific Plan Amendment Project.* October. Page 3-9.

14 Southern California Gas Company (SoCalGas). About Us. Website: https://www.socalgas.com/about-us (accessed January 7, 2026).

gas production uses on the project site would be phased out. At the time the approved PGSP was prepared, a comprehensive redevelopment plan was not proposed for the project site, and the document noted that a Specific Plan Amendment would be necessary at such time that redevelopment of the project site is proposed.

As previously stated, the USGS estimates that oil reserves in the City are estimated to contain between 117 and 866 million barrels of recoverable oil.[15] The proposed project would have no bearing on the availability of oil and natural gas resources within the region, which could still be extracted, processed, and exported by the other facilities throughout the City. The planned phaseout of oil and gas production facilities on Planning Areas 1, 2, and 3A and the future redevelopment of these Planning Areas with residential, commercial, and open space/park uses is consistent with the City's recent trend of replacing marginally producing oil areas with other land uses[16] and would not preclude oil and gas production elsewhere.

Refer to Section 4.8, Hazards and Hazardous Materials, for a detailed discussion of the oil well abandonment and remediation processes that would be required on the project site. With adherence to such requirements, including City Specification 422, no spills or leaks with the potential to result in large-scale losses of oil or natural gas resources would occur.

There are no other known mineral deposits or resources within the City that are of significant value to the region or the State. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region or residents of the State. Impacts would be less than significant, and no mitigation is required.

Threshold 4.11.2: Would the project 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?

Less Than Significant Impact. The project site does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As previously stated, peat has not been mined in the City since the 1950s. While a small portion of the City is designated as MRZ-2, this area is approximately 0.9-mile inland from the project site and no longer hosts active mining activities as it has been redeveloped with other land uses. The project site does not contain any aggregate mineral deposits or mines. However, the project site is currently recognized as an active oil and natural gas production site and Planning Areas 1, 2, and 3A are developed with an active oil and natural gas production facility. Although not directly developed with oil and natural gas production infrastructure, Planning Area 3B provides the only vehicular access point from Seapoint Street to the oil and natural gas facilities in the Bolsa Chica Lowlands.

[15] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Environmental Resources and Conservation Element*. October 2. Page 4-23. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/environmental_resources_conservation_element.pdf?t=202404051228190&t=202404051228190 (accessed January 16, 2025).

[16] City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7; Amended December 2025.

Under the proposed project, oil and gas production infrastructure within Planning Areas 1, 2, and 3A would be removed, while no development is proposed for Planning Area 3B in order to ensure continued access to the oil and natural gas facilities in the Bolsa Chica Lowlands.

As described above under Threshold 4.11.1, the existing oil and natural gas production facilities on the project site are planned for phaseout under the approved PGSP. As such, oil and natural gas production on the project site would eventually cease regardless of whether the proposed project is approved. As previously described, the project site is considered a marginally producing oil area, consistent with other oil and natural gas production areas that the City has recently redeveloped with other land uses.[17] As previously stated, the proposed project supports oil and gas production facilities on Platform Emmy and in the Bolsa Chica Lowlands as it is used to treat and store oil and gas produced from those wells. Consequently, the removal of the oil and gas infrastructure on the project site will also force the wells at those locations to cease production. However, as previously stated, the proposed project would not preclude other facilities in the City from extracting, processing, and exporting oil and gas from the City's oil fields. The planned phaseout of oil and gas production facilities in Planning Areas 1, 2, and 3A and the future redevelopment of these Planning Areas with residential, commercial, and open space/park uses is consistent with the City's vision for the project site in all applicable local planning documents, including the Land Use and Coastal Elements of the City's General Plan as well as the approved Palm/Goldenwest Specific Plan. Further, consistent with existing conditions, the proposed project would provide uninterrupted access to the oil and natural gas production facilities in the Bolsa Chica Lowlands. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site as the City's mineral resources could still be extracted via other locations. Impacts would be less than significant, and no mitigation is required.

4.11.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for mineral resources. The cumulative study area for the proposed project is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

As indicated in prior sections, implementation of the proposed project would not result in the loss of known aggregate mineral resources. Moreover, the project site is not designated as MRZ-2 and thus does not have any known significant aggregate mineral deposits present. However, the related projects in the cumulative study area have the potential to develop on or near land that is designated as an MRZ-2 or MRZ-3 or delineated as a locally important mineral resource area. Even so, the City's General Plan Environmental Resources and Conservation Element indicates that the urbanized character of the City generally precludes mining activities, and neither the City's General Plan nor the Zoning Code establishes mining or mineral extraction land use designations.

[17] City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7; Amended December 2025.

Although construction of future development projects within the project site would involve the removal of the existing oil and natural gas production facilities within Planning Areas 1, 2, and 3A, these facilities were planned to be phased out from the project site in the approved PGSP. Therefore, the loss of oil and natural gas production facilities on this portion of the project site has already been accounted for by the City. Furthermore, consistent with existing conditions, no development is proposed for Planning Area 3B under the proposed project; therefore, access to the oil-related infrastructure present within the Bolsa Chica Lowlands would remain and implementation of the proposed project would not result in impacts to this adjacent infrastructure. Additionally, the proposed project does not include the decommissioning and removal of Platform Emmy. Therefore, as discussed in this section, the proposed project would result in less than significant impacts related to the loss of mineral resources.

Pursuant to SMARA requirements, cities must incorporate into their general plans mapped designations of mineral resource zones that are approved by the SMGB. The City of Huntington Beach General Plan provides goals, policies, and programs related to mineral resources and locally important mineral resource recovery sites to ensure compatibility between future development and existing and future mineral resource recovery operations. Each development project within the cumulative study area would be subject to environmental review (and mitigation measures as applicable) and jurisdictional goals, policies, and programs related to mineral resources to ensure they are not located on land that contains known mineral resources or is designated as a locally important mineral resource recovery site. Since all development projects within the cumulative study area would be required to undergo CEQA review and implement mitigation measures as applicable, implementation of the proposed project, when evaluated in combination with the development projects listed in Table 4.A, would not contribute to a cumulatively considerable impact related to mineral resources. Therefore, there would be no cumulatively significant impact related to mineral resources, and no mitigation is required.

4.11.8 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to mineral resources.

4.11.9 Standard Conditions and Mitigation Measures

There are no standard conditions or mitigation measures applicable to the proposed project pertaining to mineral resources.

4.11.10 Level of Significance after Mitigation

The proposed project would result in less than significant impacts related to mineral resources.

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4.12 NOISE

This section evaluates the potential impacts related to noise and vibration from implementation of the proposed project. This section is based in part on the following:

- City of Huntington Beach General Plan Noise Element;
- City of Huntington Beach Municipal Code; and
- California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual*.

4.12.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Ten comment letters included comments related to noise. These comments pertain to concerns about the proposed project to generate noise and vibration during construction (including demolition of the existing structures) and operations of the proposed project, such as noise and vibration from increased vehicle activity and traffic or building operations.

4.12.2 Technical Background

The following provides an overview of the characteristics of sound, fundamentals of vibration, and noise and vibration regulatory settings that apply to the proposed project.

4.12.2.1 Characteristics of Sound

Sound is increasing in the environment and can affect quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

4.12.2.2 Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike units of measurement that use a linear scale (e.g., inches or pounds), decibels (dB) use a scale based on powers of 10.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty dB represents 1,000 times as much acoustic energy as 0 dB. The dB scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The dB system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their dB level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in California are L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Another noise scale often used together with L_{max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category, audible impacts, refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally involve a change of 3 dB or greater because that level has been found to be barely perceptible in exterior

environments. The second category, potentially audible impacts, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category involves changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

4.12.2.3 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas. Table 4.12.A lists definitions of acoustical terms, and Table 4.12.B shows common sound levels and their noise sources.

Table 4.12.A: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_2, L_8, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast-time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table 4.12.B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near-Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	½ as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	¼ as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	⅛ as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing

Source: Compiled by LSA (2004).

4.12.2.4 Fundamentals of Vibration

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors where the motion may be discernible. However, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage is not a factor for normal operation and construction activities with the occasional exception of blasting and pile driving during construction.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Impacts with ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet (Federal Transit

Administration [FTA] *Transit Noise and Vibration Impact Assessment Manual*.[1] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, construction activities have the potential to result in ground-borne vibration that could be perceptible and annoying. Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path usually will be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people as well as damage buildings. Although it is very rare for ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration, and PPV is used to characterize the potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration.

4.12.3 Methodology

The evaluation of noise and vibration impacts of the proposed project was conducted in conformance with appropriate standards, utilizing procedures and methodologies in the City of Huntington Beach General Plan Noise Element and Municipal Code, and Caltrans construction vibration criteria. Evaluation of noise and vibration impacts associated with the proposed project included the following:

- Determine if project construction activities would substantially increase ambient noise levels on off-site noise-sensitive uses in excess of the FTA daytime construction noise criteria. In addition, determine if project construction traffic would substantially increase ambient noise levels on off-site noise-sensitive uses in excess of conditionally acceptable noise levels established in the City's land use-noise compatibility standards (Table 4.12.F, provided later).

- Determine if the operations of the project, including vehicular traffic and stationary noise sources, would substantially increase ambient noise levels (by 3 dBA or more) on off-site noise-sensitive uses in excess of the City's noise standards in the General Plan Noise Element and Municipal Code.

- Determine if project construction activities and project operations would generate excessive ground-borne vibration or ground-borne noise levels based on the City's vibration standard and Caltrans building damage criteria (Table 4.12.E, provided later).

- Evaluate mitigation measures and their effectiveness to reduce project-related construction and operational noise and vibration impacts.

[1] Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual.* FTA Report No. 0123. September. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed May 2026).

An increase of 3 dBA or more would be barely perceptible to the human ear in an outdoor environment and is considered to be a substantial noise increase because it is a noticeable change to the noise environment.

4.12.4 Existing Environmental Setting

4.12.4.1 Existing Project Site and Vicinity

The project site is located approximately 200 feet northeast of the Pacific Ocean and a public beach, and approximately 700 feet south of the Bolsa Chica Ecological Reserve. The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, Ocean Colony), and Pattinson Park to the east; and PCH to the west.

Land uses surrounding the project site include a mix of residential communities, open space areas, and recreational facilities. North of the project site, beyond the oil and gas production infrastructure and open space, is the Bolsa Chica Ecological Reserve, which is owned by the State Lands Commission and managed by the California Department of Fish and Wildlife. South of the project site, beyond Goldenwest Street, are additional residential neighborhoods. East of the project site, beyond Palm Avenue, residential neighborhoods (Sea Cliff on the Greens), and Pattinson Park, are additional residential neighborhoods, The Huntington Club golf course, and open space and walking trails associated with Harriett M. Wieder Regional Park. West of the project site, beyond PCH, are the Huntington Beach Bike Trail, beach parking lot, and the Pacific Ocean.

4.12.4.2 Existing Noise Levels

The existing noise sources in the vicinity of the project site include traffic noise on Pacific Coast Highway, Goldenwest Street, and Seapoint Street, and other roadways in the project vicinity. Activities at the oil and natural gas extraction facilities on the site and Pattison Park also contribute to the noise environment in the area surrounding the project site. Six long-term (24-hour) noise level measurements were conducted from September 16 to September 17, 2025, using Larson Davis Spark dosimeters. Table 4.12.C summarizes the results of the long-term noise level measurements along with a description of the measurement location and noise sources that occurred during each measurement.

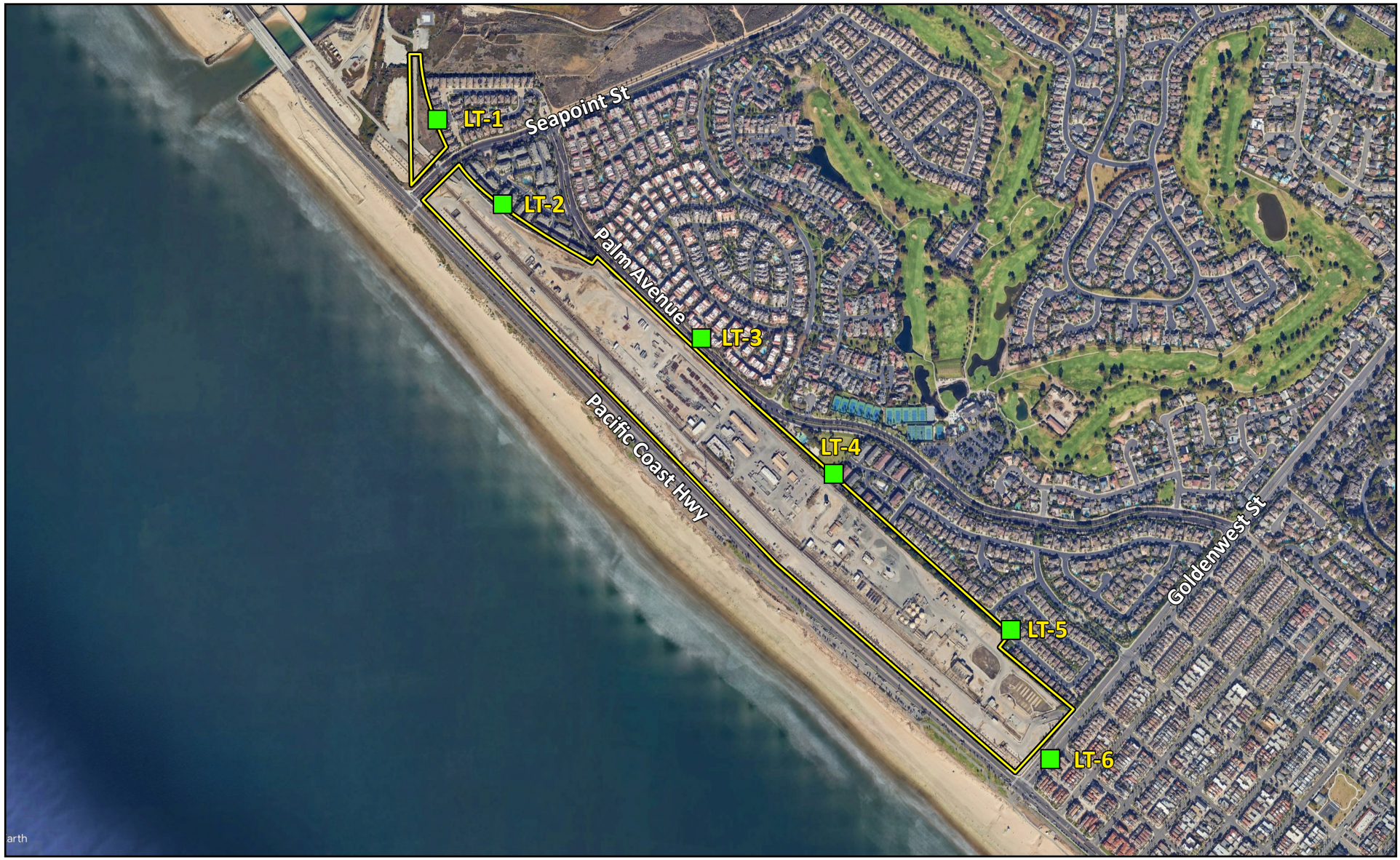
As shown in Table 4.12.C, the daytime noise levels ranged from 51.2 to 70.1 dBA L_{eq} and nighttime noise levels ranged from 39.9 to 65.8 dBA L_{eq}. The daytime maximum instantaneous noise level ranged from 61.6 to 95.2 dBA and the nighttime instantaneous maximum noise level ranged from 51.0 to 88.5 dBA. Also, the calculated CNEL level at LT-1, LT-2, LT-3, LT-4, LT-5, and LT-6 were 60.0 dBA, 59.2 dBA, 59.3 dBA, 63.0 dBA, 61.9 dBA, and 70.1 dBA, respectively. The long-term noise level measurement survey sheets along with the detailed hourly L_{eq}, L_{max}, and minimum measured sound level (L_{min}) results are provided in Appendix K-1 of this EIR. Figure 4.12-1 shows the long-term monitoring locations.

Table 4.12.C: Long-Term Ambient Noise Monitoring Results

Monitor No.	Location	Noise Level (dBA)					Noise Sources
		Daytime		Nighttime		CNEL	
		L_{eq}	L_{max}	L_{eq}	L_{max}		
LT-1	On the project site closest to 19341 Ocean Heights Lane. Near the backyard in a bush. Approximately 300 feet from the Seapoint Street centerline and 530 feet from the Pacific Coast Highway centerline.	52.1-63.3	61.6-83.0	43.0-55.3	54.1-68.5	60.0	Traffic on Pacific Coast Highway, light traffic on Seapoint Street, and motor/engine noise coming from the existing project site approximately 740 feet to the northwest of the measurement location.
LT-2	6268 Surfpoint Circle. On a palm tree near the southwest corner of the building. Approximately 460 feet from the Pacific Coast Highway centerline.	51.2-60.4	66.8-80.9	43.5-54.8	51.0-70.9	59.2	Faint traffic noise on Pacific Coast Highway and noise from existing operations on the project site.
LT-3	19575 Grandview Circle. On a tree outside of the fence. Approximately 60 feet from the Palm Avenue centerline and 840 feet from the Pacific Coast Highway centerline.	52.7-61.7	70.7-84.0	39.9-53.1	58.1-77.8	59.3	Traffic on Palm Avenue and existing operations on the project site.
LT-4	6200 Palm Avenue. At Pattinson Park near the southeast corner. On a palm tree. Approximately 35 feet from the wall, 800 feet from the Pacific Coast Highway centerline, and 390 feet from the Palm Avenue centerline.	56.0-62.7	63.7-77.6	54.3-56.9	57.9-71.7	63.0	Park activity, existing operations at the project site, and faint traffic noise on Palm Avenue.
LT-5	On the project site at 20101 Goldenwest Street. Northwest of 6552 Beachview Drive. Approximately 45 feet from the property line wall to the southeast and 6 feet from the wall to the northeast. Approximately 750 feet from the Pacific Coast Highway centerline.	54.2-65.0	66.3-78.3	51.9-56.8	55.0-67.8	61.9	Existing operations on the project site and faint traffic noise on Pacific Coast Highway.
LT-6	114 Goldenwest Street. Near the northwest corner of the property on a palm tree. Approximately 60 feet from the Goldenwest Street centerline and 300 feet from the Pacific Coast Highway centerline.	64.8-70.1	83.7-95.2	53.5-65.8	75.4-88.5	70.1	Traffic on Pacific Coast Highway and Goldenwest Street.

Source: Compiled by LSA (2026).
Note: Long-term (24-hour) noise level measurements were conducted from September 15, 2025, to September 16, 2025.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

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LSA

LEGEND

Project Site Boundary

LT-1 Long-term Noise Monitoring Location

0 100 200

FEET

SOURCE: Google Earth (2025)

I:\H\HBC2201.05\G\Noise_Locs.ai (6/5/2026)

FIGURE 4.12-1

Palm/Goldenwest Specific Plan Amendment Project

Noise Monitoring Locations

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Existing Traffic Noise. The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108)[1] was used to evaluate traffic-related noise conditions along roadways in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing without and with project ADT volumes were derived from the *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis*.[2] The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. Table 4.12.D lists the existing traffic noise levels on roadways in the project vicinity. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix K-2 of this EIR.

Table 4.12.D: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
PCH North of Warner Avenue	29,100	121	249	530	72.3
PCH Between Warner Avenue and Seapoint Street	26,900	115	236	504	71.9
PCH Between Seapoint Street and North Project Driveway	25,100	111	226	481	71.6
PCH Between North Project Driveway and Center Project Driveway	27,900	118	242	516	72.1
PCH Between Center Project Driveway and South Project Driveway	30,800	125	258	551	72.5
PCH Between South Project Driveway and Goldenwest Street	27,800	118	242	515	72.1
PCH Between Goldenwest Street and 17th Street	25,600	112	229	487	71.7
PCH Between 17th Street and 6th Street	23,800	107	218	464	71.4
PCH Between 6th Street and Main Street	23,900	108	219	466	71.4
PCH Between Main Street and 1st Street	23,600	107	217	462	71.3
PCH Between 1st Street and Beach Boulevard	22,500	104	211	447	71.1
PCH South of Beach Boulevard	27,300	116	239	508	72.0
Warner Avenue East of PCH	17,100	< 50	112	231	67.0
Seapoint Street Between PCH and Project Driveway	5,100	< 50	< 50	93	60.3
Seapoint Street Between Project Driveway and Doral Drive	5,900	< 50	< 50	101	60.9
Seapoint Street Between Doral Drive and Garfield Avenue	6,200	< 50	< 50	104	61.1
Garfield Avenue Between Seapoint Street and Edwards Street	6,000	< 50	71	123	61.9
Garfield Avenue Between Edwards Street and Goldenwest Street	10,400	< 50	90	171	64.2
Garfield Avenue Between Goldenwest Street and Main Street	11,400	< 50	94	181	64.6

1 Federal Highway Administration (FHWA). 1977. *Highway Traffic Noise Prediction Model, FHWA RD 77-108*.
2 EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis.* November 5.

Table 4.12.D: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Garfield Avenue East of Main Street	11,000	< 50	92	177	64.5
Goldenwest Street Between PCH and Project Driveway	7,000	< 50	86	158	63.6
Goldenwest Street Between Project Driveway and Orange Avenue	7,400	< 50	88	163	63.8
Goldenwest Street Between Orange Avenue and Palm Avenue	10,300	< 50	103	200	65.3
Goldenwest Street Between Palm Avenue and Yorktown Avenue	14,600	73	124	250	66.8
Yorktown Avenue Between Goldenwest Street and Beach Boulevard	12,400	< 50	69	128	62.7
Edwards Street North of Garfield Avenue	10,400	< 50	69	138	63.9

Source: Compiled by LSA (2026).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet

4.12.5 Regulatory Setting

Federal, State, regional, and local regulations and programs related to noise that are applicable to the proposed project are described below.

4.12.5.1 Federal Regulations

There are no federal regulations that apply to the proposed project with respect to noise and vibration.

4.12.5.2 State Regulations

California Department of Transportation. Vibration standards included in the *California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual (Caltrans Manual)*[3] are used in this analysis for ground-borne vibration impacts on building damage. The criteria for environmental impact from ground-borne vibration are based on the maximum levels for a single event vibration level. Table 4.12.E lists the potential vibration building damage criteria associated with construction activities, as suggested in the Caltrans Manual.

[3] California Department of Transportation (Caltrans). 2020. *Transportation and Construction Vibration Guidance Manual*. April. Website: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf (accessed May 2026).

Table 4.12.E: Construction Vibration Damage Potential Criteria

Structure / Condition	PPV (in/sec)
Extremely fragile historic buildings, ruins, ancient monuments	0.08
Fragile buildings	0.10
Historic and some old buildings	0.25
Older residential structures	0.30
New residential structures	0.50
Modern industrial / commercial buildings	0.50

Source: *Transportation and Construction Vibration Guidance Manual,* Table 19 (Caltrans 2020).
Caltrans = California Department of Transportation
in/sec = inch/inches per second
PPV = peak particle velocity

4.12.5.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to noise and vibration.

4.12.5.4 Local Regulations

City of Huntington Beach General Plan Noise Element. The City's General Plan Noise Element[4] has established land use-noise compatibility standards and has established goals and policies to address noise-related issues. The City's General Plan land use-noise compatibility standards are shown in Table 4.12.F.

As shown in Table 4.12.F, low density residences exposed to CNEL noise levels between 61 and 65 dBA are considered conditionally acceptable. Also, medium density, medium-high density, and high density residences exposed to CNEL noise levels between 66 and 70 dBA are considered conditionally acceptable.

The following General Plan policies related to noise are applicable to the proposed project:

- **Goal N-1:** Noise-sensitive land uses are protected in areas with acceptable noise levels.
    - **Policy N-A:** Maintain acceptable stationary noise levels at existing noise-sensitive land uses such as schools, residential areas, and open spaces.
    - **Policy N-B:** Incorporate design and construction features into residential, mixed-use, commercial, and industrial projects that shield noise-sensitive land uses from excessive noise.

[4] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Noise Element*. October 2. Website: https://huntingtonbeachca.gov/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/noise_element.pdf?t=202404051228190 (accessed May 2026).

Table 4.12.F: Land Use-Noise Compatibility Standards

General Plan Land Use Designation	Proposed Uses	Exterior Normally Acceptable[1] (dBA CNEL)	Exterior Conditionally Acceptable[2] (dBA CNEL)	Exterior Normally Unacceptable[3] (dBA CNEL)	Interior Acceptable[2] (dBA CNEL)
Residential					
Low Density	Single-family, mobile home, senior housing	Up to 60	61 – 65	≥66	45
Medium Density, Medium High Density, High Density	Attached single-family, duplex, townhomes, multi-family, condominiums, apartments	Up to 65	66 – 70	≥71	45
Mixed-Use					
Mixed-Use	Combination of commercial and residential uses	Up to 70	71 – 75	≥76	45
Commercial					
Neighborhood Commercial, General Commercial	Retail, professional office, health services, restaurant, government offices, hotel/motel	Up to 70	71 – 75	≥76	45
Visitor Commercial	Hotel/motel, timeshares, recreational commercial, cultural facilities	Up to 65	66 – 75	>75	45
Office	Office, financial institutions	N/A	N/A	N/A	N/A
Public / Semi-public					
Semi-public (School)	Schools	Up to 60	61 – 65	≥66	45
Semi-public (Other)	Hospitals, churches, cultural facilities	Up to 65	66 – 70	≥71	45
Public	Public utilities, parking lot	N/A	N/A	N/A	N/A
Industrial					
Research and Technology	Research and development, technology, warehousing, business park	N/A	N/A	N/A	N/A
Industrial	Manufacturing, construction, transportation, logistics, auto repair	N/A	N/A	N/A	N/A
Open Space and Recreational					
Conservation	Environmental resource conservation	N/A	N/A	N/A	N/A
Park	Public park	Up to 65	65 – 75	≥76	N/A
Recreation	Golf courses, recreational water bodies	Up to 65	65 – 75	≥76	N/A
Shore	City and state beaches	N/A	N/A	N/A	N/A

Source: *City of Huntington Beach General Plan Noise Element* (City of Huntington Beach 2017).

1. Normally acceptable means that land uses may be established in areas with the stated ambient noise level, absent any unique noise circumstances.
2. Conditionally acceptable means that land uses should be established in areas with the stated ambient noise level only when exterior areas are omitted from the project or noise levels in exterior areas can be mitigated to the normally acceptable level. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.
3. Normally unacceptable means that land uses should generally not be established in areas with the stated ambient noise level. If the benefits of the project in addressing other General Plan goals and policies outweigh concerns about noise, the use should be established only where exterior areas are omitted from the project or where exterior areas are located and shielded from noise sources to mitigate noise to the maximum extent feasible. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.
4. Interior acceptable means that the building must be constructed so that interior noise levels do not exceed the stated maximum, regardless of the exterior noise level. Stated maximums are as determined for a typical worst-case hour during periods of use.

dBA CNEL = A-weighted decibel Community Noise Equivalent Level N/A = not applicable

- **Goal N-2:** Land use patterns are compatible with current and future noise levels.
    - **Policy N-A:** Require an acoustical study for proposed projects in areas where the existing or projected noise level exceeds or would exceed the maximum allowable levels identified in Table N-2 (Table 4.12.F). The acoustical study shall be performed in accordance with the requirements set forth in this Noise Element.
    - **Policy N-B:** Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if no feasible mechanisms exist to meet exterior noise standards.
    - **Policy N-C:** Minimize excessive noise from industrial land uses through incorporation of site and building design features that are intended to reduce noise impacts to sensitive land uses.
    - **Policy N-D:** Encourage new mixed-use development projects to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from residential portions of the development to the extent feasible.
- **Goal N-3:** The community is not disturbed by excessive noise from mobile sources such as vehicles, rail traffic, and aircraft.
    - **Policy N-A:** Mitigate noise created by any new transportation noise source so that it does not exceed the exterior or interior sound levels specified in Table N-2 (Table 4.12.F).
    - **Policy N-B:** Prioritize use of site planning and project design techniques to mitigate excessive noise. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.
    - **Policy N-C:** Employ noise-reducing technologies such as rubberized asphalt, fronting homes to the roadway, or sound walls to reduce the effects of roadway noise on noise-sensitive land uses.
- **Goal N-4.** Noise from construction activities associated with discretionary projects, maintenance vehicles, special events, and other nuisances is minimized in residential areas and near noise-sensitive land uses.
    - **Policy N-A:** Reduce construction, maintenance, and nuisance noise at the source as the first and preferred strategy to reduce noise conflicts.
    - **Policy N-B:** Require that new discretionary uses and special events such as restaurants, bars, entertainment, parking facilities, and other commercial uses or beach events where large numbers of people may be present adjacent to sensitive noise receptors comply with the noise standards in Table N-2 (Table 4.12.F) and the City Noise Ordinance.

- **Policy N-C:** Encourage shielding for construction activities to reduce noise levels and protect adjacent noise-sensitive land uses.
- **Policy N-D:** Limit allowable hours for construction activities and maintenance operations located adjacent to noise-sensitive land uses.

City of Huntington Beach Municipal Code.[5] Section 8.40.050 of the City's Municipal Code limits exterior noise limits, which is shown in Table 4.12.G.

Table 4.12.G: Municipal Code Exterior Noise Standards

Land Use	Time Period	Noise Level (dBA)	
		L_{eq}	L_{max}
Low-Density Residential	7:00 a.m. – 10:00 p.m.	55	75
	10:00 p.m. – 7:00 a.m.	50	70
Medium-, High-Density Residential, Hotels Motels	7:00 a.m. – 10:00 p.m.	60	80
	10:00 p.m. – 7:00 a.m.	50	70
Schools	Hours of Operation	55	75
Hospitals, Churches, Cultural, Museum, Library, Public Park, Recreational	Hours of Operation	60	80
Commercial/Office	Hours of Operation	65	85

Source: City of Huntington Beach General Plan Noise Element, Section 8.40.050 (2025)
Notes: The above standard does not apply to the establishment of multifamily residence private balconies and patios. Multifamily developments with balconies or patios that do not meet noise standards are required to provide occupancy disclosure notices to all future tenants regarding potential noise impacts. The above daytime (7:00 a.m.–10:00 p.m.) standards for hotels, motels and commercial uses shall apply only to active outdoor use areas such as a pool or outdoor courtyard. In the event the alleged offensive noise consists entirely of impact or impulsive noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by 5 dBA. If the alleged offense affects a property outside the City's jurisdiction, the exterior noise standards shall be enforced at the City boundary. In the event the measured ambient noise level exceeds any of the noise limit categories above, the noise limit shall be increased to reflect said ambient noise level. In the event that the noise source and the affected property are within different land use categories, the noise standards of the affected property shall apply.
dBA = A-weighted decibel(s)
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

Section 8.40.090 of the City's Municipal Code exempts noise sources associated with construction, repair, remodeling, or grading of any real property, provided that: (1) the City has issued a building, grading or similar permit for such activities; (2) said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or a Federal holiday; and (3) the average construction noise levels do not exceed 80 dBA L_{eq} at nearby noise-sensitive land uses. If outdoor construction activities are permitted by the City after 7:00 p.m. or before 7:00 a.m., the average construction noise levels at nearby noise-sensitive land uses shall be limited to 50 dBA L_{eq}.

Section 8.40.113 of the City's Municipal Code prohibits any person from creating, maintaining, or causing any operational ground vibration on any property which exceeds 72 VdB at nearby vibration-

[5] City of Huntington Beach. 2025. Municipal Code, Chapter 8.40. November 18. Website: https://ecode360.com/43796779#43796779 (accessed May 2026).

sensitive land uses. The vibration limit at vibration-sensitive uses with high sensitivity such as operations conducting medical research and imaging shall be 65 VdB.

4.12.6 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to noise if it would:

Threshold 4.12.1: 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;

Threshold 4.12.2: Result in the generation of excessive groundborne vibration or groundborne noise levels; or

Threshold 4.12.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

As discussed in Section 4.13 of the Initial Study prepared for the proposed project (Appendix B), the proposed project is not located within the vicinity of a private airstrip, airport land use plan, or public airport or public use airport, and therefore would not expose people residing or working in the project area to excessive noise levels (Threshold 4.12.3). As such, the proposed project was determined to have no impact with respect to this topic, and this topic is not further addressed below.

4.12.7 Project Impacts

Please refer to Section 4.12.10 for a full text description of the standard conditions and mitigation measures referenced in the analysis below.

Threshold 4.12.1: **Would the project result in 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?**

Less Than Significant With Mitigation Incorporated.

Short-Term Construction Noise Impacts. Two types of short-term noise impacts could occur during construction on the project site. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on roads leading to the site. The pieces of heavy equipment for construction activities would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA), the effect on longer-term (daily)

ambient noise levels would be small because the daily construction-related vehicle trips are small compared to the existing daily traffic volume on PCH, Goldenwest Street, and Seapoint Street, which would be used to access the project site. The results of the California Emissions Estimator Model (CalEEMod)(version 2022.1) contained in Appendix C-1 of this EIR indicate that the construction within the project site (building development phase) would generate the most trips out of all of the construction phases and have an acoustical equivalent traffic volume of 1,898, 2,126, and 2,540 passenger car equivalent vehicles on PCH, Goldenwest Street, and Seapoint Street, respectively. Based on Table 4.12.D, PCH, Goldenwest Street, and Seapoint Street have estimated existing ADT volumes of 22,500, 7,000, and 5,100, respectively, near the project site. Based on the information above, construction-related traffic would increase noise levels by up to 1.8 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related noise impacts associated with worker commute and equipment transport to the project site would be less than significant. No mitigation is required.

The second type of short-term noise impact is related to noise generated from construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The proposed project anticipates demolition, site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.12.H lists the L_{max} recommended for noise impact assessments for typical construction equipment included in the Federal Highway Administration (FHWA) Highway Construction Noise Handbook[6], based on a distance of 50 feet between the equipment and a noise receptor.

Table 4.12.I lists the anticipated construction equipment for each construction phase based on the CalEEMod results contained in Appendix C-1 of this EIR. Table 4.12.I shows the combined noise level at 50 feet from all of the equipment in each phase and the L_{eq} noise level for each equipment at 50 feet based on the quantity, reference L_{max} noise level at 50 feet, and the acoustical use factor. As shown in Table 4.12.I, construction noise levels would reach up to 92.3 dBA L_{eq} at a distance of 50 feet.

Table 4.12.J shows that construction noise levels at the closest residential property line surrounding the project would reach up to 70.6 dBA L_{eq} from the center of the project site. The center of site is the appropriate location to predict a typical construction noise condition over the period of an hour to assess construction noise because equipment during the loudest phases of construction, such as site preparation and grading, would transverse the site and not remain stationary. This noise level would not exceed the City construction noise standard of 80 dBA L_{eq} for residential uses. Construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday pursuant to Section 8.40.090 of the City's Municipal Code.

6 Federal Highway Administration (FHWA). 2006. *FHWA Highway Construction Noise Handbook. Roadway Construction Noise Model, FHWA HEP-06-015*. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012. August.

Table 4.12.H: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Use Factor[1]	Maximum Noise Level (L_{max}) at 50 ft[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor (air)	40	80
Crane	16	85
Dozer	40	85
Drill Rig Truck	20	84
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Generator	50	82
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pavement Scarafier	20	85
Paver	50	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder/Torch	40	73

Source: *FHWA Highway Construction Noise Handbook,* Table 9.1 (FHWA 2006).
Note: The noise levels reported in this table are rounded to the nearest whole number.
[1] The acoustical use factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.
CA/T = Central Artery/Tunnel
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous noise level

The implementation of construction hour limits, as specified in Standard Condition (SC) N-1, would minimize disturbance to nearby land uses. However, because construction noise levels at the closest residential property line surrounding the project site are measured from the center of the project site and construction activities may occur closer to the project site boundary, Mitigation Measure (MM) N-1 is conservatively required for the proposed project. MM N-1 would require the preparation of a project-level construction noise analysis to identify appropriate measures that would reduce noise levels from long-term operations of the proposed project at nearby noise-sensitive land uses to less than significant. Measures could include the installation of temporary construction barriers. Therefore, noise generated from project construction activities would be less than significant with implementation of MM N-1.

Table 4.12.I: Summary of Construction Phase, Equipment, and Noise Levels

Construction Phase	Construction Equipment	Quantity	Reference Noise Level at 50 ft (dBA L_{max})	Acoustical Use Factor[1] (%)	Noise Level at 50 ft (dBA L_{eq})	Combined Noise Level at 50 ft (dBA L_{eq})
Demolition	Excavator	6	85	40	88.8	92.3
	Backhoe	3	80	40	80.8	
	Front End Loader	3	80	40	80.8	
	Dozer	3	85	40	85.8	
	Dump Truck	3	84	40	84.8	
Site Preparation	Dozer	3	85	40	85.8	87.3
	Backhoe	4	80	40	82.0	
Grading	Grader	1	85	40	81.0	89.2
	Excavator	2	85	40	84.0	
	Backhoe	2	80	40	79.0	
	Scraper	2	85	40	84.0	
	Dozer	1	85	40	81.0	
Building Construction	Man Lift	3	85	20	82.8	86.5
	Generator	1	82	50	79.0	
	Crane	1	85	16	77.0	
	Welder / Torch	1	73	40	69.0	
	Backhoe	3	80	40	80.8	
Paving	Paver	2	85	50	85.0	87.6
	Pavement Scarafier	2	85	20	81.0	
	Roller	2	85	20	81.0	
Architectural Coating	Compressor (air)	1	80	40	76.0	76.0

Source: Compiled by LSA (2026).
[1] The acoustical use factor is the percentage of time during a construction noise operation that a piece of construction equipment operates at full power.
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

Long-Term Traffic Noise Impacts. The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108)[7] was used to evaluate traffic-related noise conditions along roadways in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hours. periods to determine the CNEL values. The existing and Opening Year (2035) without and with project ADT volumes were derived from the *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis*. [8] The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. Tables 4.12.J and 4.12.K list the traffic noise levels for the existing and Opening Year (2035) without and with project scenarios, respectively. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix K-2 of this EIR.

7 Federal Highway Administration (FHWA). 1977. *Highway Traffic Noise Prediction Model, FHWA RD 77-108*.
8 EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis.* November 5.

Table 4.12.J: Existing Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
PCH North of Warner Avenue	29,100	121	249	530	72.3	29,500	122	251	535	72.3	0.0
PCH Between Warner Avenue and Seapoint Street	26,900	115	236	504	71.9	28,600	120	246	524	72.2	0.3
PCH Between Seapoint Street and North Project Driveway	25,100	111	226	481	71.6	26,800	115	236	502	71.9	0.3
PCH Between North Project Driveway and Center Project Driveway	27,900	118	242	516	72.1	30,400	124	256	546	72.4	0.3
PCH Between Center Project Driveway and South Project Driveway	30,800	125	258	551	72.5	34,200	133	276	590	73.0	0.5
PCH Between South Project Driveway and Goldenwest Street	27,800	118	242	515	72.1	32,100	128	265	566	72.7	0.6
PCH Between Goldenwest Street and 17th Street	25,600	112	229	487	71.7	27,700	117	241	513	72.0	0.3
PCH Between 17th Street and 6th Street	23,800	107	218	464	71.4	25,900	113	231	491	71.8	0.4
PCH Between 6th Street and Main Street	23,900	108	219	466	71.4	26,000	113	231	492	71.8	0.4
PCH Between Main Street and 1st Street	23,600	107	217	462	71.3	25,100	111	226	481	71.6	0.3
PCH Between 1st Street and Beach Boulevard	22,500	104	211	447	71.1	23,700	107	218	463	71.4	0.3
PCH South of Beach Boulevard	27,300	116	239	508	72.0	27,800	118	242	515	72.1	0.1
Warner Avenue East of PCH	17,100	< 50	112	231	67.0	18,400	63	117	242	67.3	0.3
Seapoint Street Between PCH and Project Driveway	5,100	< 50	< 50	93	60.3	5,500	< 50	< 50	97	60.6	0.3
Seapoint Street Between Project Driveway and Doral Drive	5,900	< 50	< 50	101	60.9	6,200	< 50	< 50	104	61.1	0.2
Seapoint Street Between Doral Drive and Garfield Avenue	6,200	< 50	< 50	104	61.1	6,600	< 50	< 50	107	61.4	0.3
Garfield Avenue Between Seapoint Street and Edwards Street	6,000	< 50	71	123	61.9	6,400	< 50	73	128	62.1	0.2

Table 4.12.J: Existing Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Garfield Avenue Between Edwards Street and Goldenwest Street	10,400	< 50	90	171	64.2	10,400	< 50	90	171	64.2	0.0
Garfield Avenue Between Goldenwest Street and Main Street	11,400	< 50	94	181	64.6	11,800	< 50	96	184	64.8	0.2
Garfield Avenue East of Main Street	11,000	< 50	92	177	64.5	11,400	< 50	94	181	64.6	0.1
Goldenwest Street Between PCH and Project Driveway	7,000	< 50	86	158	63.6	9,300	< 50	98	188	64.8	1.2
Goldenwest Street Between Project Driveway and Orange Avenue	7,400	< 50	88	163	63.8	9,800	< 50	100	194	65.0	1.2
Goldenwest Street Between Orange Avenue and Palm Avenue	10,300	< 50	103	200	65.3	12,600	< 50	115	228	66.1	0.8
Goldenwest Street Between Palm Avenue and Yorktown Avenue	14,600	73	124	250	66.8	16,900	77	135	274	67.4	0.6
Yorktown Avenue Between Goldenwest Street and Beach Boulevard	12,400	< 50	69	128	62.7	13,200	< 50	71	133	63.0	0.3
Edwards Street North of Garfield Avenue	10,400	< 50	69	138	63.9	10,700	< 50	71	141	64.0	0.1

Source: Compiled by LSA (2026).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

Table 4.12.K: Opening Year (2035) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
PCH North of Warner Avenue	35,100	135	281	601	73.1	35,600	136	284	606	73.1	0.0
PCH Between Warner Avenue and Seapoint Street	32,500	129	267	571	72.7	34,200	133	276	590	73.0	0.3
PCH Between Seapoint Street and North Project Driveway	30,300	124	255	545	72.4	32,100	128	265	566	72.7	0.3
PCH Between North Project Driveway and Center Project Driveway	33,800	132	274	586	72.9	36,300	138	287	614	73.2	0.3
PCH Between Center Project Driveway and South Project Driveway	37,200	140	292	624	73.3	40,600	148	309	662	73.7	0.4
PCH Between South Project Driveway and Goldenwest Street	33,600	132	273	584	72.9	37,900	142	296	632	73.4	0.5
PCH Between Goldenwest Street and 17th Street	31,200	126	260	556	72.6	33,400	131	272	581	72.9	0.3
PCH Between 17th Street and 6th Street	29,000	121	248	529	72.2	31,200	126	260	556	72.6	0.4
PCH Between 6th Street and Main Street	29,100	121	249	530	72.3	31,300	126	261	557	72.6	0.3
PCH Between Main Street and 1st Street	28,900	120	248	528	72.2	30,400	124	256	546	72.4	0.2
PCH Between 1st Street and Beach Boulevard	27,600	117	240	512	72.0	28,700	120	247	526	72.2	0.2
PCH South of Beach Boulevard	33,400	131	272	581	72.9	33,900	132	275	587	72.9	0.0
Warner Avenue East of PCH	20,500	66	125	260	67.8	21,800	68	130	271	68.0	0.2
Seapoint Street Between PCH and Project Driveway	6,100	< 50	< 50	103	61.0	6,500	< 50	< 50	106	61.3	0.3
Seapoint Street Between Project Driveway and Doral Drive	7,000	< 50	< 50	111	61.6	7,400	< 50	< 50	115	61.9	0.3
Seapoint Street Between Doral Drive and Garfield Avenue	7,500	< 50	64	116	61.9	7,800	< 50	65	118	62.1	0.2

Table 4.12.K: Opening Year (2035) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Garfield Avenue Between Seapoint Street and Edwards Street	7,200	< 50	76	137	62.6	7,600	< 50	78	141	62.9	0.3
Garfield Avenue Between Edwards Street and Goldenwest Street	12,500	< 50	98	191	65.0	12,500	< 50	98	191	65.0	0.0
Garfield Avenue Between Goldenwest Street and Main Street	13,700	< 50	103	203	65.4	14,100	< 50	105	206	65.6	0.2
Garfield Avenue East of Main Street	13,200	< 50	101	198	65.3	13,600	< 50	103	202	65.4	0.1
Goldenwest Street Between PCH and Project Driveway	8,700	< 50	95	180	64.5	11,000	< 50	107	209	65.5	1.0
Goldenwest Street Between Project Driveway and Orange Avenue	9,200	< 50	97	187	64.8	11,500	< 50	109	215	65.7	0.9
Goldenwest Street Between Orange Avenue and Palm Avenue	12,600	< 50	115	228	66.1	15,000	73	126	254	66.9	0.8
Goldenwest Street Between Palm Avenue and Yorktown Avenue	17,800	78	139	284	67.6	20,200	82	150	308	68.2	0.6
Yorktown Avenue Between Goldenwest Street and Beach Boulevard	15,300	< 50	76	146	63.6	16,100	< 50	78	150	63.8	0.2
Edwards Street North of Garfield Avenue	12,400	< 50	77	155	64.7	12,800	< 50	78	158	64.8	0.1

Source: Compiled by LSA (2026).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

Tables 4.12.J and 4.12.K show that the project-related traffic would increase noise by up to 1.2 dBA. This noise level increase is below 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise from project-related traffic on off-site sensitive receptors would be less than significant. No mitigation is required.

Long-Term Stationary Noise Impacts. The proposed project would include new stationary noise sources generated from proposed residential and commercial uses, which could include sources such as heating, ventilation, and air conditioning (HVAC) equipment, truck loading docks, parking activities, hotel with events, restaurants with outdoor dining and live entertainment. These long-term stationary noise sources could exceed the City's stationary noise standards shown in Table 4.12.G if they were to occur in areas adjacent to noise-sensitive land uses. Noise impacts from long-term stationary noise sources would be considered significant prior to mitigation. Implementation of Mitigation Measure (MM) N-2, which requires preparation of a project specific noise study to identify appropriate measures that would reduce noise levels from long-term operations of the proposed project at nearby noise-sensitive land uses to less than significant. Measures could include setbacks, soundwalls, or locating loading/parking areas on sides of building structures opposite noise-sensitive receptors (using buildings as shielding). For example, a 6-foot-high soundwall can provide a noise reduction of 5 dBA and building structures can provide a noise reduction of 10 dBA or greater. Therefore, long-term stationary noise impacts would be less than significant with implementation of MM N-2.

Threshold 4.12.2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Short-Term Construction Vibration Impacts. This construction vibration impact analysis discusses the level of human annoyance and assesses the potential for building damage using vibration levels in PPV (in/sec). Vibration levels calculated in RMS (VdB) velocity are best for characterizing human response to building vibration, whereas vibration levels in PPV are best for characterizing damage potential.

Table 4.12.L shows the reference vibration levels at a distance of 25 feet for each type of standard construction equipment from the *Transit Noise and Vibration Impact Assessment Manual*.[1] Outdoor site preparation and grading for the proposed project is expected to require the use of a large bulldozer, loaded trucks, and jackhammer which would generate ground-borne vibration of up to 87 VdB (0.089 PPV [in/sec]), 86 VdB (0.076 PPV [in/sec]), and 79 VdB (0.035 PPV [in/sec]), respectively, when measured at 25 feet.

[1] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed May 2026).

Table 4.12.L: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer[2]	**0.035**	**79**
Small Bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] The equipment shown in **bold** is expected to be used on site.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
L_V = vibration velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The greatest vibration levels are anticipated to occur during the demolition, site preparation, and grading phases. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration damage impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings.

The formula for vibration transmission is provided below:

$$L_vdB\ (D) = L_vdB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$$

Table 4.12.M lists the projected vibration levels from various construction equipment expected to be used from the center of the project site to the nearest buildings in the project vicinity. Similar to construction noise, the center of site is the appropriate location to predict a typical construction vibration condition over the period of an hour to assess annoyance potential because equipment during the most intense phases of construction, such as demolition and grading, will transverse the site and not remain stationary. As shown in Table 4.12.M, the closest building structure is approximately 125 feet from the center of the project site and would experience a vibration level of up to 66 VdB. This vibration level would not have the potential to result in annoyance because vibration levels would not exceed the City annoyance threshold of 72 VdB for vibration-sensitive land uses. Other building structures that surround the project site would experience lower vibration levels because they are farther away.

Table 4.12.M: Potential Construction Vibration Annoyance

Land Use	Direction	Equipment/ Activity	Reference Vibration Level (VdB) at 25 ft	Distance to Structure (ft)[1]	Vibration Level (VdB)
Residence	North	Large Bulldozers	87	125	66
		Loaded Trucks	86	125	65
		Jackhammer	79	125	58
Residence	East	Large Bulldozers	87	205	60
		Loaded Trucks	86	205	59
		Jackhammer	79	205	52
Residence	South	Large Bulldozers	87	3,125	24
		Loaded Trucks	86	3,125	23
		Jackhammer	79	3,125	16

Source: Compiled by LSA (2026).
Note: The City's annoyance threshold is 72 VdB for vibration-sensitive uses.
[1] Distance from the center of the project site to the building structure.
ft = foot/feet
VdB = vibration velocity decibels
FTA = Federal Transit Administration

Similarly, Table 4.12.N lists the projected vibration levels from various construction equipment expected to be used on the project site at the project construction boundary to the nearest buildings in the project vicinity. The construction boundary is the appropriate location to assess the potential for vibration damage, which would occur during a peak condition, because the vibration criteria used is the peak particle velocity (PPV). As shown in Table 4.12.N, the closest building structure is approximately 10 feet from the project construction boundary and would experience a vibration level of up to 0.244 PPV (in/sec). This vibration level would not have the potential to result in building damage because buildings within the vicinity of the project site were conservatively assumed to be equivalent to older residential structures or better, and the anticipated project-related vibration levels would not exceed the Caltrans vibration damage threshold of 0.30 in/sec PPV. Other existing building structures that surround the project site would experience lower vibration levels because they are farther away and are also conservatively assumed to be equivalent to older residential structures or better, and the anticipated project-related vibration levels would not exceed the Caltrans vibration damage threshold of 0.30 in/sec PPV. Therefore, vibration levels generated from project construction would be less than significant, and no mitigation is required.

Long-Term Operational Vibration Impacts. Once operational, the proposed project would not generate vibration. Furthermore, vibration levels generated from project-related traffic on the adjacent roadways (i.e., PCH, Goldenwest Street, Seapoint Street, and other roadways) would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration levels generated from project-related traffic on the adjacent roadways would be less than significant and no mitigation is required.

Table 4.12.N: Potential Construction Vibration Damage

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 ft	Distance to Structure (ft)[1]	Vibration Level
			PPV (in/sec)		PPV (in/sec)
Residence	North	Large Bulldozers	0.089	10	0.244
		Loaded Trucks	0.076	10	0.208
		Jackhammer	0.058	10	0.096
Residence	East	Large Bulldozers	0.089	20	0.114
		Loaded Trucks	0.076	20	0.097
		Jackhammer	0.058	20	0.045
Residence	South	Large Bulldozers	0.089	125	0.015
		Loaded Trucks	0.076	125	0.013
		Jackhammer	0.058	125	0.006

Source: Compiled by LSA (2026).
Note: The Caltrans building damage threshold for older residential structures is 0.30 in/sec (PPV).
[1] Distance from the project construction boundary to the building structure.
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity

4.12.8 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, present, and probable future projects within the cumulative impact area for noise and vibration. A cumulative noise impact would occur if multiple sources of noise from cumulative projects, including the cumulative projects provided in Table 4.A: Cumulative Projects List, in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures and Figure 4-1, Related Projects, were to combine to create impacts in close proximity to a sensitive receptor. Because construction noise and vibration levels are localized and rapidly attenuate within an urban environment, the majority of the identified cumulative projects are located too far from the project site to contribute to cumulative impacts related to noise levels due to construction activities. Construction activities at these related project sites would not result in a noticeable increase in noise to sensitive receptors adjacent to the project site because the closest related project site is approximately 990 ft from the project boundary. Furthermore, all related projects would be required to comply with the City's Noise Ordinances. Therefore, cumulative construction noise impacts would be considered less than significant.

Cumulative operational noise impacts could occur as a result of increased traffic volumes on local roadways due to future growth from cumulative projects in the project area. Cumulative traffic noise impacts are based on the difference between existing traffic volumes and future traffic volumes after buildout of the proposed project and in combination with related projects currently being proposed or built in the vicinity of the project site. As shown in Tables 4.12.J and 4.12.K, the cumulative traffic noise increase associated with the proposed project would reach up to 0.4 dBA along roadway segments in the project vicinity for the existing and cumulative scenarios. A noise level increase less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, the proposed project would not contribute substantially to cumulative roadway noise impacts and would have a less than cumulatively considerable impact.

Based on the above, the proposed project, together with cumulative projects, would not contribute to a cumulatively considerable impact related to noise.

4.12.9 Level of Significance Prior to Mitigation

Impacts related to vibration would be less than significant prior to mitigation whereas impacts related to noise would be potentially significant prior to mitigation.

4.12.10 Mitigation Measures and Standard Conditions

4.12.10.1 Mitigation Measures

The following mitigation measures are required to reduce potentially significant impacts related to noise to a less than significant level:

Mitigation Measure N-1

Project-Specific Construction Analysis. Prior to the issuance of demolition, grading, and/or construction permits, the construction contractor shall conduct a project-level construction noise analysis to evaluate potential impacts on off-site sensitive land uses adjacent to the project site. The project-level construction noise analysis shall be prepared, reviewed, and approved by the City of Huntington Beach. Measures shall be implemented to reduce construction noise to the FTA construction noise criteria or below if construction noise impacts are identified. Measures may include, but are not limited to the installation of temporary construction barriers.

Mitigation Measure N-2

Project-Specific Operational Noise Study. Prior to the issuance of building permits, a project specific noise study shall be prepared by a qualified acoustical consultant to determine the noise levels generated from long-term operations of the proposed project and measures necessary to reduce noise levels and ensure compliance with the City's stationary noise standards. The project specific noise study shall be submitted to the City for review and approval. Noise reduction measures may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or soundwalls) or by using equipment that has a quieter rating.

4.12.11 Level of Significance After Mitigation

Potentially significant impacts would be reduced to a less than significant level after mitigation. Therefore, with implementation of MMs N-1 and N-2, the proposed project would not result in any significant impacts related to noise.

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4.13 POPULATION AND HOUSING

This section evaluates the potential impacts to population and housing conditions from implementation of the proposed project. This section is based in part on the following:

- Southern California Association of Governments' (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Demographics & Growth Forecast Technical Report (Growth Forecast Technical Report);[1]
- City of Huntington Beach Adopted 5th Cycle 2013–2021 Housing Element[2] and City-approved 6th Cycle 2021–2029 Housing Element;[3,4]
- SCAG's The New Economy and Jobs/Housing Balance in Southern California;[5]
- California Employment Development Department;[6] and
- United States Census Bureau American Community Survey 2024 1-Year Estimates.[7]

1 Southern California Association of Governments. 2024–2050 RTP/SCS Demographics & Growth Forecast Technical Report. Website: https://scag.ca.gov/sites/main/files/file-attachments/3-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 (accessed December 19, 2025).

2 City of Huntington Beach. 2020. *City of Huntington Beach General Plan 2013–2021 Housing Element*. February. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Housing-Element-(2020).pdf?t=202404051228200&t=202404051228200 (accessed December 22, 2025).

3 City of Huntington Beach. 2026. Huntington Beach Housing Element 2021-2029. June. Website: https://huntingtonbeachca.gov/Documents/Departments/Community%20Development/June%202026_Draft%20Housing%20Element%20Update.pdf?t=202606081213550 (accessed June 25, 2026).

4 As described in Section 4.10, Land Use and Planning, the City of Huntington Beach City Council approved the 2021-2029 Housing Element in June 2026. However, the City is required to take additional action before implementation of the updated Housing Element can occur. Specifically, the City must also adopt zoning changes corresponding to sites identified for future housing development. In addition, California Department of Housing and Community Development (HCD) review and approval is still pending. Therefore, the City-approved 6th Cycle 2021–2029 Housing Element is referenced in this Draft EIR for informational purposes only.

5 Southern California Association of Governments. 2001. The New Economy and Jobs/Housing Balance in Southern California. April. Website: https://scag.ca.gov/sites/default/files/old/file-attachments/neweconomyjobshousingbalance.pdf (accessed December 19, 2025).

6 State of California Employment Development Department. 2025. Monthly Labor Force Data for Cities and Census Designated Places, Orange County, September 2025 – Preliminary. December. Website: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html#CCD (accessed December 19, 2025).

7 United States Census Bureau. 2024. American Community Survey 2024 1-Year Estimates, Tables DP03 and S0101.

4.13.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Five comment letters included comments related to population and housing. These comments pertain to concerns about population density, affordable housing, and population growth.

4.13.2 Methodology

Evaluating the potential for the proposed project to impact the City's population and housing relied on data published by the California Economic Development Department (EDD), the Southern California Association of Governments (SCAG), the American Community Survey (ACS), and the United States (U.S.) Census Bureau, as well as information presented in the City of Huntington Beach General Plan.

4.13.3 Existing Environmental Setting

4.13.3.1 Population, Housing, and Employment Trends in the City and County

The City and County are located within the SCAG planning area, which encompasses a population exceeding 19 million residents in an area of more than 38,000 square miles. SCAG is a federally designated Metropolitan Planning Organization (MPO)[8] encompassing six counties (i.e., Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties) and 197 local jurisdictions. In 2024, the SCAG Regional Council adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Growth Forecast Technical Report to predict the most likely growth scenario for the Southern California region in the future. The SCAG RTP/SCS growth forecast is meant to provide a common foundation for regional and local planning, policymaking, and infrastructure provisions within the SCAG region.

The growth forecast for the County as provided in the SCAG RTP/SCS Growth Forecast Technical Report is provided below in Table 4.13.A. The Growth Forecast Technical Report was adopted in 2024 by SCAG and is a part of the 2024–2050 RTP/SCS. The growth forecast for the City as provided in the scoping comment letter received from SCAG on March 5, 2026, is provided below in Table 4.13.B. These projections are used as a reference point for discussing population and housing growth throughout this section.

[8] An MPO is a federally mandated and federally funded transportation policymaking organization that is made up of representatives from local government and governmental transportation authorities. In 1962, the United States Congress passed legislation that required the formation of an MPO for any urbanized area with a population greater than 50,000.

Table 4.13.A: SCAG Population, Households, and Employment Forecasts for Orange County (2019–2050)

Year	Population	Households	Employment
2019	3,191,000	1,069,000	1,805,000
2035	3,299,000	1,196,000	1,942,000
Percent Change (2019–2035)	**3.4%**	**11.9%**	**7.6%**
2050	3,439,000	1,253,000	2,019,000
Percent Change (2019–2050)	**7.8%**	**17.2%**	**11.9%**

Source: Southern California Association of Governments. 2024–2050 RTP/SCS Demographics & Growth Forecast Technical Report, Table 12. Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 (accessed December 19, 2025).
RTP = Regional Transportation Plan SCS = Sustainable Community Strategy
SCAG = Southern California Association of Governments

Table 4.13.B: SCAG Population, Households, and Employment Forecasts for Huntington Beach (2019–2050)

Year	Population	Households	Employment
2019	199,400	78,800	85,300
2035	192,900	81,400	87,300
Percent Change (2019–2035)	**-3.3%**	**3.3%**	**2.3%**
2050	197,200	83,300	87,800
Percent Change (2019–2050)	**-1.1%**	**5.7%**	**2.9%**

Source: Southern California Association of Governments. 2026. Subject: SCAG Staff Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Palm/Goldenwest Specific Plan Amendment Project [SCAG NO. IGR11284]. March 5.
RTP = Regional Transportation Plan SCS = Sustainable Community Strategy
SCAG = Southern California Association of Governments

Population. As shown in Table 4.13.A, the County's population is expected to grow by 3.4 percent between 2019 and 2035 and by approximately 7.8 percent between 2019 and 2050. As shown in Table 4.13.B, the City's population is expected to fluctuate between 2019 and 2050. Between 2019 and 2035, the City's population is anticipated to decline by approximately 3.3 percent. The City's population is anticipated to grow by approximately 2.2 percent between 2035 and 2050. However, the total projected population in 2050 is still anticipated to be lower than it was in 2019, representing an overall negative growth rate of 1.1 percent between 2019 and 2050.

Although the 2024–2050 RTP/SCS has not yet been approved by the California Air Resources Board (CARB), the population, housing, and employment totals for the City of Huntington Beach that were used by SCAG to prepare the demographic and growth forecasts were reviewed and approved by the City.[9]

[9] As part of the SoCal Connect (as known as the Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]), every four years the City of Huntington Beach reviews and provides comments on projections related to housing, population, and employment per Traffic Analysis Zones within the City to the Center for Demographic Research (CDR) who provides information to the Southern California Association of Governments (SCAG). The City also provides the SCAG with information related to existing land uses, entitlements, zoning and general plan land uses. Collectively this information is used in the Demographics & Growth Forecast Technical Report.

Age Characteristics. A city's age distribution often shapes its housing demand. According to the City-approved 2021–2029 General Plan Housing Element,[10] different age groups require different accommodations based on lifestyle, family type, income level, and housing preference. Table 4.13.C provides a comparison of the City's and the County's population by age group using data from the 2024 ACS 1-year estimate. As shown in Table 4.13.C, the City and the County have similar proportions of residents in each age group. Notably, the County has a higher percentage of residents under the age of 18 years while the City has a higher percentage of residents above the age of 65.

Table 4.13.C: Huntington Beach and Orange County Age Characteristics

Age Group	Huntington Beach		Orange County	
	Persons	Percentage	Persons	Percentage
Under 18 Years	34,556	17.9%	642,904	20.3%
18 to 24 Years	13,089	6.8%	285,885	9.0%
25 to 44 Years	48,583	25.1%	866,659	27.3%
45 to 64 Years	56,416	29.2%	824,763	26.0%
65 and Over	40,527	21.0%	550,224	17.4%
Total	**193,171**	**100.0%**	**3,170,435**	**100.0%**
Median Age	45.2		40.2	

Source: United States Census Bureau. American Community Survey 2024 1-Year Estimates, Table S0101. Website: https://data.census.gov/table/ACSST1Y2024.S0101?q=S0101&g=050XX00US06059_160XX00US0636000&moe=false (accessed December 19, 2025).

The largest portion of the population of the City is within the 45 to 64 years age group, and the largest portion of the population of the County is within the 25 to 44 years age group. The median age of the City is also about 5 years older than that of the County, suggesting that the population of the City is slightly older overall than that of the County.

Households.[11] As shown in Table 4.13.A, the County's number of households is anticipated to grow by 11.9 percent between 2019 and 2035 and by approximately 17.2 percent between 2019 and 2050. As shown in Table 4.13.B, the City's number of households is anticipated to grow by 3.3 percent between 2019 and 2035 and by approximately 5.7 percent between 2019 and 2050. These growth projections suggest that households are expected to grow steadily from 2019 to 2050 in both the County and the City.

Employment. The industries employing the largest proportion of City residents are the Educational Services, and Health Care and Social Assistance industry (approximately 25.4 percent), the

[10] City of Huntington Beach. 2026. Huntington Beach Housing Element 2021-2029. June. Website: https://huntingtonbeachca.gov/Documents/Departments/Community%20Development/June%202026_Draft%20Housing%20Element%20Update.pdf?t=202606081213550 (accessed June 25, 2026).

[11] The Southern California Association of Governments forecasts "households" not housing units. As defined by the United States Census Bureau, "households" are equivalent to occupied housing units.

Professional, Scientific, and Management, and Administrative and Waste Management Services industry (approximately 14.5 percent); and the Retail Trade industry (approximately 10.6 percent).[12]

As shown in Table 4.13.A, employment in the County is expected to grow by 7.6 percent between 2019 and 2035 and by approximately 11.9 percent between 2019 and 2050. As shown in Table 4.13.B, according to the Growth Forecast Technical Report, employment in the City is anticipated to grow by approximately 2.3 percent between 2019 and 2035 and by approximately 2.9 percent between 2019 and 2050. These growth projections suggest that employment is expected to grow steadily from 2019 to 2050 in both the County and the City.

As of September 2025 (the latest data available), the City had a labor force of 106,100 and the County had a labor force of 1,654,200, with approximately 4,600 and 72,800 people unemployed, respectively.[13] The September 2025 unemployment rate was 4.3 percent for the City and 4.4 percent for the County.

Jobs/Housing Balance. Pursuant to Government Code Section 65890.1, State land use patterns that balance the location of employment-generating uses with residential uses should be encouraged so that employment-related commuting is minimized. Jobs/housing balance is a regional concept that encourages the designation and zoning of sufficient vacant land for residential uses with appropriate standards to ensure that adequate housing is available to serve the needs derived from the local employment base. The jobs-to-housing ratio can be used as the general measure of balance between a community's employment opportunities and the housing needs of its residents. Theoretically, a city's jobs/employment ratio (jobs to employed residents) would be 1:1 if the number of jobs in the city equaled the number of employed residents. However, assuming a simple ratio of one job to one household is inappropriate in modern economies that have many households with more than one person in the workforce. According to SCAG's The New Economy and Jobs/Housing Balance in Southern California,[14] a balance between jobs and housing in a metropolitan region can more appropriately be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., subregion or community).

SCAG applies the jobs-to-housing ratio at the regional and subregional level as a tool for analyzing the fit between jobs, housing, and infrastructure. The American Planning Association (APA) is an authoritative resource for community-planning best practices, including recommendations for assessing jobs-to-housing ratios. The APA recognizes that an ideal jobs-to-housing ratio will vary from jurisdiction to jurisdiction. In general, the recommended target for an appropriate jobs-to-

12 United States Census Bureau. 2024. American Community Survey 2024 1-Year Estimates, Table DP03. Website: https://data.census.gov/table/ACSDP1Y2024.DP03?q=employment+&g=160XX00US0636000&moe=false (accessed December 19, 2025).

13 State of California Employment Development Department. 2025. Monthly Labor Force Data for Cities and Census Designated Places, Orange County, September 2025 – Preliminary. December. Website: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html#CCD (accessed December 19, 2025).

14 Southern California Association of Governments. 2001. The New Economy and Jobs/Housing Balance in Southern California. April. Website: https://scag.ca.gov/sites/default/files/old/file-attachments/neweconomyjobshousingbalance.pdf (accessed December 19, 2025).

housing ratio is 1.5, with a recommended range of 1.3 to 1.7.[15] According to the Growth Forecast Technical Report, the SCAG region has a 1.45:1 jobs-to-housing ratio. Using the recommended APA ratio for comparison purposes, the jobs-to-housing ratio within the SCAG region can be considered relatively "balanced," meaning a balance between employment and housing opportunities without requiring a commute outside of a specific community. Below 1.5:1, the community has more housing available than jobs. Above 1.5:1, the community has more jobs than housing, and residents may be required to commute in from outside the area. The following describes the existing jobs-to-housing ratio for Huntington Beach and Orange County.

Huntington Beach is currently outside of the jobs-to-housing ratio range recommended by the APA. According to the Growth Forecast Technical Report, the City had a jobs-to-housing ratio of approximately 1.08 in 2019 and is projected to have jobs-to-housing ratios of 1.07 and 1.05 in 2035 and 2050, respectively. Because this ratio is below 1.5:1, it can be inferred that the City has more housing available than jobs. Further, the decrease in the jobs-to-housing ratio suggests that the job growth expected in the City will be less than the expected growth in housing.

The County is just outside the jobs-to-housing ratio range recommended by the APA. According to the Growth Forecast Technical Report, the County had a jobs-to-housing ratio of approximately 1.69 in 2019 and is projected to have jobs-to-housing ratios of 1.62 and 1.61 in 2035 and 2050, respectively. This ratio is above 1.5:1, meaning the County has more jobs available than housing, and suggests that the job growth expected in the region will be more than the expected growth in housing.

4.13.4 Regulatory Setting

Federal, State, and local regulations and programs related to population and housing that are applicable to the proposed project are described below.

4.13.4.1 Federal Regulations

There are no federal regulations that apply to the proposed project with respect to population and housing.

4.13.4.2 State Regulations

Senate Bill (SB) 330. SB 330 includes restrictions on implementing new development policies, standards, or conditions that may restrict housing developments, including any initiatives or referenda voted into law by the general populace. Under this law, among other things, cities and counties are restricted from implementing any new development policies, standards, or conditions that have any of the following effects:

- A change to the general plan land use designation, specific plan land use designation, or zoning that results in a less intensive use. Less intensive use means, for example: (i) reductions in height, density, or floor area ratio; (ii) new or increased open space or lot size requirements; (iii)

[15] Weitz, Jerry. 2003. *Planning Advisory Service Report No. 516: Jobs-Housing Balance*. American Planning Association.

new or increased setback requirements, minimum footage requirements, or maximum lot coverage limitations; and (iv) anything that would lessen the intensity of housing.

- A reduction of the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning below what was allowed under the applicable land use designation and zoning ordinance in effect as of January 1, 2018.

California Housing Element Requirements (Government Code §§ 65580 to 65589). State law recognizes the vital role local governments play in the supply and affordability of housing. Local governments are required to adopt a comprehensive, long-term general plan for the development of the jurisdiction, including a Housing Element meeting the existing and projected housing needs. To that end, California Government Code requires that housing elements achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including for persons with disabilities.

- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.

- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.

- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

State of California housing element laws (California Government Code §§ 65580 to 65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs. The housing elements of each city or county are required to be updated every 8 years.

4.13.4.3 Regional Regulations

Southern California Association of Governments. As the designated MPO for the six-county subregion that includes Orange County, SCAG prepares several plans to address regional growth, including the RTP/SCS. SCAG is mandated by federal and State law to research and draw up plans for transportation, growth management, hazardous waste management, and a regional growth forecast that is the foundation for these plans and regional air quality plans developed by the South Coast Air

Quality Management District (SCAQMD). SCAG prepares several plans to address regional growth, including the Regional Comprehensive Plan and Guide, Regional Housing Needs Assessment (RHNA), the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the annual State of the Region reports to measure progress toward achieving regional planning goals and policies.

Regional Comprehensive Plan. SCAG's RCP provides a policy framework for regional planning in Southern California. The RCP calls for city and county coordination and improvement when addressing regional issues related to growth management and development. However, the RCP serves as a voluntary "toolbox" to assist local jurisdictions in making their general and specific plans and individual projects in implementing sustainable measures. As identified in Resolution No. 08-502-1 (*Resolution of the Southern California Associated of Governments Accepting the 2008 Regional Comprehensive Plan for the SCAG Region*), given its advisory nature, the 2008 RCP is not used in SCAG's Inter-Governmental Review (IGR) process.

Regional Transportation Plan/Sustainable Communities Strategy. On April 4, 2024, SCAG adopted the 2024 RTP/SCS (Connect SoCal 2024). Connect SoCal 2024 provides an update to the 2020 RTP/SCS (Connect SoCal 2020) and provides a common foundation for regional and local planning, policymaking, and infrastructure goals in the SCAG region.[16] The horizon year for the 2024 RTP/SCS is 2050. The core vision for Connect SoCal 2024 is to increase mobility options and achieve a more sustainable growth pattern. The goals of Connect SoCal 2024 are designed to achieve this vision and fall into four core categories, including mobility, communities, environment, and economy, as described below:

- **Mobility:** Build and maintain an integrated multimodal transportation network.
- **Communities:** Develop, connect, and sustain communities that are livable and thriving.
- **Environment:** Create a healthy region for the people of today and tomorrow.
- **Economy:** Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents.

Connect SoCal 2024 outlines the challenges facing the region, shared goals and policies, and the transportation investments and land use strategies and policies to meet GHG reduction targets and deliver significant benefits to the region with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation.

[16] Southern California Association of Governments (SCAG). April 2024. 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024). Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565 (accessed December 22, 2025).

4.13.4.4 Local Regulations

City of Huntington Beach General Plan Housing Element. The Housing Element is required by California State law to be a component of every city's General Plan because housing needs are recognized as a statewide concern. As such, the Housing Element of a jurisdiction's General Plan is the only element that is subject to approval by the State. Pursuant to State law, the Housing Element must identify the city's housing needs, the sites that can accommodate these needs, and the policies and programs to assure that the housing units necessary to meet these needs can be provided. The primary goal of the Housing Element is to provide a range of housing opportunities for all income groups.

The Housing Element is updated every eight years, and the 2021–2029 Housing Element is the 6th Cycle Update. The City's adopted 2021–2029 Housing Element includes an assessment of the City's demographics and household types, an analysis of potential constraints to meet the City's housing needs, and identifies goals, policies and programs to meet the City's housing needs. The Housing Element also establishes strategies and programs to meet the Regional Housing Needs Assessment (RHNA). These objectives aim to protect and improve housing and neighborhoods; provide adequate housing; provide affordable housing; remove potential housing constraints, encourage fair and equal housing; and promote sustainable housing initiatives. The goals and policies of the Housing Element related to population and housing that would apply to the proposed project include the following:

- **Goal 1:** Maintain and enhance the quality and affordability of existing housing in Huntington Beach.
    - **Policy 1.1:** Preserve the character, scale and quality of established residential neighborhoods.
- **Goal 2:** Provide adequate sites to accommodate projected housing unit needs at all income levels identified by the 2021-2029 RHNA.
    - **Policy 2.1:** Provide site opportunities for development of housing that responds to diverse community needs in terms of housing types, cost and location, emphasizing locations that are near services, transit, promote walkability, and are moderate to highest resource areas.
    - **Policy 2.2:** Facilitate the efficient use of land by allowing and encouraging a mix of commercial and residential uses on the same property in both horizontal and vertical mixed-use configurations.
- **Goal 3:** Provide for safe and decent housing for all economic segments of the community.
    - **Policy 3.1:** Encourage the production of housing that addresses the diverse housing needs of all economic segments of the community, including low, moderate, and above moderate-income households.

- **Policy 3.2:** Utilize the City's Affordable Housing Ordinance as a tool to integrate affordable units within market rate developments. Continue to prioritize the construction of affordable units on-site for rental projects, with provision of units off-site or payment of an in-lieu housing fee as a less preferred alternative.

- **Goal 6:** Promote a healthy and sustainable Huntington Beach through support of housing at all income levels that minimizes reliance on natural resources and automobile use.
  - **Policy 6.1:** Implement the City's Green Building Program to ensure new development is energy and water efficient.
  - **Policy 6.3:** Promote healthy living and physical activity for households at all income levels through decisions in the location, site planning and design of housing and mixed-use development.
  - **Policy 6.4:** Incorporate transit and other transportation alternatives including walking and bicycling into the design of new development, including affordable housing, particularly in areas within a half mile of High-Quality Transit Areas.
  - **Policy 6.5:** Encourage a link between housing and jobs in the community, including housing opportunities affordable to Huntington Beach's modest and lower income workforce in areas with a variety of job opportunities.

- **Goal 8:** Improve quality of life and promote placemaking.
  - **Policy 8.1:** Encourage placemaking and public spaces in new development to serve residents of all incomes, interests, ages, physical abilities, and cultures.
  - **Policy 8.2:** Encourage development that includes active transportation infrastructure, such as new and wider sidewalks, trails, and protected bike lanes.

- **Goal 9:** Affirmatively further fair housing.
  - **Policy 9.3:** Promote housing opportunities for all people regardless of race, color, sex, national origin, religion, sexual orientation, disability, family status, marital status, income, ancestry, or other barriers that can prevent access to housing.
  - **Policy 9.4:** Encourage the provision of housing to meet the needs of families of all sizes and ages.

Regional Housing Needs Assessment. State law (Government Code Section 65580 et seq.) requires cities and counties to plan for their share of projected housing construction needs in their region. The regional housing need is determined by HCD and allocated to cities through regional planning agencies such as SCAG. This is called the RHNA. Future housing need refers to the proportion of the region's future housing needs allocated to a community. Each jurisdiction's future housing need is calculated in terms of four factors: (1) the number of units needed to accommodate forecast global

household growth; (2) the number of units needed to replace demolition due to attrition in the housing stock (i.e., fire damage, obsolescence, redevelopment, and conversion to non-housing uses); (3) maintenance of an ideal vacancy rate for a well-functioning housing market; and (4) an adjustment to avoid an overconcentration of lower-income households in any one jurisdiction.

SCAG's RHNA for the 2021–2029 planning period, which was adopted by SCAG in March 2021, established the City's share at 13,368 housing units. The RHNA target number for the City of Huntington Beach is based on a methodology adopted by SCAG. Comparatively, The City's RHNA for the prior (2013–2021) planning period was 1,353 housing units. As such, the City's RHNA target experienced a substantial increase (approximately 888 percent) between the 5th Cycle and the 6th Cycle planning periods.

The City's 6th Cycle unit allocations were divided into different income groups according to the County median family income, as shown in Table 4.13.D below.

Table 4.13.D: City of Huntington Beach Regional Housing Needs Allocations (6th Cycle)

Income Level	Percentage of Area MFI	No. of Units	% of Total Allocation
6th Cycle (2021–2029)			
Very Low	0–50%	3,661	27.4
Low	51–80%	2,184	16.3
Moderate	81–120%	2,308	17.3
Above Moderate	>120%	5,215	39.0
	6th Cycle Total	**13,368**	**100.0**

Sources: Southern California Association of Governments. 2021. 6th Cycle RHNA Allocation Plan. July 1; City of Huntington Beach. 2020. 2013–2021 Housing Element. February.
MFI = median family income

City of Huntington Beach General Plan. The Land Use Element of the City of Huntington Beach General Plan includes the following goals and policies related to population and housing that would apply to the proposed project:

- **Goal LU-4.** A range of housing types is available to meet the diverse economic, physical, and social needs of future and existing residents, while neighborhood character and residences are well maintained and protected.
    - **Policy LU-A:** Encourage a mix of residential types to accommodate people with diverse housing needs.
    - **Policy LU-B:** Improve options for people to live near work and public transit.
    - **Policy LU-D:** Ensure that single-family residences are of compatible proportion scale and character to surrounding neighborhoods.

- **Policy LU-E:** Encourage housing options located in proximity to employment to reduce vehicle miles traveled.

4.13.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to population and housing if it would:

Threshold 4.13.1: 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); or

Threshold 4.13.2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

As discussed in Section 4.14 of the Initial Study prepared for the proposed project (Appendix A), the proposed project would have a less than significant impact related to the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (Threshold 4.13.2). Therefore, this topic is not further addressed below.

4.13.6 Project Impacts

Threshold 4.13.1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The California Environmental Quality Act (CEQA) requires a discussion of ways in which a project could be growth inducing (see also Chapter 6.0, Other CEQA Considerations). The *State CEQA Guidelines* identify a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment.[17] New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity in an area. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). Substantial growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. Under CEQA, growth inducement in and of itself is not considered detrimental or beneficial. In general, growth induced

[17] *State CEQA Guidelines* §15126.2(d).

by a project is considered a significant impact if it can be demonstrated that the potential growth significantly affects the environment in some way.

A project could indirectly induce growth at the local level by developing new or expanded infrastructure, thus reducing or removing the barriers to growth. A project could also indirectly induce growth at the local level by increasing the demand for additional goods and services associated with the increase in project population. For example, this occurs in suburban or rural areas where population growth results in increased demand for services and commodity markets respond to the new population by developing a shopping center or grocery store. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. Additional commercial uses may be drawn to the area by the increased number of residents in the area as a result of a project; however, it is expected that any such development would occur consistent with planned growth identified in the General Plan or applicable specific plans.

Construction. Construction associated with demolition, remediation, site preparation and future project site development would provide short-term construction jobs. While the construction periods associated with future development projects are unknown at this time, it is possible that overlapping construction periods may occur. The construction jobs would be temporary and would be specific to the variety of construction activities. The workforce would include a variety of construction trade workers, such as contractors, remediation specialists, grading workers, surveyors, cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. Generally, construction workers are only at a job site for the timeframe in which their specific skills are needed to complete that phase of construction. Although the proposed project would increase the number of employees at the project site during construction activities, particularly in the event of overlapping construction periods, it is expected that local and regional construction workers would be available to serve the construction needs of the site. Specifically, the latest available Census data indicates that approximately 6,592 City residents and 94,236 County residents are employed in the construction industry.[18] Given the relatively short duration of construction, project-related construction workers would not be expected to permanently relocate their places of residence to work on the project site. It is possible that a nominal number of employees could relocate to the City, but this would not occur at a scale that would result in substantial population growth. Therefore, the proposed project would have a less than significant impact associated with inducing substantial population growth or demand for housing through increased construction employment, and no mitigation is required.

Operation. The proposed project's demolition, remediation, and site preparation activities do not have an operational component and therefore are not addressed in the operational analysis.

Operation – Residential Component. Development of future residential projects within Planning Area 2 of the Palm Goldenwest Specific Plan (PGSP) Area could result in up to 800

[18] United States Census Bureau. 2024. American Community Survey 2024 1-Year Estimates, Table DP03. Website: https://data.census.gov/table/ACSDP1Y2024.DP03?q=employment+&g=050XX00US06059_160XX00US0636000&moe=false (accessed December 22, 2025).

residential units. Planning Area 2 could be developed with a mix of housing types including single-family detached, single-family attached, duplexes, triplexes, townhomes, and multi-dwelling structures, with a maximum residential density of 15 dwelling units per acre (du/ac). As discussed in the Traffic Impact Analysis[19] prepared for the proposed project (Appendix L-1 to this Draft EIR), the proposed residential development would potentially consist of up to 186 single-family detached units, 249 single-family attached units, and 365 multi-family units. As required under the Draft Amended PGSP, a minimum of 10 percent of the total residential units developed within Planning Area 2 (up to 80 units) would be affordable housing units.[20] These units would be required at the "lower-income level", defined as "households whose incomes meet the standards defined by the Health and Safety Code Section 50079.5, or a successor statute", but could be provided at the "very-low" or "extremely-low" income level based on developer preferences, as provided in Section 230.26, Affordable Housing, of the City's Municipal Code.[21] The specific number of units per structure under the future buildout scenario are not yet known at this time.

As shown in Table 4.13.D above, SCAG has assigned the City a RHNA of 13,368 units for the 2021–2029 planning period, including 3,661 units that are affordable to very low-income households (0 to 50 percent of the City's average median income [AMI]); 2,184 units that are affordable to low-income households (51 to 80 percent of the City's AMI); 2,308 units that are affordable to moderate-income households (81 to 120 percent of the City's AMI); and 5,215 units that are affordable to above-moderate income households (above 120 percent of the City's AMI).[22]

The City's allocation of 13,368 total units between 2021 and 2029 represents an approximate 888-percent increase from the 1,353 units allocated to the City between 2013 and 2021. This substantial increase indicates pressure to develop housing units within the City. The proposed project would assist the City in achieving its RHNA target through the development of up to 800 housing units on the project site, including up to 80 affordable housing units in adherence of the City's Affordable Housing requirements as described above. Specifically, the proposed project could help achieve approximately six percent[23] of the City's total RHNA target.

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19 EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis*. November. Appendix L-1.

20 City of Huntington Beach. 2000. *SP12, Palm/Goldenwest Specific Plan*. February 7; Amended December 2025.

21 City of Huntington Beach. n.d. City of Huntington Beach Municipal Code Section 230.26, Affordable Housing. Website: https://ecode360.com/43804232#43804232 (accessed May 1, 2026).

22 Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan. July 1. Website: https://scag.ca.gov/sites/default/files/2024-05/6th_cycle_final_rhna_ allocation_plan_ 070121.pdf (accessed December 22, 2025).

23 (800 ÷ 13,368) * 100 = approximately 6 percent

In 2022, SCAG estimated that the City had an average household size of 2.53 persons per household.[24] Based on this average, it can be estimated that the proposed project would house approximately 2,024 residents. The addition of 2,024 new residents under the proposed project represents a conservative, worst-case scenario of complete occupancy of each unit. Based on California Department of Finance Estimates, as of January 1, 2025, the City had an estimated population of 193,134 individuals and the County had an estimated population of 3,175,427 individuals.[25] Therefore, the proposed project has potential to house approximately 1.05 percent[26] of the City's total population and approximately 0.06 percent[27] of the County's total population.

According to the SCAG Growth Forecast Technical Report data summarized in 4.13.B, the population of the City is expected to increase by 29,230 individuals, or approximately 14.7 percent, between 2019 and 2050. As summarized in Table 4.13.A, the population of the County is expected to increase by 248,000 individuals, or approximately 7.8 percent, between 2019 and 2050. Because the City's General Plan Land Use Element currently designates the entire project site for Commercial Visitor (CV) land uses, these growth projections may not account for the development of the project site with residential uses. However, the designation within the General Plan of a site for a certain use does not necessarily mean that the site would be developed with that use during the planning period, as most development depends on property owner initiative. Further, the conservative, worst-case scenario of 2,024 new City residents under implementation of the proposed project would represent a relatively minimal contribution of 6 percent[28] and 0.8 percent[29] of overall projected population growth between 2019 and 2050 in the City and the County, respectively. Therefore, the proposed project would generate growth for the City and the overall region within the range of official projections and would assist the City with achieving its RHNA target of 13,368 total units between 2021 and 2029. In addition, the City-approved 2021-2029 Housing Element identifies the proposed project in Table B-3: Summary of Pipeline Projects and acknowledges the project's contributions to both the Low Income and Above Moderate Income RHNA categories.[30]

Further, any future residential projects developed within the project site would be required to adhere to the City's General Plan and Amended PGSP, provide required development impact fees, and comply with applicable development regulations. Therefore, the residential

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24 Southern California Association of Governments (SCAG). 2023. Local Profiles Data 2023. Website: https://hub.scag.ca.gov/documents/7f0208030a964f7cb486d8b69daec83b/about (accessed December 22, 2025).

25 California Department of Finance. 2025. Population and Housing Estimates for Cities, Counties, and the State, January 1, 2024, and 2025. May 1.

26 (2,024 ÷ 193,134) * 100 = approximately 1.05 percent

27 (2,024 ÷ 3,175,427) * 100 = approximately 0.06 percent

28 (2,024 ÷ 29,230) * 100 = approximately 7 percent

29 (2,024 ÷ 248,000) * 100 = approximately 0.8 percent

30 City of Huntington Beach. 2026. Huntington Beach Housing Element 2021-2029. June. Page B-16. Website: https://huntingtonbeachca.gov/Documents/Departments/Community%20Development/June%202026_Draft%20Housing%20Element%20Update.pdf?t=202606081213550 (accessed June 25, 2026).

component of the proposed project would result in a less than significant impact associated with inducing substantial unplanned population growth, and no mitigation is required.

Operation – Commercial Component. Operation of the proposed commercial uses within the project site would increase the number of permanent employees present on the project site compared to existing conditions. Although the exact number of employees necessary for each individual commercial development project proposed within the project site cannot be known at this time, the following analysis estimates 481 permanent employees would be generated by the commercial development within the project site, based on rate of employment per square foot, based on land use type, from the *Southern California Association of Governments Connect SoCal Sustainable Communities Strategy* (refer to the VMT Analysis[31] prepared for the proposed project as provided in Appendix L-2).

According to the SCAG Growth Forecast Technical Report data summarized in Table 4.13.B, employment within the City is projected to increase by approximately 2,500 individuals, or 2.9 percent, between 2019 and 2050. Similarly, employment within the County is projected to increase by approximately 214,000 individuals, or 11.9 percent, between 2019 and 2050. The estimated 481 permanent positions created by the commercial component of the proposed project would represent a contribution of 19 percent[32] and 0.2 percent[33] of the overall projected employment growth between 2019 and 2050 in the City and the County, respectively. The potential employment growth generated by the commercial component of the proposed project has already been accounted for in City and County employment growth projections, given that the project site is currently designated for Commercial Visitor (CV)[34] land use in the City's General Plan and envisioned for Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses under the approved PGSP. As noted throughout this Draft EIR, the project site was planned to transition from oil and natural gas production facilities to commercial uses, such as the uses proposed within Planning Area 1, under the approved PGSP.

As of September 2025 (the latest data available), the City had a labor force of 106,100 and the County had a labor force of 1,654,200, with approximately 4,600 and 72,800 people unemployed, respectively.[35] The September 2025 unemployment rate was 4.3 percent for Huntington Beach and 4.4 percent for Orange County. These unemployment rates suggest an available local and regional labor pool exists to serve the long-term employment opportunities that would be provided by the commercial component of the proposed

31 EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment VMT Analysis*. November 4. Page 18.

32 (481 ÷ 2,500) * 100 = approximately 19 percent

33 (481 ÷ 214,000) * 100 = approximately 0.2 percent

34 The Commercial Visitor land use designation allows for a maximum Floor Area Ratio (FAR) of 0.5 and is intended for development with hotels/motels, timeshares, recreational commercial, eating and drinking establishments, retail, cultural facilities, and similar tourist-serving uses.

35 State of California Employment Development Department. 2025. Monthly Labor Force Data for Cities and Census Designated Places, Orange County, September 2025 – Preliminary. September. Website: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html#CCD (accessed December 19, 2025).

project. Therefore, it is unlikely that the proposed project's labor demand would necessitate a substantial number of employees from outside the region relocate to the City to meet the operational employment need of the proposed project. As with temporary construction workers, it is possible that a nominal number of employees could relocate to the City as a result of the proposed project, but this would not occur at a scale that would result in substantial population growth.

The proposed project does not include the development of infrastructure or roads that could potentially result in indirect population growth. Vehicular access to the project site would continue to be provided by existing roadways, including Goldenwest Street, Seapoint Street, and PCH. The proposed project would establish connections to existing utility infrastructure in the project site vicinity and would not develop any large-scale infrastructure with the potential to support additional development beyond the project site. Further, properties within the project site vicinity are generally already fully developed or protected as open space. Therefore, the commercial component of the proposed project would result in a less than significant impact associated with inducing substantial unplanned population growth, and no mitigation is required.

Summary. Although the proposed project would facilitate the development of new housing in the City, the new housing would not induce substantial unplanned population growth, as the proposed project would contribute to achieving the City's housing need allocation for the planning period between 2021 and 2029 of 13,368 units as determined by the SCAG RHNA and as acknowledged in the City-approved 2021-2029 Housing Element. Therefore, the residential component of the proposed project is generally consistent with planned regional housing growth and planned population growth of the City as identifed in the Housing Element.

In addition, the project site is in an urbanized setting with a full range of public services and utilities. Therefore, the proposed project would not cause indirect substantial unplanned population growth through the extension of roads and other infrastructure. Impacts associated with unplanned population growth, directly or indirectly, would be less than significant, and no mitigation is required.

4.13.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts refer to the incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. The cumulative study area for population and housing is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

The proposed project includes the approval of amendments to the City's General Plan Land Use Element, PGSP, and Local Coastal Program (LCP) to allow for the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for the development of up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the Huntington Beach Zoning & Subdivision Ordinance (HBZSO); and (3) 22.8 acres of open

space/park uses, including preservation of the existing 3.1-acre open space area north of Seapoint Street.

As discussed above, the City is facing increased pressure to develop new housing, as indicated by the 888 percent increase in its RHNA housing unit targets between the Fifth Cycle planning period (2013–2021) and the Sixth Cycle planning period (2021–2029). The buildout of up to 800 residential units (including up to 80 affordable housing units) with implementation of the proposed project would assist the City in achieving approximately six percent of its overall target of 13,368 housing units. Therefore, the proposed project would contribute to achieving planned regional housing growth included in SCAG's RHNA.

The potential increase in City residents resulting from the development of up to 800 residential units would represent a relatively minimal portion of the overall growth projections for the City and County published by SCAG for the 2019-2050 timeframe (approximately 6 percent and 0.8 percent, respectively). The potential increase of 481 permanent employment opportunities in the City resulting from buildout of the commercial component of the proposed project is likely to be filled by the available local and regional labor pool, based on the most recent employment data available at the time of the publication of this Draft EIR. Therefore, it is unlikely that the proposed project's labor demand would necessitate a substantial number of employees from outside the region to relocate to the City.

Future development projects within the project site, as well as other development projects within the cumulative study area, would be required to adhere to the General Plan, provide required development impact fees, and comply with applicable development regulations. Since all projects within the cumulative study area would be required to adhere to the General Plan, provide required development impact fees, and comply with applicable development regulations, implementation of the proposed project, when evaluated in combination with the development of projects listed in Table 4.A, would not contribute to a cumulatively considerable impact on population and housing. Cumulative impacts to population and housing would be less than significant, and no mitigation is required.

4.13.8 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to population and housing.

4.13.9 Standard Conditions and Mitigation Measures

There are no standard conditions or mitigation measures applicable to the proposed project pertaining to population and housing.

4.13.10 Level of Significance after Mitigation

The proposed project would result in less than significant impacts related to population and housing.

4.14 PUBLIC SERVICES

This section evaluates the potential impacts to the public services providers responsible for providing public services within the project site due to the implementation of the proposed project. This section is based in part on the following:

- Coordination with representatives of the Huntington Beach Fire Department (HBFD);
- City of Huntington Beach General Plan Public Services and Infrastructure Element;[1]
- City of Huntington Beach General Plan Update Program Environmental Impact Report (PEIR);[2] and
- City of Huntington Beach General Plan Update Program Environmental Impact Report (PEIR) Technical Background Report.[3]

This section addresses the following public services (service providers are noted in parenthesis):

- Fire Protection (HBFD);
- Police Protection (Huntington Beach Police Department [HBPD]);

The Initial Study (IS) prepared for the proposed project (Appendix B of this Draft EIR) determined that impacts related to the following topics would be less than significant, and they are not discussed further in this section:

- Public Schools (Huntington Beach City School District, Huntington Beach Union High School District);
- Parks (City of Huntington Beach Parks and Recreation); and
- Public Libraries (City of Huntington Beach Library System).

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1 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Public Services and Infrastructure Element.* Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Public-Services-and-Infrastructure.pdf?t=202404051228190&t=202404051228190 (accessed February 20, 2026).

2 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report. May. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed February 20, 2026).

3 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume I: Technical Background Reports, March. Website: https://cms3.revize.com/revize/huntington beachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed February 20, 2026).

4.14.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the IS/Notice of Preparation (NOP). Three comment letters included comments related to public services. The comments pertain to concerns about existing utility systems, emergency services, school capacities, and recreational space associated with the proposed project.

4.14.2 Methodology

The evaluation of potential impacts related to public services resulting from implementation of the proposed project are based primarily on information obtained from relevant resources and planning documents including the General Plan, the City of Huntington Beach General Plan PEIR Technical Background Report, the California Department of Finance, HBFD, and HBPD. Where available, existing service ratios, response times, and other performance objectives provided in these sources were noted. Potential service population increases under the proposed project were then compared with available public service resources to determine whether implementation of the proposed project would require new or physically altered governmental facilities that could potentially result in substantial adverse physical impacts.

4.14.3 Existing Environmental Setting

4.14.3.1 Fire Protection

Fire protection services in the City, including the project site, are provided by the Huntington Beach Fire Department (HBFD). HBFD provides response to fires, medical emergencies, marine safety, hazardous materials incidents, natural and man-made disasters, and other related emergencies. HBFD operates eight fire stations within the City, in addition to automatic aid agreements with neighboring communities (i.e., Orange County Fire Authority, Fountain Valley Fire Department, Costa Mesa Fire Department, and Newport Beach Fire Department) to receive and provide automatic aid assistance when required.[4] The closest HBFD fire stations to the project site are Edwards Station (Station No. 6), located approximately 1.2 miles north of the project site at 18591 Edwards Street, and Lake Station (Station No. 5), located approximately 1.2 miles southeast of the project site at 530 Lake Street.

HBFD maintains a constant daily staffing level of 51 shift personnel distributed among its eight fire stations. Each station houses a paramedic engine company staffed by four personnel, enabling HBFD to meet the City's annual emergency call volume. HBFD's 24-hour emergency response capabilities are further supported by two truck companies, a State Office of Emergency Services engine, a hazardous materials response vehicle, a mobile decontamination unit, an urban search and

[4] City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report, Page 4.12-1. May. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed December 29, 2025).

rescue/light and air vehicle, six emergency medical transport units, and a Battalion Chief serving as shift commander. The HBFD consists of four divisions, including the Fire Administration Division, Emergency Response Division, the Community Risk Reduction Division, and the Marine Safety Division.

The Fire Administration Division provides management, research, clerical, financial, and records support for HBFD; develops, updates, and implements Fire Department strategies, tactics, and policies; and administers the Central Net Operations Joint Powers Authority Training Center and the FireMed Membership Program. The Fire Operations Division includes a professionally trained emergency response force equipped to handle fire suppression, emergency medical services, rescue operations, and hazardous materials incidents. This division also includes the Emergency Management and Homeland Security Office and oversees coordination of the Community Emergency Response Team (CERT) Program and the Radio Amateur Civil Emergency Services (RACES) Program.

The Community Risk Reduction Division is responsible for enforcing local, state, and federal codes to reduce the loss of life and property from preventable fires and other emergencies. These responsibilities are carried out through inspection and code enforcement activities, plan review, public education, and fire investigation services. The Division also conducts oil inspections to ensure compliance with environmental and oil industry safety regulations, including the Huntington Beach Oil Code. In addition, the Community Risk Reduction Division administers the Hazardous Materials Business Plan (HMBP) Program as a Participating Agency under the Certified Unified Program Agency (CUPA) framework. The HMBP Program identifies, inspects, and monitors businesses that use or store hazardous materials.

The Marine Safety Division provides open-water and beach safety services through education, prevention, and emergency response activities. Actions undertaken by the Marine Safety Division include swimmer rescues, preventative actions (e.g., warning swimmers of hazardous conditions), medical aid, and law enforcement. In 2025, the total call volume for the Marine Safety Division was 21,214 calls, approximately 59 percent of which related to preventative actions and 37 percent of which related to enforcement.[5] The remaining calls pertained to rescues, medical air, contact/public education, investigations, missing persons, boats, wildlife, and other issues. In 2025, the Marine Safety Division conducted 2,158 total rescues, treated 1,855 medical aid incidents, and engaged in 12,548 preventative actions.

Table 4.15.A below summarizes HBFD's incident volume trends in selected years ranging from 2003 to 2025. As shown in Table 4.15.A, total HBFD incident volume increased by approximately 90 percent between 2003 and 2025 (from 11,636 to 22,058 annual incidents). Over the same period, emergency medical services (EMS) incidents increased by approximately 102 percent over the same period (from 9,042 to 18,248 annual incidents).

[5] Huntington Beach Fire Department. 2026. Exhibit A: HBFD Marine Safety Division: 2025 Annual Incident Data. May.

Table 4.14.A: Total HBFD Incidents in Selected Years

Metric	2003	2010	2015	2020	2025
Total Incidents	11,636	14,337	17,932	19,435	22,058
EMS Calls	9,042	~11,800	~14,600	~15,900	18,248
EMS as % of Total	77.7%	~82%	~81%	~82%	82.8%

Source: Huntington Beach Fire Department. 2026. Exhibit A: HBFD Marine Safety Division: 2025 Annual Incident Data. May.
EMS = Emergency Medical Services
HBFD = Huntington Beach Fire Department

According to the HBFD, over the past decade, EMS incidents have grown at an average annual rate of 3.9 percent. This trend is expected to continue and is documented as independent of permanent population changes, resulting instead from aging demographics, increasing medical complexity, and transient visitor populations. As such, HBFD's baseline call volume is projected to continually increase independent of the contributions of individual projects.

6The City's response time goals for fire/rescue/emergency medical response arrival times are as follows:[7]

- The first engine company within 5 minutes 80 percent of the time.
- The first ladder company within 10 minutes 90 percent of the time and, in all cases, within 15 minutes.
- The first paramedic resource within 5 minutes 80 percent of the time and, in all cases, within 10 minutes.

At current (2026) call volumes, HBFD stations handle approximately 7–8 calls per day on average, and HBFD units are "committed", or occupied with a current task, approximately 25 to 35 percent of the time.[8] When committed, the next available unit responds from a greater distance. Therefore, station availability is variable, and the nearest station to a project site in the City may not be the responding station.

In addition, HBFD currently operates six Emergency Medical Transport (EMT) units (i.e., ambulances), which are typically committed for approximately 60 to 120 minutes, including response, on-scene care, hospital transport, hospital offload, and return. HBFD estimates that the

7 City of Huntington Beach. n.d. Operations/Emergency Response. Website: https://www.huntingtonbeachca.gov/departments/fire/divisions/operations_emergency_response/index.php (accessed December 29, 2025).

7 City of Huntington Beach. n.d. Operations/Emergency Response. Website: https://www.huntingtonbeachca.gov/departments/fire/divisions/operations_emergency_response/index.php (accessed December 29, 2025).

8 Huntington Beach Fire Department. 2026. Fire & Marine Safety – Supplemental Analysis, Palm/Goldenwest Specific Plan Amendment (CRC Site). May.

transport time from a location along PCH in the City to the nearest receiving facility is approximately 12-25 minutes under normal (i.e., non-congested) conditions.

4.14.3.2 Police Protection

Police protection services in the City, including the project site, are provided by the Huntington Beach Police Department (HBPD). HBPD consists of three divisions: the Administrative Operations Division, Uniform Division, and Investigation Division.[9] The Uniform Division is responsible for patrol, air support, traffic enforcement, and special enforcement, and would respond to calls for police service at the project site. HBPD operates from one main station as well as three police substations.[10] The closest HBPD station to the project site is the main station, co-located with Huntington Beach City Hall at 2000 Main Street approximately 1 mile northeast of the project site.

HBPD currently has 230 funded sworn positions and 150 civilian (non-sworn) positions.[11] In 2023, HBPD officers were dispatched to respond to 54,846 calls for police service, including traffic collisions, property crimes, crimes against persons, economic crimes, and internet crimes.[12] The HBPD's Dispatch Center is an integral and essential part of the HBPD's communication with the public as well as their response to crimes and incidents in the City. The HBPD Dispatch Center serves as the primary point of communication with the public and coordinating responses to crimes and incidents throughout the City. HBPD provides police services to approximately 193,134 residents and hundreds of thousands of visitors across the City.[13] The Dispatch Center is staffed by six supervisors, 17 full-time dispatchers, and six part-time dispatchers. On an average day, three to six dispatchers are on duty at any given time, with additional staffing provided as needed during special events and holidays.

4.14.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to public services that are applicable to the proposed project are described below.

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9 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Public Services and Infrastructure Element*, Page 7-2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Public-Services-and-Infrastructure.pdf (accessed December 29, 2025).

10 *Ibid.* Page 7-2.

11 City of Huntington Beach. n.d. About Us. Website: https://www.huntingtonbeachca.gov/departments/police/index.phphttps://www.huntingtonbeachca.gov/departments/police/about_us/index.php (accessed December 29, 2025).

12 City of Huntington Beach. 2024-2025 Adopted Budget, Page 250. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Finance/Budget%20&%20Financial%20Reports/Budget%20Information/FY%202024-25%20Adopted%20Budget.pdf?t=202409251641010&t=202409251641010 (accessed December 29, 2025).

13 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Environmental Resources and Conservation Element*. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/environmental_resources_conservation_element.pdf (accessed December 29, 2025).

4.14.4.1 Federal Regulations

There are no federal regulations that apply to the proposed project with respect to public services.

4.14.4.2 State Regulations

California Building Code Title 24. Title 24 of the California Code of Regulations, also known as the California Building Code (CBC or Title 24), contains the design standards that govern the construction of buildings in California to "safeguard life or limb, health, property, and public welfare by regulation and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment." The 2025 Edition of the CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. The 2025 CBC edition became effective January 1, 2026.

California Fire Code. The California Fire Code (CFC) includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Several fire safety requirements include: installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

Standard Emergency Management System Program. The State of California passed legislation authorizing the Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

4.14.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to public services.

4.14.4.4 Local Regulations

City of Huntington Beach General Plan Public Services and Infrastructure Element. The General Plan Public Services and Infrastructure Element includes a number of adopted goals and policies related to public services that were intended to examine current and desired future fire protection, police protection, libraries, marine safety, and school services. The following Public Services and Infrastructure Element goals and policies are relevant to the project:

- **Goal PSI-1:** Public safety services, education, facilities, and technology protect the community from illicit activities and crime.
    - **Policy PSI-1A:** Consider the relationship between the location and rate of planned growth and resulting demands on police facilities and personnel.
    - **Policy PSI-1B:** Achieve optimal utilization of allocated public safety resources and provide desired levels of response and protection within the community.

- **Policy PSI-1D:** Ensure that new development and reuse projects and existing land uses promote community safety.

- **Policy PSI-1E:** Consider emergency response needs of police when improving streets and critical intersections.

- **Goal PSI-2:** Huntington Beach residents and property owners are protected from fire hazards and beach hazards, and adequate marine safety and emergency medical services are provided by modern facilities and advanced technology.

  - **Policy PSI-2A:** Consider the relationship between the location and rate of planned growth, the placement of critical facilities, and the resulting demands on fire, marine safety, and EMS facilities and personnel.

  - **Policy PSI-2C:** Consider fire-related emergency response needs when improving streets and critical intersections.

  - **Policy PSI-2E:** Ensure that new development and reuse projects and existing land uses promote fire and marine safety.

  - **Policy PSI-2G:** Ensure development provides adequate access for public safety responders in the event of an emergency.

City of Huntington Beach Municipal Code. The HBMC §17.73, Development Impact Fees – General, outlines development impact fees for public facilities for residential and non-residential uses and fee reductions for developers who construct their own public facilities. The general section includes a mechanism for assessing the impacts of new development on school facilities, and appropriate mitigation measures for the provision of school facilities if necessary. Specifically, HBMC Title 17, §17.74, establishes standards to provide a mechanism for assessing the impacts of new development on fire facilities, and appropriate mitigation measures for the provision of fire facilities if necessary. HBMC Title 17, §17.75, establishes standards to provide a mechanism for assessing the impacts of new development on police facilities, and appropriate mitigation measures for the provision of police facilities if necessary.

City Specification No. 401. City Specification No. 401, Minimum Standards For Fire Apparatus Access, establishes requirements for the design of fire apparatus access roads. Under City Specification No. 401, fire apparatus access roads are required for every residential, commercial and industrial development, facility, building or portion of a building that has been constructed within, moved within or moved into the city of Huntington Beach. City Specification No. 401 also establishes minimum widths, heights, and turning radii for fire apparatus roads.

4.14.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to public services if it would:

Threshold 4.14.1(i): 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 fire protection;

Threshold 4.14.1(ii): 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 police protection;

Threshold 4.14.1(iii): 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 schools;

Threshold 4.14.1(iv): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks; or

Threshold 4.14.1(v): 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 other public facilities.

As discussed in Section 4.15 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools (Threshold 4.14.3), parks (Threshold 4.14.4), and other public facilities (Threshold 4.14.5). Impacts to these thresholds would be less than significant. Therefore, these topics are not further addressed below.

4.14.6 Project Impacts

Please refer to Section 4.14.9 for a full text description of the standard conditions referenced in the analysis below.

Threshold 4.14.1(i): 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 fire protection?

Less Than Significant Impact. Impacts to fire protection services are considered significant if an increase in need for services that would result in inadequate response times or other performance objectives for fire protection, and/or increased demand for services that would require construction or expansion of new fire protection facilities that could result in an impact on the environment. The following analyzes construction and operation-related impacts to fire protection services that could occur with implementation of the proposed project. As previously described, fire protection services in the City, including the project site, are provided by the HBFD. There are two fire stations (Station 6/Edwards Station and Station 5/Lake Station) within 1.2 miles of the project site.

Construction. Construction activities associated with the proposed project would include but not be limited to the demolition of the site, remediation activities, and construction of future development projects within the project site. These construction activities may have the potential to affect fire protection services, including emergency vehicle response times, by temporarily requiring partial lane closures, reducing roadway capacity, or increasing congestion.

As described in Section 4.15, Transportation and Traffic, of this Draft EIR, the proposed project would provide adequate emergency access, compliant with City Specification No. 401, to the site via five different standard points of entry, including one main entrance and two secondary entrances along PCH, a secondary entrance along Goldenwest Street, and a secondary entrance along Seapoint Street. All access roads would include a turnaround that would ensure adequate access and turning radius for emergency vehicles, in compliance with City Specification No. 401. In addition, while no vehicular access points would be provided along Palm Avenue, emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary.

As described in Section 4.15, in order to maintain traffic flows to the greatest extent practicable during construction, the construction contractor(s) would be required to prepare and implement a Transportation Management Plan (TMP) (Mitigation Measure [MM] TRA-3), to be reviewed and approved by City staff. The TMP would be prepared consistent with the recommendations of the *California Temporary Traffic Control Handbook*[14] and would include provisions to maintain traffic flow along PCH, Goldenwest Street, Seapoint Street, Palm Avenue, and other streets used by haul trucks; safe access into and out of the project site via temporary traffic controls at the existing project site driveways; and emergency access to the project site and adjacent areas during construction. Specifically, under MM TRA-3, strategic routes would be identified for the removal of demolished materials and the delivery of construction materials

[14] California Inter-Utility Coordinating Committee. 2018. *California Temporary Traffic Control Handbook,* 7th Edition. May.

would be identified and adhered to. If determined necessary, haul operations may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.) to minimize impacts during weekday periods where affected roadways are typically busier. In addition, no hauling or transport would be allowed during nighttime hours, weekends or federal holidays. Given the coastal location of the project site and the likelihood of beach traffic on weekends and holidays, this component of MM TRA-3 would also minimize impacts during periods where affected roadways are typically busier. With implementation of MM TRA-3, construction impacts related to emergency access in the project vicinity, including HBFD and EMT access, would be less than significant with mitigation incorporated.

Construction of the proposed project could increase the potential for accidental on-site fires or other emergency incidents from the demolition and removal of existing oil and natural gas production infrastructure, operation of construction equipment, use of flammable construction materials, and sparking during the removal of any existing on-site vegetation. However, as required by the California Occupational Safety and Health Administration (Cal/OSHA) and Fire and Building Code requirements, the construction contractor would be required to carefully store flammable materials in appropriate containers during project construction, use construction equipment with spark arrestors, and immediately and completely clean up spills of flammable materials when they occur. In addition, Cal/OSHA requires that the construction contractor and construction personnel are trained in emergency response, and that fire suppression equipment specific to the construction site would be available and maintained on site for the duration of the construction period. Further, HBFD would provide oversight at specified construction activities and milestones, including during hazardous materials demolition, hot work permit inspections, sprinkler system rough-in inspections, fire alarm acceptance testing, fire access road and hydrant verification, and Certificate of Occupancy clearances.

Construction of the proposed project would require the temporary presence of construction workers on the project site, which would vary by construction phase. However, as the construction workers would occupy a temporary position, they would only incrementally increase the demand for fire protection services, if at all. Construction of the proposed project would be temporary in nature and would not result in the need for new or physically altered governmental facilities related to fire protection, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Impacts would be less than significant, and no mitigation is required.

Operation. As previously described, general and emergency access to the onsite development area would be provided via Planning Areas 1 and 2's frontage with PCH, including one main entrance located near Planning Area 1 and two secondary entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. The secondary entrances may be designed as right-in/right-out only intersections depending on whether they meet California Department of Transportation (Caltrans) standards for signalization. Because PCH falls under Caltrans' jurisdiction, the precise location and design of

the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a Coastal Development Permit for residential or commercial development within the project site.

All circulation improvements would be required to comply with all applicable emergency standards set forth by the California Fire Code (Municipal Code Section 17.56.010) and HBFC. The proposed project would result in an increased degree of human presence on the project site when compared to existing conditions with the construction of up to 800 residential units, up to 350 hotel rooms, and other allowed commercial land uses. Because these uses would increase the residents, employees, and visitors on site and even potentially in surrounding areas (including the Pacific Ocean) as compared to existing conditions, the proposed project could generate additional demand and calls for service to the HBFD, including calls requiring a response from EMS and/or the Marine Safety Division. Table 4.14.B below provides a breakdown of the estimated calls for service generated by the proposed project, which was estimated by HBFD using project characteristics and current statistical data. As shown in Table 4.14.B below, the proposed project is anticipated to generate between 636 and 687 calls for service per year, including 458 calls for fire or EMS and between 178 and 229 calls related to marine safety.

Table 4.14.B: Proposed Project Call Volume Generation Estimate

Component	Calculation	Estimated Calls Per Year
Fire/EMS Component		
Permanent Residents	800 units × 0.280 calls/unit	224
Hotel Guests	350 rooms × 0.272 calls/room	95
Hotel Fire Alarms	350 rooms ÷ 50 rooms/alarm	7
Commercial Employees	481 employees × 0.1142 × 30%	16
Commercial Square Footage	348,480 sq ft × 0.0003	105
Beach/Esplanade Visitors	~500 daily × 0.1142 × 0.20	11
	Fire/EMS Subtotal	458
Marine Safety Component		
Additional Rescues	272 zone baseline × 8.5–10.9%	23-30
Additional Preventative Actions	1,585 zone baseline × 8.5–10.9%	135-173
Additional Medical Aids	234 zone baseline × 8.5–10.9%	20-26
	Marine Safety Subtotal	178-229
Combined Total		
	Total Additional Annual Incidents	**636-687**

Source: Huntington Beach Fire Department. 2026. Exhibit A: HBFD Marine Safety Division: 2025 Annual Incident Data. May.
sq ft = square feet

As described in Table 4.14.A, in 2025, HBFD responded to 22,058 incidents in 2025 (the most recent year for which data is available). As such, the worst-case increase in call volume under the proposed project would account for an approximate 3 percent increase[15] in the existing call volume for the HBFD, which does not represent a substantial increase in the number of calls or HBFD facilities

[15] 687/22,058 = 3.11 percent

needed to serve the project site. It should also be noted that this analysis is conservative as it does not attribute any calls under existing conditions associated with current development of the project site with oil and gas production infrastructure.

As previously described, the proposed project would be located approximately 1.2 miles southwest of Edwards Station (Station No. 6), and 1.2 miles northwest of Lake Station (Station No. 5). It should be noted that HBFD has identified Lake Station is an aging facility that will require eventual replacement.

According to the Fire Services Technical Report[16] prepared for the City's General Plan Update, HBFD aims to provide a five-minute response time for emergency fire and paramedic services at least 80 percent of the time. Based on the distance from Station No. 6 to the northern boundary of the project site, emergency response could take approximately 3 minutes. Similarly, emergency response times from Station No. 5 to the southern boundary of the project site could take approximately 5 minutes. However, as previously described, at current (2026) call volumes, HBFD stations handle approximately 7–8 calls per day on average, and HBFD units are committed approximately 25 to 35 percent of the time.[17] Therefore, it is possible that when a new call is placed from the project site, units from the nearest station may already be occupied, and a second-or third-due unit would need to respond from a greater distance. Therefore, while emergency response times to the project site are anticipated to be within acceptable response times under normal conditions, this analysis acknowledges the potential for unit commitments, simultaneous calls, and second-or third-due responses that would correspond to increased response times to the project site or to other properties in the City.

Similarly, HBFD currently operates six Emergency Medical Transport (EMT) units (i.e., ambulances), which are typically committed for approximately 60 to 120 minutes at a time. Therefore, each unit committed to a transport originating from the project site could potentially reduce citywide EMT coverage for the duration of that transport cycle and correspond to increased response times to the project site or to other properties in the City. Therefore, the proposed project has the potential to contribute to delayed EMT response times in the remainder of the HBFD service area.

Future residential and commercial developments within the project site would be required to comply with all applicable building code requirements requiring fire protection devices, such as sprinklers, alarms per the California Fire Code (Municipal Code Section 17.56.010), adequately spaced fire hydrants, fire access lanes, and adequate emergency access. Future development would also be subject to a Fire Facilities Development Impact Fee, as established in Chapter 17.74.040, Fire Facilities Development Impact Fee, of the City's Municipal Code as specified in Standard Condition PS-1. Compliance with Standard Condition PS-1 would ensure that the proposed project would

[16] Matrix Consulting Group. 2017. *Fire Services Technical Report, City of Huntington Beach, California*. February. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-III-Appendix-M-FireStudy.pdf? (accessed December 29, 2025).

[17] Huntington Beach Fire Department. 2026. Fire & Marine Safety – Supplemental Analysis, Palm/Goldenwest Specific Plan Amendment (CRC Site). May.

contribute its fair share of funding to offset the costs of increased personnel or equipment that may result from development throughout the City, including the proposed project.

Based on the above, and with implementation of Standard Condition PS-1, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, or the need for new or physically altered fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Impacts would be less than significant, and no mitigation is required.

Threshold 4.14.1(ii): 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 police protection?

Less Than Significant Impact. Impacts on police protection services are considered significant if an increase in population or building area would result in inadequate response times or other performance objectives for police protection, and/or increased demand for services that would require construction or expansion of new police protection facilities that could result in an impact on the environment. The following analyzes construction and operation-related impacts to police protection services that could occur with implementation of the proposed project. As previously described, police protection services in the City, including the project site, are provided by the HBPD.

Construction. As previously described, construction of the proposed project would include but not be limited to the demolition, remediation activities, and construction of future development projects within the project site. Similar to construction impacts associated with fire protection services, construction activities may have the potential to affect police protection services, including emergency response times, by temporarily requiring partial lane closures, temporarily reducing roadway capacity, or increasing congestion. As described above, the proposed project would provide adequate emergency access to the site via five different standard points of entry, and all access roads would ensure adequate access for emergency vehicles, in compliance with City Specification No. 401. As described in Section 4.15, Transportation, construction contractor(s) would be required to prepare and implement a TMP (MM TRA-3), to be reviewed and approved by City staff. The TMP would include provisions to maintain traffic flow along PCH, Goldenwest Street, Seapoint Street, Palm Avenue, and other streets used by haul trucks; safe access into and out of the project site via temporary traffic controls at the existing project site driveways; and emergency access to the project site and adjacent areas during construction. With implementation of MM TRA-3, construction-related impacts to police response services would be less than significant.

As previously described, construction of the proposed project could temporarily increase personnel on the project site. However, as the construction workers would occupy a temporary position, they would only incrementally increase the demand for police protection services, if at

all. Construction of the proposed project would be temporary in nature and would not result in the need for new or physically altered governmental facilities related to police protection. Construction of the proposed project would not require the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities or infrastructure, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Impacts would be less than significant, and no mitigation is required.

Operation. Under existing conditions, the project site is occupied by oil and natural gas production facilities, as well as a generally undeveloped area consisting of vegetation and a paved road that provides vehicular access from Seapoint Street to the oil and gas facilities in the Bolsa Chica Lowlands (Planning Area 3B). As previously described, general and emergency access to the project site would be adequate, and all circulation improvements would be required to comply with all applicable emergency standards set forth by the California Fire Code (Municipal Code Section 17.56.010) and HBFC.

As previously described, the proposed project would result in an increased degree of human presence on the project site when compared to existing conditions with the construction of up to 800 residential units, up to 350 hotel rooms, and other allowed commercial land uses. Because these uses would increase the residents, employees, and visitors on site as compared to existing conditions, the proposed project could generate additional demand for police protection services, including an increase in calls for service.

As described in Section 4.13, Population and Housing, the proposed project could house approximately 2,024 residents. Based on California Department of Finance Estimates, as of January 1, 2025, the City had an estimated population of 193,134 individuals and the County had an estimated population of 3,175,427 individuals.[18] As of the most recent data, HBPD currently has 230 funded sworn positions and 150 civilian (non-sworn) positions.[19] HBPD provides police services to approximately 193,134 residents and hundreds of thousands of visitors across the City.[20]

In 2023, HBPD officers were dispatched to respond to 54,846 calls for police service, including traffic collisions, property crimes, crimes against persons, economic crimes, and internet

[18] California Department of Finance. 2025. Population and Housing Estimates for Cities, Counties, and the State, January 1, 2024, and 2025. May 1.

[19] City of Huntington Beach. n.d. About Us. Website: https://www.huntingtonbeachca. gov/departments/police/index.phphttps://www.huntingtonbeachca.gov/departments/police/about_us/index.php (accessed December 29, 2025).

[20] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Environmental Resources and Conservation Element*. October 2. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/environmental_resources_conservation_element.pdf (accessed December 29, 2025).

crimes.[21] Using HBPD's estimated call volumes, the proposed project's estimated population at any given time is calculated to generate up to 575 calls per year (approximately 48 calls per month).[22] This increase in call volume would account for an approximate 1 percent increase in the existing call volume for the HBPD, and therefore would not result in a substantial increase in the number of calls or HBPD facilities needed to serve the project site.[23]

As described above, the closest HBPD station to the project site is the main station, co-located with Huntington Beach City Hall at 2000 Main Street approximately 1 mile northeast of the project site. According to the Police Services Technical Report[24] prepared in support of the City's Updated General Plan Update, HBPD aims to provide a five-minute response time for all priority calls for service at least 85 percent of the time and maintain 1.5 officers for every 1,000 residents. Based on the distance from the nearest station to the southern boundary of the project site, emergency response could take approximately 5 minutes, or sooner based on the location of patrol cars at the time of an emergency. Therefore, emergency response times would be within acceptable response times as designated by the HBPD. While the slight increase in population would decrease the existing ratio of sworn officers to residents from 1.19 to 1.17 officers for every 1,000 residents, this decrease is negligible, and would not result in the need for new or expanded police facilities.[25]

The design of future residential and commercial developments within the project site would be required to comply with the Crime Prevention Through Environmental Design (CPTED) approach as feasible. The CPTED approach utilizes architectural and structural tools to deter potential criminal activity through methods such as natural surveillance, territorial reinforcement, natural access control, and maintenance.[26] Site plans for future development proposals within the project site would be subject to review by the HBPD and the City's Planning Division in the early stages of the planning process to ensure CPTED principles are incorporated into project design, which would proactively reduce the likelihood of criminal activity and subsequent calls for police service on the project site.

As specified in Standard Condition PS-2, future development within the project site would also be subject to a Police Facilities Development Impact Fee, as established in Chapter 17.75.040, Police Facilities Development Impact Fee, of the City's Municipal Code. Compliance with

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21 City of Huntington Beach. 2024-2025 Adopted Budget, Page 250. Website: https://cms3. revize.com/revize/huntingtonbeachca/Documents/Departments/Finance/Budget%20&%20Financial%20Reports/Budget%20Information/FY%202024-25%20Adopted%20Budget.pdf?t=202409251641010&t= 20240925164 1010 (accessed December 29, 2025).

22 54,846/193,134 = 0.283 calls per person. 2,024 x 0.283 = 216.57 calls

23 575/54,846 =.0104

24 Matrix Consulting Group. 2014. P*olice Services Technical Report, City of Huntington Beach, California.* February. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-III-Appendix-M-FireStudy.pdf? (accessed December 29, 2025).

25 230 sworn officers/193.134 = 1.19. 230 sworn officers/ (193,134 + 2,-24/1000) = 1.17.

26 City of Huntington Beach. n.d. Crime Prevention. Website: https://www.huntingtonbeachca.gov/departments/police/crime_information/crime_prevention.php (accessed December 29, 2025).

Standard Condition PS-2 would ensure that the proposed project would contribute its fair share of funding to offset the costs of increased personnel or equipment that may result from development throughout the City, including the proposed project.

Based on the above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, or the need for new or physically altered police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. Impacts would be less than significant, and no mitigation is required.

4.14.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines,* cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The cumulative study area for public services is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

As detailed in this section, impacts to public services would be less than significant. In addition, all future development would be required to payment of fire and police facilities development impact fees, as implemented for the project through Standard Condition PS-1 and Standard Condition PS-2. As described in Chapter 4.0 of this Draft EIR in Table 4.A, Cumulative Projects List and shown in Figure 4-1, several mixed use, residential, and commercial development projects are approved, pending, or in the planning stages in the City. Each discretionary development project within the City, including the cumulative study area, would be required to comply with CEQA. If there were any potential for significant impacts to public services associated with development projects in the cumulative study area, appropriate mitigation would be identified. Additionally, future cumulative development would also be required to pay police and fire facilities development impact fees as required by the City's Municipal Code, ensuring any impacts are reduced to less-than-significant levels.

Therefore, adherence to Standard Conditions PS-1 and PS-2 would ensure that the proposed project, together with cumulative projects, would not contribute a cumulatively considerable impact to public services.

4.14.8 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to public services.

4.14.9 Standard Conditions and Mitigation Measures

The following standard conditions are required for the proposed project:

Standard Condition PS-1 **Payment of Fire Facilities Development Impact Fee.** Prior to issuance of building permits, the City of Huntington Beach (City) Director of Community Development, or designee, shall confirm that developers of individual development projects within Planning

Areas 1 and 2 of the Palm/Goldenwest Specific Plan have paid all required Fire Facilities Development Impact Fees in accordance with Chapter 17.74.040, Fire Facilities Development Impact Fee, of the Huntington Beach Municipal Code.

Standard Condition PS-2 **Payment of Police Facilities Development Impact Fee.** Prior to issuance of building permits, the City of Huntington Beach Director of Community Development, or designee, shall confirm that developers of individual development projects within Planning Areas 1 and 2 of the Palm/Goldenwest Specific Plan have paid all required Police Facilities Development Impact Fees in accordance with Chapter 17.75.040, Police Facilities Development Impact Fee, of the Huntington Beach Municipal Code.

4.14.10 Level of Significance after Mitigation

The proposed project would result in less than significant impacts related to public services.

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4.15 TRANSPORTATION

This section evaluates the potential impacts to transportation and traffic from implementation of the proposed project. This section is based in part on the following:

- *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis* (Traffic Impact Analysis) (TIA) (provided as Appendix L-1);[1]
- *PCH Driveway Access Alternative Analysis* (provided as Appendix L-2);[2]
- *Palm Goldenwest Specific Plan Amendment Vehicle Miles Traveled (VMT) Analysis* (VMT Analysis) (provided as Appendix L-3);[3] and
- *City of Huntington Beach General Plan Circulation Element.*[4]

4.15.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Eleven comment letters included comments related to transportation. These comments pertain to concerns about increased traffic, pedestrian and bicycle safety, circulation, California Department of Transportation's (Caltrans) requirements, transit access, vehicle entry, and coastal access associated with the proposed project.

4.15.2 Methodology

The analysis of potential impacts to transportation and traffic is primarily based on the site-specific Traffic Impact Analysis (TIA) prepared for the proposed project in November 2025 (Appendix L-1). The TIA is consistent with the objectives and methodologies set forth in the City's Transportation Analysis Guidelines and applicable provisions of CEQA. The project study area, methodology, and cumulative projects were determined through coordination with the City, prior to the preparation of the TIA.

4.15.2.1 Trip Generation

The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 12th Edition (2021)[5] for Land Use Codes 210

1 EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis*. November 5.
2 EPD Solutions, Inc. 2026. *PCH Driveway Access Alternative Analysis.* July 27.
3 EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment VMT Analysis*. November 4.
4 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Circulation Element.* October 2. Website: https://cms3. revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Circulation_Element.pdf?t=202404051228190&t=202404051228190 (accessed December 22, 2025).
5 Institute of Transportation Engineers (ITE). 2025. *Trip Generation Manual,* 12th Edition.

(Single-Family Detached Housing), 215 (Single-Family Attached Housing), 220 (Multifamily Housing; Low-Rise), and 310 (Hotel).

4.15.2.2 Vehicle Miles Traveled

Until July 1, 2020, roadway congestion or level of service (LOS) was used as the primary study metric for planning and environmental review of development projects in California. However, Senate Bill (SB) 743 required the Governor's Office of Land Use and Climate Innovation (LCI) (formerly known as the Governor's Office of Planning and Research [OPR]) to establish a new metric for identifying and mitigating transportation impacts pursuant to the California Environmental Quality Act (CEQA) to meet the State's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation.

California Public Resources Code (PRC) Section 21099(b) states that, upon certification of the revised guidelines for determining transportation impacts, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA. On July 1, 2020, LCI identified vehicle miles traveled (VMT) as the required CEQA transportation metric (not LOS) and is the only legally acceptable threshold for transportation-related environmental impacts pursuant to CEQA. However, because the City still uses LOS in its General Plan for local planning purposes, a thorough discussion about LOS within the project area is provided in the Traffic Impact Analysis (Appendix L-1).

VMT is a measurement of the amount and distance that a person drives, accounting for the number of passengers within a vehicle. Many interdependent factors affect the extent and distance a person might drive. In particular, the type of built environment affects how many places a person can access within a given distance, time, and cost, using different ways of travel (e.g., private vehicle, public transit, bicycling, walking). Typically, low-density development located at great distances from other land uses and in areas with few alternatives to the private vehicle provides less access than a location with high density, a mix of land uses, and numerous ways of travel. Therefore, low-density development typically generates more VMT per capita compared to a similarly sized development located in urban areas. In general, higher VMT areas are associated with more air pollution, including GHG emissions and energy usage, than lower VMT areas. VMT is calculated by multiplying the number of trips generated by a project by the total distance of each of those trips.

Lead agencies have the discretion to set their own thresholds of significance with the goals of the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. In October 2023, the Huntington Beach City Council adopted the *Huntington Beach Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* (City's Guidelines).[6] The City's Guidelines include the screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation recommendations.

[6] City of Huntington Beach. 2023. *Huntington Beach Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*. Adopted October 2023.

4.15.3 Existing Environmental Setting

The project site is located at 20101 Goldenwest Street in the central coastal portion of Huntington Beach, in Orange County, California. As shown on Figure 3-1, Project Location and Vicinity, in Chapter 3.0, Project Description, regional access to the project site is provided by Pacific Coast Highway (PCH, also known as State Route 1 or SR-1), a northeast-southwest transportation facility that generally parallels the Pacific Ocean coastline; State Route 39 (SR-39), a north-south transportation facility that connects the city to Westminster, Interstate 405 (I-405) and the cities of north Orange County and beyond; and I-405, a northeast-southwest transportation facility that provides access to a number of cities within coastal regions of Orange County and Los Angeles County.

Under existing conditions, the project site functions as a hub for processing, storage, and off-site distribution of petroleum products produced on site and imported from off site. Existing vehicle trips were not quantified and were not subtracted from project-generated trips in the TIA prepared for the proposed project (Appendix L-1); as such, a conservative analysis is provided.

4.15.3.1 Existing Circulation System

Key local roadways in the vicinity of the project site are as follows:

- **Seapoint Street** is a north-south primary (4 lane divided) roadway. It spans between SR-1 and Garfield Avenue. The speed limit on Seapoint Street is 40 miles per hour (mph).
- **Goldenwest Street** is a north-south major (6 lane divided) roadway. It spans between SR-1 and the northern terminus of the City. The speed limit on Goldenwest Street is 50 mph.
- **Warner Avenue** is an east-west major (6 lane divided) roadway. It spans between SR-1 and the eastern terminus of the City. The speed limit on Warner Avenue is 45 mph.
- **Edwards Street** is a north-south secondary (4 lane undivided) roadway. It spans between Garfield Avenue and the northern terminus of the City. The speed limit on Edwards Street is 40 mph.
- **Garfield Avenue** is an east-west primary (4 lane divided) roadway that spans between Seapoint Street and the eastern terminus of the City. The speed limit on Garfield Avenue is 45 mph.
- **Yorktown Avenue** is an east-west secondary (4 lane undivided) roadway that spans between Goldenwest Street and Ward Street. The speed limit on Yorktown Avenue is 35 mph.
- **Adams Avenue** is an east-west major (6 lane divided) roadway that spans between Lake Street and the eastern terminus of the City. The speed limit on Adams Avenue is 25 mph.
- **Indianapolis Avenue** is an east-west secondary (4 lane undivided) roadway that spans between Lake Street and Brookhurst Street. The speed limit on Indianapolis Avenue is 25 mph.

- **Atlanta Avenue** is an east-west primary (4 lane divided) roadway that spans between Orange Avenue and Brookhurst Street. The speed limit on Atlanta Avenue is 40 mph.

Under existing conditions, local access to the project site for passenger cars is provided via entrances along Goldenwest Street and Seapoint Street.

4.15.3.2 Existing Transit System

As described in Chapter 3.0, the project site is currently served by the Orange County Transportation Authority (OCTA) via Route 1, which connects the project site to Long Beach to the north and San Clemente to the south via PCH. The project site is also served by OCTA Route 25, which connects the project site to Fullerton to the north. Route 25 generally runs along Goldenwest Street south of the project site. Near the project site, Route 25 runs along 17th Street (about 6 blocks southeast of the project site) before turning on Orange Avenue toward Main Street/Downtown Huntington Beach. Both routes run at a 1-hour frequency.[7] One bus stop is located in each direction of travel at the intersection of PCH and Seapoint Street, and two more bus stops are located at the intersection of PCH and Goldenwest Street. These bus stops are accessible to and from the project site via sidewalks and crosswalks along Goldenwest Street, PCH, and Seapoint Street.

4.15.3.3 Existing Bicycle and Pedestrian System

Bikeway planning and design in California typically relies on guidelines and design standards established by Caltrans in the *Highway Design Manual* (Chapter 1000: Bicycle Transportation Design).[8] The Caltrans guidelines cover four primary types of bikeway facilities: Class I, Class II, Class III, and Class IV. These facility types in the project site vicinity are discussed below:

- **Class I Bikeways** (Bike Paths) provide a separate right-of-way, are designated for the exclusive use of bicycles and pedestrians, and minimize vehicle and pedestrian crossflow. In general, bike paths serve corridors that are not served by existing streets and highways, or where sufficient right-of-way exists for such facilities to be constructed.

- **Class II Bikeways** (Bike Lanes) are lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally 5 feet wide. Adjacent vehicle parking and vehicle/pedestrian crossflow are permitted. Note that when grade separation or buffers are constructed between the bicycle and vehicle lanes, these facilities are classified as Class IV Separate Bikeways.

[7] Orange County Transportation Authority (OCTA). 2025. BusBook. August 10. Website: https://www.octa.net/ebusbook/CompleteBusBook.pdf?n=20250810 (accessed December 23, 2025).

[8] California Department of Transportation. 2025. *Highway Design Manual*, Chapter 1000 – Bicycle Transportation Design. January 1. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000-a11y.pdf (accessed December 23, 2025).

On-street (Class II) bicycle lanes are provided in the project site vicinity along Goldenwest Street and Seapoint Street. In addition, a Caltrans project to install Class II bicycle lanes in both directions along PCH is currently under construction and is anticipated for completion by Spring 2027.[9]

In addition to the Class II bicycle lanes to be provided along PCH, the Huntington Beach Bike Trail located just west of PCH provides a separate (Class I) bicycle path along the coast adjacent to PCH.

Sidewalks currently exist in the project vicinity on both sides of Goldenwest Street, Seapoint Street, and Palm Avenue. In addition, west of the existing parking lot on the western side of PCH, a multi-use path is provided.

4.15.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to transportation and traffic that are applicable to the proposed project are described below.

4.15.4.1 Federal Regulations

There are no federal regulations that apply to the proposed project with respect to transportation and traffic.

4.15.4.2 State Regulations

Senate Bill 743. SB 743 was signed in 2013, with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." SB 743 changes the focus of the transportation impact discussion within CEQA environmental review analyses from measuring impacts to drivers, to measuring the impact of driving on the environment. The change is made by replacing the historically and commonly utilized LOS metric with an analysis of VMT. This shift in applicable metrics is expected to better align transportation impact analysis and mitigation outcomes with the State's goals to reduce GHG emissions, encourage infill development, and improve public health through more active transportation. When implemented, "traffic congestion shall not be considered a significant impact on the environment" within a CEQA transportation environmental analysis.

After an extensive public review period, in late 2018, updates to the *State CEQA Guidelines* were finalized and adopted. These changes became effective on December 28, 2018. The updated *State CEQA Guidelines* address the requirements of SB 743 and require lead agencies to assess VMT impacts for projects in Section 15064.3. The updated *State CEQA Guidelines* indicate that "a development project that is not exempt and that results in vehicle miles traveled greater than regional average for the land use type may indicate a significant impact." Mandatory implementation of the VMT metric and application of Section 15064.3 must occur by July 2020, pursuant to the applicable *State CEQA Guidelines*.

[9] Caltrans. PCH Bike Lane Project. Website: https://dot.ca.gov/caltrans-near-me/district-12/district-12-current-projects/sr-1---pch---bike-lane-project (accessed June 23, 2026).

In October 2023, the Huntington Beach City Council adopted the *Huntington Beach Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* (City's Guidelines). The City's Guidelines include the screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation recommendations. The City's Guidelines have been used to conduct the analysis presented in this section.

Senate Bill 375. As a means to achieve the statewide emission reduction goals set by Assembly (AB) Bill 32 ("The California Global Warming Solutions Act of 2006"), SB 375 ("The Sustainable Communities and Climate Protection Act of 2008") directs the California Air Resources Board (CARB) to set regional targets for reducing GHG emissions from cars and light trucks. Using the template provided by the State's Regional Blueprint Planning Program to accomplish this goal, SB 375 seeks to align transportation and land use planning to reduce VMT through modified land use patterns. There are five basic directives of the bill: (1) creation of regional targets for GHG emissions reduction tied to land use, (2) a requirement that regional planning agencies create a sustainable communities strategy (SCS) to meet those targets (or an Alternative Planning Strategy if the strategies in the SCS would not reach the target set by CARB), (3) a requirement that regional transportation funding decisions be consistent with the SCS, (4) a requirement that the Regional Housing Needs Allocation numbers for municipal general plan housing element updates must conform to the SCS, and (5) CEQA exemptions and streamlining for projects that conform to the SCS.

California Department of Transportation. Caltrans is the State agency responsible for the maintenance and operation of State routes and highways. In Huntington Beach, Caltrans facilities include PCH and Beach Boulevard. Caltrans maintains a volume monitoring program and reviews local agencies' planning documents (such as this EIR) to assist in its forecasting of future volumes and congestion points. The *Guide for the Preparation of Traffic Impacts Studies* published by Caltrans is intended to provide a consistent basis for evaluating traffic impacts to State facilities. The City recognizes that "Caltrans endeavors to maintain a target level of service at the transition between LOS C and LOS D on State highway facilities"[10]; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Caltrans states that, for existing State highway facilities operating at less than the target LOS, the existing LOS should be maintained. Caltrans released a *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*[11] in 2020 that recommends use of the LCI recommendations for land use projects and plans.

4.15.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to transportation and traffic.

[10] California Department of Transportation. 2002. *Guide for the Preparation of Traffic Impact Studies*. December.

[11] California Department of Transportation. 2020. *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*. May 20. Website: https://dot.ca.gov/caltrans-near-me/district-4/d4-programs/d4-trans planning-local-assistance/d4-transportation-planning-community-engagement/-/media/f8573ade5689499b8bec8e27b041f397.ashx (accessed December 23, 2025).

4.15.4.4 Local Regulations

City of Huntington Beach General Plan. The Circulation Element of the City of Huntington Beach General Plan includes the following goals and policies related to transportation and traffic that would apply to the proposed project:

- **Goal CIRC-1a:** The circulation system supports existing, approved, and planned land uses while maintaining a desired level of service and capacity on streets and at critical intersections.
    - **Policy CIRC-B:** Maintain the following adopted performance standards for citywide level of service for traffic-signal-controlled intersections during peak hours.
        - Locations with specific characteristics identified as critical intersections: LOS E (ICU to not exceed 1.00)
        - Principal Intersections: LOS D (0.81–0.90 ICU)
        - Secondary Intersections: LOS C (0.71–0.80 ICU)
    - **Policy CIRC-F:** Require development projects to provide circulation improvements to achieve stated City goals and to mitigate to the maximum extent feasible traffic impacts to adjacent land uses and neighborhoods as well as vehicular conflicts related to the project.
    - **Policy CIRC-G:** Limit driveway access points, require driveways to be wide enough to accommodate traffic flow from and to arterial roadways, and establish mechanisms to consolidate driveways where feasible and necessary to minimize impacts to the smooth, efficient, and controlled flow of vehicles, bicycles, and pedestrians.
    - **Policy CIRC-H:** Protect residential neighborhoods from adverse conditions associated with cut-through and nonresidential traffic.
- **Goal CIRC-1b:** The implementation of citywide systems and driver applications, such as vehicle detection, traffic signal coordination, collision avoidance systems, traffic calming measures, and emergency or traffic notification systems, creates a quality circulation system.
- **Goal CIRC-1c:** Through ongoing evaluation of jurisdiction, efficient transportation management provides the highest level of safety, service, and resources.
- **Goal CIRC-3a:** Convenient and efficient connections between regional transit and areas of employment, shopping, recreation, and housing will increase ridership and active mobility, with a focus on first/last mile solutions.
- **Goal CIRC-3b:** The City is positioned to expand transit, through a long-range strategy that allows the City to carry out transportation goals as funding and infrastructure are feasible.

- **Policy CIRC-D:** Require new projects to contribute to the transit and/or active transportation network in proportion to their expected traffic generation.

- **Goal CIRC-4:** A balanced and integrated multimodal transportation system that increases mass transit opportunities for Huntington Beach residents.

- **Goal CIRC-5:** The City's active transportation system integrates seamlessly with transit and vehicle circulation as part of a Complete Streets system.

  - **Policy CIRC-A:** Maximize use of transportation demand management strategies to reduce total vehicle miles traveled and improve regional air quality.

  - **Policy CIRC-B:** Develop Complete Streets that create functional places meeting the needs of pedestrians, bicyclists, transit riders, wheelchair users, and motorists. Provide safe, accessible, and connected multimodal routes, especially along popular and arterial routes.

- **Goal CIRC-6:** Connected, well-maintained, and well-designed sidewalks, bike lanes, equestrian paths, and waterways allow for both leisurely use and day-to-day required activities in a safe and efficient manner for all ages and abilities.

  - **Policy CIRC-C:** Require new commercial and residential projects to integrate with pedestrian and bicycle networks, and that necessary land area is provided for the infrastructure.

  - **Policy CIRC-E:** Ensure that bicycle and pedestrian facilities comply with accessibility provisions of the Americans with Disabilities Act.

  - **Policy CIRC-F:** Increase bicycle parking in or near Downtown, near the beach, and throughout the planning area. Identify opportunities for a pilot bikesharing program in Downtown.

- **Goal CIRC-9:** The circulation system is prepared for emergency vehicle response by reducing congestion or other roadway- and traffic-related impediments which can slow response times.

City of Huntington Beach Municipal Code. Guidelines and provisions related to traffic, circulation, and parking are addressed in Title 10 (Vehicles and Traffic) of the City's Municipal Code. Street and sidewalk design is addressed in Title 12 (Streets and Sidewalks) of the City's Municipal Code. Chapter 230.36 (Transportation Design Management) of the City's Municipal Code includes transportation demand management requirements.

City Specification No. 401. City Specification No. 401, Minimum Standards For Fire Apparatus Access, establishes requirements for the design of fire apparatus access roads. Under City Specification No. 401, fire apparatus access roads are required for every residential, commercial and industrial development, facility, building or portion of a building that has been constructed within, moved within or moved into the city of Huntington Beach. City Specification No. 401 also establishes minimum widths, heights, and turning radii for fire apparatus roads.

4.15.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project may have a significant adverse impact with respect to transportation and traffic if it would:

Threshold 4.15.1: Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

Threshold 4.15.2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b);

Threshold 4.15.3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

Threshold 4.15.4: Result in inadequate emergency access.

4.15.6 Project Impacts

Please refer to Section 4.15.9 for a full text description of the mitigation measures referenced in the analysis below.

Threshold 4.15.1: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. The following includes an evaluation of the proposed project's potential to conflict with applicable programs, plans, ordinances, and policies addressing the circulation system, including the City's General Plan Circulation Element. The section begins with a description of the proposed project's trip generating potential compared to existing conditions, followed by an analysis of potential impacts to transit, bicycle, pedestrian, and roadway facilities.

Under the approved PGSP, the project site is planned for development of Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. It should be noted that the project site is located within the "Aera Parcel" of the approved PGSP, which includes a specified trip cap of 21,909 ADT (average daily trips).

The proposed project includes amendments to the City's General Plan Land Use Element, the Draft Amended Palm/Goldenwest Specific Plan (PGSP), and the Local Coastal Program (LCP) to allow for the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for the development of up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the Huntington Beach Zoning & Subdivision Ordinance (HBZSO); and (3) 22.8 acres of open space/park uses, including preservation of the existing 3.1-acre open space area north of Seapoint Street.

Consistent with the approved PGSP, under the proposed project, three points of vehicular entry would be provided along Planning Areas 1 and 2's frontage with PCH, which are anticipated to include one main signalized entrance located near Planning Area 1 and two secondary signalized entrances closer to the southeastern and northwestern boundaries of the property within Planning Areas 2A and 2B, respectively. Because PCH falls under Caltrans' jurisdiction, the precise location, design, and signalization of the secondary entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a Coastal Development Permit (CDP) for residential or commercial development within the project site.

Consistent with the approved PGSP, additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development within the project site. No vehicular access points would be provided or permitted along Palm Avenue; however, emergency vehicles may enter the project site from Palm Avenue via emergency access driveways as necessary.

Internal circulation within the project site would consist of a main entry road connecting to the main signalized entrance along PCH, two secondary roads, and a collector road running parallel to the northeastern boundary of Planning Areas 1 and 2, connecting Goldenwest Street with Seapoint Street. All internal circulation roads would be privately owned and maintained but would be open to the public.

Roadway Facilities. Trip generation is the process of estimating the number of vehicles that would likely access the project site. To evaluate the trip generation potential of the proposed land uses described above, rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 12th Edition (2021)[12] for Land Use Codes 210 (Single-Family Detached Housing), 215 (Single-Family Attached Housing), 220 (Multifamily Housing; Low-Rise), and 310 (Hotel) were utilized. Table 4.15.A below presents the trip generation potential for full buildout of the proposed project.

As shown in Table 4.15.A, the proposed project is forecast to generate 7,638 daily trips, including 516 trips during the a.m. peak hour, and 655 trips during the p.m. peak hour. It is to be noted that the project site is located within the "Aera Parcel" of the approved PGSP, which includes a specified trip cap of 21,909 ADT (average daily trips). Given the estimated ADT of the proposed project (i.e., 7,638 daily trips) in comparison to the allocated ADT under the approved PGSP (i.e., 21,909 daily trips), the proposed project would utilize approximately 35 percent of the allocated ADT specified in the approved PGSP. Therefore, the proposed project would be within the trip generation limits established by the approved PGSP.

[12] Institute of Transportation Engineers (ITE). 2025. *Trip Generation Manual,* 12th Edition.

Table 4.15.A: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Single-Family Detached Housing[1]	DU	9.09	0.19	0.51	0.70	0.58	0.35	0.93
Single-Family Attached Housing[2]	DU	6.57	0.12	0.35	0.47	0.29	0.22	0.51
Multifamily Housing (Low-Rise)[3]	DU	6.21	0.10	0.31	0.41	0.32	0.20	0.52
Hotel[4]	Rooms	5.84	0.18	0.16	0.34	0.24	0.23	0.47
Proposed Project Trip Generation								
Single-Family Detached Housing[1]	186 DU	1,691	35	95	130	107	66	173
Single-Family Attached Housing[2]	249 DU	1,636	29	88	117	72	55	127
Multifamily Housing (Low-Rise)[3]	365 DU	2,267	36	114	150	118	72	190
Hotel[4]	350 Rooms	2,044	62	57	119	84	81	165
Total Project Trip Generation		**7,638**	**162**	**354**	**516**	**381**	**274**	**655**

Source: EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Traffic Impact Analysis*. November 5.

[1] Trip rates from the ITE, *Trip Generation,* 12th Edition, 2025. Land Use Code 210 – Single-Family Detached Housing (Average Rate)

[2] Trip rates from the ITE, *Trip Generation,* 12th Edition, 2025. Land Use Code 215 – Single-Family Attached Housing (Average Rate)

[3] Trip rates from the ITE, *Trip Generation,* 12th Edition, 2025. Land Use Code 220 – Multifamily Housing (Low-Rise) (Average Rate)

[4] Trip rates from the ITE, *Trip Generation,* 12th Edition, 2025. Land Use Code 310 – Hotel (Average Rate)

DU = dwelling unit

ITE = Institute of Transportation Engineers

Because the transportation improvements planned under the proposed project would be integrated with the City's existing roadway network, implementation of the proposed project would not preclude build out of the City's planned roadway network as detailed in the City's General Plan. As discussed in more detail in Section 4.10, Land Use and Planning, the proposed project does not conflict with the intent of the City's General Plan Land Use or the Huntington Beach Zoning & Subdivision Ordinance (HBZSO). As described in Table 4.10.B, General Plan Consistency Analysis, in Section 4.10, the proposed project would be consistent with applicable land use goals and policies related to transportation and circulation environmental impacts contained in the City's General Plan Circulation Element.

Per SB 743, transportation impacts related to vehicle delay or LOS are no longer considered significant environmental impacts. However, because the City still uses LOS in its General Plan for local planning purposes, a thorough discussion about LOS within the project area is provided in the Traffic Impact Analysis (Appendix L-1). Based on the LOS analysis provided in the TIA, all study intersections are anticipated to operate at a satisfactory LOS during the a.m. and p.m. peak hours in Existing (2025) with Project condition and in the Opening Year (2035) with Cumulative Projects with Project traffic condition. Additionally, the project driveways are forecast to operate at satisfactory LOS (B or better) during both the a.m. and p.m. peak hours. It should be noted that the LOS analysis presented in the TIA assumed signalization of all three project site entrances along PCH. However, as previously stated, signalization of the project site entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a Coastal Development Permit (CDP) for residential or commercial development within the project site. In order to analyze potential traffic operations impacts along PCH in the event that only the main entrance located near Planning 1 is signalized, a follow-up *PCH Driveway Access Alternative*

Analysis was prepared for the proposed project in July 2026 (Appendix L-2). This analysis concluded that signalizing only the main entrance, while operating the secondary entrances as right-in/right-out driveways, would still maintain a satisfactory LOS during both the a.m. and p.m. peak hours for traffic operations on PCH and a satisfactory LOS (B or better) during both the a.m. and p.m. peak hours) at all project driveways along PCH. Therefore, the proposed project would not conflict with the City's LOS standards as contained in the General Plan.

As proposed, circulation improvements under the proposed project would be consistent with the City's General Plan, no inconsistencies with applicable roadway system plans, guidelines, or policy standards would occur. Therefore, the proposed project would not conflict with any program, plan, ordinance, or policy addressing roadways and intersection facilities, or decrease the performance of such facilities.

Transit Facilities. As previously stated, the project site is adjacent to four OCTA bus stops. One bus stop is located in each direction of travel at the intersection of PCH and Seapoint Street, and two more bus stops are located at the intersection of PCH and Goldenwest Street. These bus stops are served by either OCTA Route 1 or OCTA Route 25, which both run at a 1-hour frequency.[13]

The proposed project would potentially increase transit ridership by constructing a project with access to nearby transit facilities. Further, once Caltrans' approval has been secured, the proposed project would include the development of an additional OCTA bus stop at the main signalized entrance to Planning Area 1 along PCH to accommodate the potential increase in ridership. The proposed bus stop would consist of a bench and shelter. In addition, the proposed project would incentivize transit use by offering free OCTA transit passes to all future hotel employees. Through the provision of a new transit stop and transit incentives, the proposed project would implement and not conflict with plans, programs, and policies regarding transit facilities or decrease the performance of such facilities.

Bike and Pedestrian Facilities. As previously stated, on-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. These bicycle lanes would be maintained under the proposed project. In addition, bicycle usage would be encouraged through the proposed multi-use sidewalk/path for pedestrian and bicycle circulation within the 19.7-acre greenbelt along the project site perimeter (Planning Area 3A) and the placement of bike racks at convenient locations near building entries throughout the project site, as required under Section 3.2.14 of the Draft Amended PGSP. The number of bicycle racks to be provided would be determined at the time that development is proposed and would be consistent with applicable California Green Building Standards Code (CALGreen Code) requirements. Additionally, pursuant to Section 4.3 of the Draft Amended PGSP, bicycle usage would be encouraged by providing clearly marked bike-way accesses connecting to surrounding streets and trails. Lastly, future hotel uses on site would provide bicycles for guest use during their stay.

[13] Orange County Transportation Authority (OCTA). 2025. BusBook. August 10. Website: https://www.octa.net/ebusbook/CompleteBusBook.pdf?n=20250810 (accessed November 4, 2025).

Sidewalks currently exist in the project vicinity on both sides of Goldenwest Street, Seapoint Street, and Palm Avenue. There are currently no sidewalks along either side of PCH in the project site vicinity. However, west of the existing parking lot on the western side of PCH, a multi-use path is provided and is generally separated from vehicular traffic by a landscaped area. Under existing conditions, there is no pedestrian connectivity along the eastern curb of PCH between Goldenwest Street and Seapoint Street given the lack of sidewalks along this portion of PCH. In addition, the only existing pedestrian crosswalks to the beach are at the northern and southern project site boundaries (i.e., the intersections of Seapoint Street and Goldenwest Street with PCH), which limits the options of pedestrians under existing conditions.

The proposed project would maintain the existing sidewalks and multi-use paths in the vicinity of the project site. Under the proposed project, the perimeter of Planning Areas 1 and 2 would be surrounded by a minimum 80-foot-wide greenbelt providing 19.7 acres of open space (Planning Area 3A), including a 12-foot-wide multi-use sidewalk/path for pedestrian and bicycle circulation along PCH between Goldenwest Street and Seapoint Street. In addition, under the proposed project, the main signalized entrance to the project site along PCH, as well as the two secondary signalized entrances along PCH, would include pedestrian crosswalks to the beach. In addition, sidewalks would be provided along the main entry road, which would traverse the project site from PCH to Palm Avenue and would provide access from land uses north of the project site, such as Pattinson Park, to the beach via connections to each pedestrian crosswalk. In addition to the connections on the eastern (project site) side of each crosswalk, safe transitions would be provided from each crosswalk to existing pedestrian facilities (e.g., multi-use path) on the western side of PCH. Public access signage would be posted at strategic locations throughout the project site to provide directions to pedestrians. Therefore, the proposed project would create a new pedestrian linkage along PCH.

Relevant regulations addressing the pedestrian system, as described in Section 4.15.4, generally pertain to the integration of safe and accessible pedestrian and bicycle facilities, especially along popular and arterial routes. Through the inclusion of pedestrian walkways that connect to existing nearby crosswalks and sidewalks, a multi-use pedestrian esplanade establishing pedestrian connectivity along the eastern curb of PCH, and bike racks, the proposed project demonstrates consistency with these regulations and would not conflict with plans, programs, and policies regarding pedestrian and bicycle facilities, or decrease the performance of such facilities.

Summary. Based on the above, the proposed project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

Threshold 4.15.2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

Significant and Unavoidable Impact. On December 28, 2018, the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA, which was mandated by Senate Bill (SB) 743. As a result, the City of Huntington Beach City Council adopted the *Huntington Beach*

Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (City's Guidelines) to address VMT analysis requirements.

Per the City's Guidelines, the VMT Analysis prepared for the proposed project (Appendix L-3) utilized the following screening thresholds to identify if the proposed project would be considered to have a less than significant impact on VMT and therefore could be screened out from further VMT analysis:

1. **Transit Priority Area (TPA) Screening:** Projects located within a TPA may be presumed to have a less than significant impact on VMT. Using the TPA map provided in the City's Guidelines, the VMT Analysis concluded that the project site is not located within a TPA. Therefore, the proposed project would not meet the requirements of Screening Criteria 1.

2. **Low VMT Area Screening:** Projects located within a low VMT-generating area and consistent with the existing land use within that traffic analysis zone (TAZ) may be presumed to have a less than significant impact on VMT. Using the map provided in the City's Guidelines, the VMT Analysis concluded that the project site is not located within a low VMT-generating area. Therefore, the proposed project would not meet the requirements of Screening Criteria 2.

3. **Project Type Screening:** Projects that propose 100 percent Affordable Housing, Local-Serving Retail, Educational/Institutional Land Uses, Municipal/Public Service Land Uses, Transit and Active Transportation Projects, and Transportation Projects may be presumed to have a less than significant impact on VMT. This screening criteria also applies to projects generating less than 110 net daily vehicle trips. The proposed project does not propose any of the described land uses, and would generate 7,638 daily trips, which is more than 110 daily trips. Therefore, the proposed project would not meet the requirements of Screening Criteria 3.

Given that the proposed project does not meet any of the screening criteria contained in the City's Guidelines, the VMT Analysis included a full evaluation of the proposed project's potential VMT impacts. The City's Guidelines require the use of the Orange County Transportation Analysis Model (OCTAM) for the preparation of VMT analyses.

The project site is located within OCTAM traffic analysis zone (TAZ) 902. TAZs are geographic polygons used to represent areas of homogenous travel behavior. The potential VMT impacts of the proposed project were derived by adding the proposed land uses to existing TAZ 902, including project-associated employees and households. The potential employment generated by each project component was calculated using a rate of employment per square foot, based on land use type, from Southern California Association of Governments' (SCAG) Connect SoCal 2024. Based on this rate, the VMT Analysis determined that the proposed project would result in 481 total employees, which were then added to TAZ 902. Additionally, given that the proposed project would enable the development of up to 800 residential units, 800 households were added to TAZ 902.

The VMT Analysis then calculated the VMT per service population (VMT/SP) and VMT per capita (VMT/capita) within the City of Huntington Beach under the No Project condition for Base Year (2019)

and Buildout Year (2050)[14] were obtained using the OCTAM No Project Model run. The City of Huntington Beach VMT/SP and VMT/capita for Project Baseline (2025) were then calculated using the Base Year (2019) and Buildout Year (2050) No Project condition model outputs.

VMT Per Service Population. The citywide VMT/SP for the City is 21.08 for Base Year (2019) and 21.94 for Buildout Year (2050). Per the City's Guidelines, the threshold of significance for the commercial component of the proposed project would be the Project Baseline (2025), which was interpolated to be 21.24 VMT/service population.

As shown in Table 4.15.B, the commercial component of the proposed project would result in a VMT/SP 129.5 percent above the applicable City threshold under Project Baseline (2025) conditions and 132.9 percent above the threshold under Buildout Year (2050) conditions within TAZ 902. Therefore, the commercial component of the proposed project would result in a significant VMT impact within TAZ 902, and mitigation would be required.

Table 4.15.B: Proposed Project VMT Per Service Population Analysis

Metric	Year		
	Base Year (2019)	Baseline (2025)	Buildout (2050)
Project-Generated (TAZ 902)			
Project VMT/SP	48.22	48.75	51.09
TAZ 902 VMT/SP Threshold	21.08	21.24	21.94
Percent Above/Below Threshold	-	**129.5%**	**123.9%**
Impact?	-	**Yes**	**Yes**
Citywide			
No Project Citywide VMT/SP	7.033	7.072	7.234
With Project Citywide VMT/SP	7.036	7.075	7.238
Percent Above/Below Threshold	-	**0.042%**	**0.055%**
Impact?	-	**Yes**	**Yes**

Source: EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment VMT Analysis.* November 4. Table 2.
TAZ = Transportation Analysis Zone
VMT/SP = vehicle miles traveled per service population

In addition, the City's Guidelines state that if the commercial component of the proposed project causes total daily VMT/SP within the City to be higher than the No Project scenario under baseline or cumulative conditions, then the proposed project's effect on VMT would be considered significant. As shown in Table 4.15.B, the Huntington Beach Citywide VMT/SP is 0.042 percent higher with the commercial component of the proposed project added under Project Baseline (2025) conditions and 0.055 percent higher with the commercial component of the proposed project added under Cumulative (2050) conditions; therefore, the commercial component of the proposed project's effect on citywide VMT would be significant, and mitigation would be required.

VMT Per Capita. The citywide VMT/capita for Huntington Beach is 15.19 for Base Year (2019) and 16.21 for Buildout Year (2050). Using these values, the VMT Memo determined that the citywide

[14] The Buildout Year (2050) scenario represents OCTAM's model of the buildout of the City's General Plan.

VMT/ capita for Project Baseline (2025) is 15.38 VMT/capita.[15] Per the City's Guidelines, the threshold of significance for the residential component of the proposed project would be 15 percent below the Project Baseline (2025), or 13.07 VMT/capita.

As shown in Table 4.15.C, the residential component of the project's VMT/capita would be 52.8 percent above the threshold under Project Baseline (2025) conditions and 47.6 percent above the threshold under Buildout Year (2050) conditions within TAZ 902. Therefore, the residential portion of the proposed project would result in a significant VMT impact within TAZ 902, and mitigation would be required.

Table 4.15.C: Proposed Project VMT Per Capita Analysis

Metric	Year		
	Base Year (2019)	Baseline (2025)	Buildout (2050)
Project-Generated (TAZ 902)			
Project VMT/Capita	19.90	19.98	20.33
TAZ 902 VMT/Capita Threshold	12.91	13.07	13.78
Percent Above/Below Threshold	-	**129.5%**	**123.9%**
Impact?	-	**Yes**	**Yes**
Citywide			
No Project Citywide VMT/Capita	11.467	11.596	12.160
With Project Citywide VMT/Capita	11.452	11.581	12.146
Percent Above/Below Threshold	-	**-0.129%**	**-0.115%**
Impact?	-	**No**	**No**

Source: EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment VMT Analysis*. November 4. Table 3.
TAZ = Transportation Analysis Zone
VMT/Capita = vehicle miles traveled per capita

In addition, the City's Guidelines state that if the residential component of the proposed project causes total daily VMT/capita within the City to be higher than the No Project scenario under Project Baseline (2025) or Cumulative (2050) conditions, then the proposed project's effect on VMT would be considered significant. As shown in Table 4.15.C, the Huntington Beach Citywide VMT/capita is 0.129 percent lower with the residential component of the proposed project added under Project Baseline (2025) conditions and 0.115 percent lower with the residential component of the proposed project added under Cumulative (2050) conditions; therefore, the residential component of the proposed project's effect on Citywide VMT would be less than significant.

As described in Tables 4.15.B and 4.15.C above, the proposed project would result in significant impacts with respect to both VMT/SP and VMT/capita and therefore would require mitigation. The City does not have a Citywide VMT reduction program, such as a fee program or VMT credit exchange. The City's Guidelines state that individual project mitigation measures are recommended to reduce project-specific VMT impacts by implementing Transportation Demand Management (TDM) strategies. The VMT Analysis identifies several recommended mitigation measures based on measures detailed in the California Air Pollution Control Officers Association

[15] EPD Solutions, Inc. 2025. *Palm Goldenwest Specific Plan Amendment VMT Analysis*. November 4. Page 19.

(CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA Handbook),[16] which are listed in Section 4.15.8 below as Mitigation Measures (MMs) TRA-1 and TRA-2. Specifically, MM TRA-1 would require preparation of a Commute Trip Reduction (CTR) Program, which would include measures to encourage hotel guests to use alternative modes of transportation, such as offering on-site bicycles, providing bicycle parking for both guests and employees, incorporating shuttle services to transport guests to nearby destinations such as the Downtown/Pier Area, and making public transit information readily available in the hotel lobby and on the hotel website. The CTR Program would also require participation from employees in carpooling, transit use, or biking, with established trip reduction targets, compliance measures, and monitoring procedures to ensure effectiveness.

As previously described, the on-street (Class II) bicycle lanes are provided along Goldenwest Street and Seapoint Street and are currently under construction along PCH. In addition to the Class II bicycle lanes to be provided along PCH, the Huntington Beach Bike Trail located just west of PCH provides a separate (Class I) bicycle path along the coast adjacent to the PCH. MM TRA-2 would require the construction or improvement of a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. To satisfy this mitigation measure, the proposed project includes improvements to the pending Class II bicycle lane along the eastern curb of PCH to accommodate safe maneuvering past the proposed project site entrances along PCH, as well as safe connections from this bicycle lane to the proposed multi-use path within Planning Area 3A as well as the Huntington Beach Bike Trail.

Assuming these measures could achieve the maximum VMT reduction potential identified in the CAPCOA Handbook, implementation of MMs TRA-1 and TRA-2 would reduce the VMT of the commercial component of the proposed project by 13.62 percent and the VMT of the residential component of the proposed project by 17.84 percent.

With incorporation of MMs TRA-1 and TRA-2, the Huntington Beach Citywide VMT/SP would be 0.057 percent lower with the commercial component of the project added under Project Baseline (2025) conditions and 0.041 percent lower with the commercial component of the project added under Cumulative (2050) conditions; therefore, the commercial component of the project's effect on Citywide VMT would be less than significant with mitigation incorporated.

Even with incorporation of MMs TRA-1 and TRA-2, the commercial component of the project's VMT/SP would be 115.87 percent above the threshold under Project Baseline (2025) conditions and 119.25 percent above the threshold under Buildout Year (2050) conditions. Similarly, even with incorporation of MMs TRA-1 and TRA-2, the proposed project's VMT/capita would be 34.96 percent above the threshold under Project Baseline (2025) conditions and 29.76 percent above the threshold under Buildout Year (2050) conditions. Therefore, both the commercial and

[16] California Air Pollution Control Officers Association. 2024. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.* October. Website: https://www.caleemod.com/documents/handbook/full_handbook.pdf (accessed December 29, 2025).

residential components' project-generated VMT impacts would be considered significant and unavoidable with mitigation incorporated.

Threshold 4.15.3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. As described in Chapter 3.0, Project Description, vehicular access to the project site would be provided via three driveways along the project site's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two signalized secondary entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Pedestrian access between the project site and the recreational facilities west of PCH (e.g., beach and multi-use path) would be provided at all three project driveways along PCH, which would improve pedestrian options from existing conditions. The inclusion of clearly marked pedestrian crossings along PCH under the proposed project would enhance intersection safety for both pedestrians and vehicles.

Additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. The driveway along Goldenwest Street would consist of a one-way stop control driveway, and the driveway along Seapoint Street would consist of a two-way stop control driveway. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development within the project site. The existing full-access driveway along Seapoint Street would continue to provide vehicular access to Planning Area 3B under the proposed project, as under existing conditions.

Internal circulation within the project site would consist of a main entry road connecting to the main signalized entrance along PCH, two secondary roads, and a collector road running parallel to the northeastern boundary of Planning Areas 1 and 2, connecting Goldenwest Street with Seapoint Street. All internal circulation roads would be privately owned and maintained but would be open to the public. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that currently serve the project area. The proposed project would not introduce any new roadways or land uses that would conflict with existing urban land uses in the surrounding area. Design of the proposed project, including the internal access, ingress, egress, and other streetscape changes, would be subject to review by the City's Department of Public Works and Huntington Beach Fire Department (HBFD) to ensure adequate fire engine access and turning radius throughout the development, compliant with City Specification No. 401.

Under existing conditions, vehicles traveling southbound on Seapoint Street must turn left from a through lane to access the project site. This could result in potentially dangerous conditions when southbound vehicles stop and wait for oncoming traffic in the northbound direction to clear prior to turning. In order to enhance safety as vehicles make left-turns into the project site, the TIA prepared for the proposed project (Appendix L-1) recommends the addition of a 50-foot southbound left-turn lane pocket. Further, the TIA included a traffic signal warrant analysis, which concluded that, given the anticipated volume of pedestrians and vehicles as well as the posted speed limit along the portion

of PCH adjacent to the project site (60 mph), the installation of traffic signals was recommended at all three project driveways along PCH. Accordingly, pending confirmation from Caltrans, as previously stated, the project driveways along PCH are planned for signalization under the proposed project.

It should be noted that the LOS analysis presented in the TIA assumed signalization of all three project site entrances along PCH. However, as previously stated, signalization of the project site entrances on PCH would be determined in consultation with Caltrans at the time of the first application for a CDP for residential or commercial development within the project site. In order to analyze potential traffic operations impacts along PCH in the event that only the main entrance located near Planning 1 is signalized, a follow-up *PCH Driveway Access Alternative Analysis* was prepared for the proposed project in July 2026 (Appendix L-2). This analysis concluded that signalizing only the main entrance, while operating the secondary entrances as right-in/right-out driveways, would still maintain a satisfactory LOS during both the a.m. and p.m. peak hours for traffic operations on PCH. This scenario would also maintain a satisfactory LOS (B or better) during both the a.m. and p.m. peak hours at all project driveways along PCH. Under this scenario, the *PCH Driveway Access Alternative Analysis* notes that the outbound westbound left-turn movement from the project site is projected to experience a 95th percentile queue of approximately 275 feet (11 vehicles). Accordingly, the *PCH Driveway Access Alternative Analysis* recommended the inclusion of two outbound (westbound) left-turn lanes from the project site at its main signalized entrance to provide adequate storage and maintain acceptable operations. The findings and recommendations of both the TIA and the *PCH Driveway Access Alternative Analysis* will be considered during consultation with Caltrans at the time of the first application for a CDP for residential or commercial development within the project site.

Based on the analysis presented above, the proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be less than significant, and no mitigation is required.

Threshold 4.15.4: Would the project result in inadequate emergency access?

Less Than Significant With Mitigation Incorporated. The proposed project's impacts to emergency access are discussed below.

> ***Construction***. As described in Chapter 3.0, Project Description, construction activities associated with the proposed project would include demolition, remediation, and site preparation activities. Under a conservative scenario, the removal of demolished materials from the project site is anticipated to result in 6,316 total haul truck trips to and from the project site during the demolition period. After demolition activities have concluded, site preparation activities on the project site would result in the importation of approximately 180,000 cubic yards of soil. Based on a standard haul truck capacity of 16 cubic yards, this would require 334 two-way haul truck trips (668 one-way trips) to and from the project site per day to import this material. While haul truck trips associated with construction of the proposed project could utilize the same corridors that facilitate emergency vehicle travel throughout the City, these roadways are generally designed to accommodate a higher volume of vehicle traffic that could adequately accommodate haul truck trips. Furthermore, the demolition phase would occur over an approximate two-year span, and the site preparation phase would occur over an approximate one-year span. These

construction periods would disperse associated haul truck trips over relatively long periods of time, thereby reducing the average number of daily haul truck trips (approximately 12 daily haul truck round trips during the demolition phase and approximately 334 daily haul truck round trips during the site preparation phase) and associated impacts to affected roadways. However, it should be noted that in accordance with the California Fire Code and City Specification No. 401, construction contractors would be required to maintain appropriate emergency/evacuation access to and from the project site during construction.

Further, in order to maintain traffic flows to the greatest extent practicable during construction, the construction contractor(s) would be required to prepare and implement a Transportation Management Plan (TMP) (MM TRA-3), to be reviewed and approved by City staff and Caltrans, as applicable. The TMP would be prepared consistent with the recommendations of the *California Temporary Traffic Control Handbook*[17] and would include provisions to maintain traffic flow along PCH, Goldenwest Street, Seapoint Street, Palm Avenue, and other streets used by haul trucks; safe access into and out of the project site via temporary traffic controls at the existing project site driveways; and emergency access to the project site and adjacent areas during construction. Specifically, under MM TRA-3, strategic routes would be identified for the removal of demolished materials and the delivery of construction materials would be identified and adhered to. If determined necessary, haul operations may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.) to minimize impacts during weekday periods where affected roadways are typically busier. In addition, no hauling or transport would be allowed during nighttime hours, weekends or federal holidays. Given the coastal location of the project site and the likelihood of beach traffic on weekends and holidays, this component of MM TRA-3 would also minimize impacts during periods where affected roadways are typically busier.

With implementation of MM TRA-3, construction of the proposed project (i.e., demolition, site preparation, and future development projects within the project site) would not result in inadequate emergency access to the project site. Impacts related to emergency access in the project vicinity during project construction would be less than significant with mitigation incorporated.

Operation. As previously stated, vehicular access to the project site would be provided via three driveways along the project site's frontage with PCH, including one main signalized entrance located near Planning Area 1 and two secondary entrances closer to the southeastern and northwestern sides of the property within Planning Areas 2A and 2B, respectively. Additional secondary entrances to Planning Areas 2A and 2B would be provided along Goldenwest Street and Seapoint Street, respectively. The driveway along Goldenwest Street would consist of a one-way stop control driveway, and the driveway along Seapoint Street would consist of a two-way stop control driveway. Because these streets fall under the City's jurisdiction, the design of these entrances would be approved by the City and submitted by the developer with the application for the first CDP for residential or commercial development within the project site. The existing full-

[17] California Inter-Utility Coordinating Committee. 2018. *California Temporary Traffic Control Handbook,* 7th Edition. May.

access driveway along Seapoint Street would continue to provide vehicular access to Planning Area 3B under the proposed project, consistent with existing conditions.

Internal circulation within the project site would consist of a main entry road connecting to the main signalized entrance along PCH, two secondary roads, and a collector road running parallel to the northeastern boundary of Planning Areas 1 and 2, connecting Goldenwest Street with Seapoint Street. All internal circulation roads would be privately owned and maintained but would be open to the public. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that currently serve the project area. The proposed project would not introduce any new roadways or land uses that would conflict with existing urban land uses in the surrounding area.

In accordance with the California Fire Code and City Specification No. 401, developers of future commercial and residential development within the project site would be required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access to and from the project site. Entrances and exits to and from parking areas would be marked with appropriate directional signage. Design of the proposed project, including the internal access, ingress, egress, and other streetscape changes, would be subject to review by the City's Department of Public Works and HBFD to ensure adequate fire engine access and turning radius throughout the development. Compliance with standard and emergency HBFD and City requirements (City Specification No. 401), such as the size and location of fire access routes and fire truck turning radii, would allow for proper site evacuation, if necessary, during project operations.

Further, based on the LOS analysis provided in the TIA (Appendix L-1), upon signalization (pending Caltrans confirmation) of all study intersections are anticipated to operate at a satisfactory LOS during the a.m. and p.m. peak hours in the Existing (2025) with Project condition and the Opening Year (2035) with Cumulative Projects with Project traffic condition. Additionally, the project driveways are forecast to operate at a satisfactory LOS (B or better) during both the a.m. and p.m. peak hours upon signalization. Similarly, based on the LOS analysis provided in the *PCH Driveway Access Alternative Analysis* (Appendix L-2), signalizing only the main entrance, while operating the secondary entrances as right-in/right-out driveways, would still maintain a satisfactory LOS during both the a.m. and p.m. peak hours for traffic operations on PCH. This scenario would also maintain a satisfactory LOS (B or better) during both the a.m. and p.m. peak hours at all project driveways along PCH.

It should be noted that the TIA includes a recommendation for the addition of a 50-foot southbound left-turn lane pocket on Seapoint Street and the *PCH Driveway Access Alternative Analysis* includes a recommendation for the inclusion of two outbound (westbound) left-turn lanes from the project site at its main signalized entrance. The findings and recommendations of both the TIA and the *PCH Driveway Access Alternative Analysis* will be considered during consultation with Caltrans at the time of the first application for a CDP for residential or commercial development within the project site.

Based on the analysis presented above, the proposed project would not result in substantial delays at roadways and intersections in the project site vicinity under normal or emergency conditions. Therefore, the proposed project would not result in inadequate emergency access during project operation. Operational impacts would be less than significant, and no mitigation is required.

4.15.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use and planning. The cumulative study area for transportation and traffic is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

The proposed project would result in a less than significant impact related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, roadway design hazards, and emergency access. However, based on the latest City's Guidelines, both the commercial and residential components' result in project-generated VMT impacts, and the commercial component of the project's effect on Citywide VMT, would be significant.

As a result of the significant impacts identified above, the proposed project would be required to implement TDM measures as specified in MMs TRA-1 and TRA-2, which include commute trip reduction marketing, transit incentives, end-of-trip bicycle facilities, employer-sponsored vanpooling, and bicycle facility construction. These measures are designed to promote alternative transportation with the intent of reducing VMT. Assuming that these TDM measures could achieve the maximum VMT reduction, the reduction achieved would not reduce the project's VMT impacts to below applicable thresholds. Therefore, even with implementation of MMs TRA-1 and TRA-2, the proposed project would result in a significant and unavoidable transportation impact related to VMT that is cumulatively considerable.

Other past, present, and reasonably foreseeable projects identified in Table 4.A would be required to comply with existing City General Plan goals, policies, and actions; California Fire Code requirements; and standard and emergency HBFD and City requirements to provide project-specific transportation facilities that accommodate pedestrian, bicycle, and vehicle travel and that meet the City's design requirements to avoid increasing hazards due to a geometric design feature and/or ensure adequate emergency access to and within the project site. In this way, potential transportation impacts would be evaluated and mitigated to the extent feasible by each cumulative project, and each project's contribution to a cumulatively considerable impact on transportation or traffic would be reduced to the extent feasible. Therefore, when the proposed project is considered with the cumulative projects identified in Table 4.A, it would not result in cumulatively considerable conflicts with transportation policies governing the circulation system or create roadway design hazards.

It is possible that construction activities associated with the cumulative projects provided in Table 4.A may overlap with the timeline of construction activities under the proposed project, including demolition, site preparation, and/or for future development projects within the project site. A

cumulative impact could occur if multiple projects contribute haul truck trips to the same regional arterial roadways. However, hauling routes for each project listed in Table 4.A, as well as the proposed project, are not necessarily known at this time and may be subject to change based on transportation patterns within the City and the overall region. While these projects could utilize the same corridors that provide connectivity across the City, these roadways are generally designed to accommodate a higher volume of vehicle traffic that could include haul truck trips. Further, as with the proposed project, each cumulative project may be required to implement a TMP to address emergency access during construction, thereby minimizing incremental contributions to local emergency access. Further, several of the projects provided in Table 4.A are already under construction or are far enough ahead of the proposed project in the entitlement process that their construction periods are not anticipated to overlap with the proposed project. As such, the potential overlap between the construction period of the proposed project and that of the various projects listed in Table 4.A is not anticipated to result in cumulatively considerable impacts.

However, as stated above, even with implementation of mitigation, the proposed project would result in a significant and unavoidable transportation impact related to VMT that would be cumulatively considerable. Of the cumulative projects listed in Table 4.A, none are located within the same TAZ as the proposed project. Nevertheless, because the proposed project would result in significant and unavoidable impacts with respect to VMT under Cumulative (2050) conditions as described in Section 4.15.6, the proposed project would have a cumulatively considerable impact on VMT. There are no feasible mitigation measures that can reliably guarantee that VMT can be reduced below the City's threshold; therefore, the proposed project would have a cumulatively significant and unavoidable transportation impact related to VMT even with implementation of mitigation.

4.15.8 Level of Significance Prior to Mitigation

Prior to mitigation, the proposed project would result in a potentially significant transportation impact related to VMT.

4.15.9 Standard Conditions and Mitigation Measures

The following mitigation measures are required to reduce potentially significant impacts related to transportation:

Mitigation Measure TRA-1 **Commute Trip Reduction (CTR) Program.** Prior to the issuance of a certificate of occupancy for any future hotel development project within the project site, each developer shall prepare a Commute Trip Reduction (CTR) Program for review and approval by the City of Huntington Beach (City) Director of Community Development, or designee. The CTR Program shall include measures to encourage hotel guests to use alternative modes of transportation, such as offering on-site bicycles, providing bicycle parking for both guests and employees, incorporating shuttle services to transport guests to nearby destinations such as the Downtown/Pier Area, and making public transit information readily available in the hotel lobby and on the hotel website. The CTR Program shall also encourage

participation from employees in carpooling, transit use, or biking, with established trip reduction targets, compliance measures, and monitoring procedures to ensure effectiveness.

The program shall include the following measures:

- **Commute Trip Reduction Marketing.** This measure shall ensure that employees are informed about available transportation options, thereby maximizing participation in the CTR Program and contributing to the reduction of traffic congestion.
    - This measure shall be implemented through the Hotel's employer which would provide the following features, or similar alternatives:
        - On-site or online commuter information services;
        - Employee transportation coordinators;
        - On-site or online transit pass sales; and/or
        - Guaranteed ride home service.
- **Ridership Program.** This measure shall provide transit passes or other incentives to employees, encouraging the use of public transportation.
    - This measure shall be implemented through the Hotel's employer, which would promote the ridesharing program in a multifaceted approach that could include the following:
        - Designating a certain percentage of desirable parking spaces for ridesharing vehicles;
        - Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; and/or
        - Providing an app or website for coordinating rides.
- **Subsidized or Discounted Transit Program.** This measure involves offering subsidized or discounted transit passes to employees.
    - This measure shall be implemented by the Hotel Employer, which would provide subsidies to employees for Orange County Transit Authority (OCTA) transit passes. There are four existing public transit stops on either side of the project site, and a possible future fifth public transit stop at the main entry drive to the project along the Pacific Coast Highway

(PCH). All hotel employees shall be provided free OCTA transit passes. The subsidies provided to the employees for the OCTA transit fares should cover the cost of a single ride and/or a 30-day pass at the time of implementation.

- **End-of-Trip Bicycle Facilities.** End-of-trip facilities, including bike racks, lockers, and showers, shall be provided to support employees who choose to bike to work. These facilities are necessary to facilitate and increase bicycle commuting.
    - This measure shall be implemented by installing and maintaining the bicycle facilities on site.
- **Employer-Sponsored Vanpool.** This measure shall support a vanpool program, reducing single-occupancy vehicle use. The vanpool program is particularly applicable to the large workforce anticipated in the Business Park phases.
    - This measure shall be implemented by the Hotel Employer which will implement and monitor the vanpool.

Mitigation Measure TRA-2 **Construct or Improve Bike Facility.** Prior to or concurrently with the time of the first application for a Coastal Development Permit (CDP) for residential or commercial development, the Project Applicant (California Resources Corporation [CRC]) shall provide circulation plans for verification by the City Director of Public Works Engineering, or designee, that the Class II bike lane currently under construction along the eastern curb of PCH would be maintained and improved to safely align with project improvements. The Project Applicant shall also provide such plans to Caltrans and obtain approval for any proposed modifications to the existing Class II bike lane. These plans shall also demonstrate that a safe connection has been provided for bicyclists to travel between the on-site multi-use path, the pending Class II bicycle lane along PCH, and the Huntington Beach Bike Trail (Class I Bike Path) west of PCH.

Mitigation Measure TRA-3 **Transportation Management Plan.** Prior to the issuance of demolition, grading or any construction permits, each developer shall submit a Transportation Management Plan for review and approval by the City Director of Public Works Engineering, or designee, and Caltrans (if PCH is identified as a haul route). The Transportation Management Plan shall be prepared consistent with the recommendations of the *California Temporary Traffic Control Handbook* and shall include, at a minimum, the following measures, which shall be implemented during all construction activities as

overseen by each construction contractor associated with construction activity on the project site, including demolition, remediation, site preparation, and/or for future development projects within the project site:

- Traffic controls shall be implemented for any street closure, detour, or other disruption to traffic circulation and will maintain emergency access to the site.

- The routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to access the site shall be identified; traffic controls and detours shall be identified; and the proposed construction phasing plan for the project shall be provided.

- The hours during which transport activities will occur shall be specified.

- Identify the haul route for the materials to be removed (i.e., concrete, soil, steel, etc.) and any temporary traffic controls necessary to facilitate hauling vehicle access during the demolition phase and/or soil import during the site preparation phase.

- Subject to the direction of the City Director of Public Works Engineering, or designee, haul operations associated with the materials export/soil import may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.).

- The Project Applicant shall keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Project Applicant shall clean adjacent streets, as directed by the City's Director Public Works Engineering, or designee, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

- Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the Director of Public Works Engineering, or designee. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.

- Use of residential neighborhood streets as haul routes shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.

4.15.10 Level of Significance After Mitigation

As discussed above, even with implementation of MMs TRA-1, TRA-2, and TRA-3, the proposed project would result in a significant and unavoidable transportation and traffic impact related to VMT.

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4.16 TRIBAL CULTURAL RESOURCES

This section evaluates the potential impacts to tribal cultural resources from implementation of the proposed project. This section is based in part on the following:

- Information obtained during Senate Bill (SB) 18 and Assembly Bill (AB) 52 Native American consultation efforts;
- *City of Huntington Beach General Plan Historic and Cultural Resources Element*;[1]
- Project-specific *Historic Resources Assessment* (HRA)[2] (provided as Appendix E-1 to this Draft EIR); and
- Project-specific *Archaeological Survey Report for the Palm/Goldenwest Specific Plan Amendment Project, City of Huntington Beach, Orange County, California* (Archaeological Survey Report)[3] (provided as Appendix E-2 to this Draft EIR).

4.16.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). Four comment letters included comments related to tribal cultural resources. These comments pertain to concerns about potential findings during ground-disturbing activities and engagement from applicable tribal cultural groups.

Additionally, the letter received from the Native American Heritage Commission (NAHC) (February 9, 2026) outlines the City's tribal consultation requirements under AB 52 and Senate Bill (SB) 18. The NAHC recommended the City consult with Native American tribes and analyze impacts and include mitigation for tribal cultural resources in the EIR.

4.16.2 Methodology

According to California Public Resources Code (PRC) Section 21080.3.1 and Chapter 532, Statutes 2014 (i.e., Assembly Bill [AB] 52), "tribal cultural resources" are defined as the following:

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1 City of Huntington Beach. 2015. *City of Huntington Beach General Plan Historic and Cultural Resources Element*. October 19. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Historic-And-Cultural-Resource-Element-with-Matrix-2018.pdf?t=202404051228200&t=202404051228200 (accessed April 1, 2026).

2 LSA Associates, Inc. 2025. *Historic Resources Assessment, Palm/Goldenwest Specific Plan Amendment Project.* October.

3 LSA Associates, Inc. 2026. *Archaeological Survey Report for the Palm/Goldenwest Specific Plan Amendment Project, City of Huntington Beach, Orange County, California.* January.

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (A) included or determined to be eligible for inclusion in the California Register of Historical Resources as defined in CCR Title 14, Section 4852(b) described below; or (B) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

   CCR Title 14, Section 4852(b) – Criteria for evaluating the significance of historical resources. An historical resource must be significant at the local, state, or national level under one or more of the following four criteria:

   a. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

   b. It is associated with the lives of persons important to local, California, or national history;

   c. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or

   d. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

2. 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 Section 5024.1, as follows:

   a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

   b. Is associated with the lives of persons important to our past.

   c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

   d. Has yielded, or may be likely to yield, information important to prehistory or history.

4.16.2.1 Archaeological Survey Report

An archaeological resources study was prepared for the project site in January 2026, and findings were documented in the *Archaeological Survey Report for the Palm/Goldenwest Specific Plan Amendment Project, City of Huntington Beach, Orange County, California* (Archaeological Survey Report).[4] The Archaeological Survey Report is provided as Appendix E-2 of this Draft EIR. Preparation

[4] LSA Associates, Inc. 2026. *Archaeological Survey Report for the Palm/Goldenwest Specific Plan Amendment Project, City of Huntington Beach, Orange County, California.* January.

of this report included a search for prior studies and recorded resources at the California Historical Resource Information System's (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton (CSUF) on September 25, 2025.

The SCCIC is the official repository of cultural resources records and reports for Orange County. The records search included a review of all recorded historic-period and prehistoric cultural resources within a 0.5-mile radius of the project site, as well as a review of known cultural resources surveys and excavation reports. The records search also included a review of the following State and federal inventories:

- California Points of Historical Interest (SPHI),
- California Historical Landmarks (SHL),
- California Register of Historical Resources (California Register),
- National Register of Historic Places (National Reg),
- California State Historic Properties Directory (HPD), and
- Local inventories of cultural resources.

Materials reviewed included reports of previous cultural resources investigations, archaeological site records, and historical maps. Preparation of the Archaeological Survey Report required additional background research including a review of aerial photographs, historic-period maps, and geologic maps to assess the potential for subsurface archaeological deposits at the project site.

4.16.2.2 Native American Consultation

In order to identify tribal cultural resources on the project site and analyze potentially significant impacts associated with construction and implementation of the proposed project, the City conducted Native American consultation in accordance with AB 52 and SB 18 requirements. The tribes consulted and the dates of consultation meetings are described in further detail below.

A Sacred Lands File (SLF) was requested from the Native American Heritage Commission (NAHC) for the proposed project on August 6, 2025. The SLF is the official repository of sites that are of cultural and religious importance to California Native American tribes. The search was requested to determine whether there are sensitive or sacred Native American resources on or near the site that could be affected by the proposed project. In its response to the City on August 8, 2025, the NAHC indicated that the results of the file search were positive, and recommended contacting the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes for more information. The NAHC also provided a list of 23 representatives of various Native American tribes that could also provide relevant information.

Formal AB 52 and SB 18 notification letters were distributed to local Native American tribal representatives contained in the list provided by NAHC as well as those that are traditionally and culturally affiliated with the geographic area of the proposed project and have previously requested to be notified of future projects proposed by the City. The notification letters were sent via certified mail on September 25, 2025, and provided each tribe with an opportunity to request consultation with the City regarding the proposed project. Letters were sent to representatives of the following tribal groups:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Juaneño Band of Mission Indians Acjachemen Nation - Belardes
- Juaneño Band of Mission Indians Acjachemen Nation 84A
- Pala Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians

Under AB 52, tribes had 30 days from receipt of the notification letter to request consultation on the proposed project. In compliance with SB 18, tribes had 90 days from receipt of notification letter to request consultation on the proposed project. The period to respond to the City's consultation request ended on December 24, 2025. The City sent a follow-up email to tribes that had not yet responded on October 10, 2025.

Written responses were received during the tribal consultation period from representatives of the following tribal groups:

1. Gabrieleño Band of Mission Indians – Kizh Nation (October 9, 2025)
2. Pala Band of Mission Indians (October 10, 2025)
3. Juaneño Band of Mission Indians, Acjachemen Nation – Belardes (October 24, 2025)
4. Gabrielino Tongva Indians of California Tribal Council (October 1, 2025)

A representative of the Pala Band of Mission Indians provided separate responses for the AB 52 letter and the SB 18 letter, declining consultation to both but requesting to be added to the mailing list for the proposed project. A representative of the Gabrielino Tongva Indians of California Tribal Council responded with a request to monitor ground disturbances associated with the proposed project. Representatives of the Juaneño Band of Mission Indians, the Acjachemen Nation – Belardes, and the Gabrieleño Band of Mission Indians – Kizh Nation responded with a request to initiate the formal consultation process.

No additional responses or requests for consultation under AB 52 or SB 18 were received during the consultation period for the proposed project. However, a response was received from the Juaneño Band of Mission Indians, Acjachemen Nation – 84A following the close of the comment period, on February 10, 2026. Although not required, the City accepted the request from the Juaneño Band of Mission Indians, Acjachemen Nation – 84A to initiate the formal consultation. As such, the City engaged in formal consultation with a total of three tribes. A summary of the City's consultation efforts with the Gabrieleño Band of Mission Indians – Kizh Nation, the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes, and the Juaneño Band of Mission Indians, Acjachemen Nation – 84A is described further under Threshold 4.16.1(a), below.

4.16.3 Existing Environmental Setting

The area that is now Huntington Beach, including the project site, was prehistorically occupied by Native Americans. This area is primarily within traditional boundaries of the Gabrielino Band of Mission Indians and is also sometimes included in the traditional territory of the Juaneño Band of Mission Indians.

Under existing conditions, the project site is developed with active oil and natural gas production facilities such as oil wells, aboveground storage tanks, aboveground and underground pipelines, oil separation and related facilities, a natural gas plant and gas flare unit, power substations, and office facilities. Planning Areas 1, 2, and 3A contain paved and unpaved internal circulation roadways and surface parking for employee and visitor vehicles. Vehicular access to the existing project site is provided via a secure full-access driveway along Goldenwest Street and a secure full-access driveway along Seapoint Street. Currently, no points of vehicular entry to the project site exist along Pacific Coast Highway (PCH) or Palm Avenue. Planning Area 3B is currently accessible via a secure all-access driveway along Seapoint Street.

The project site is directly bordered by oil and gas production infrastructure and open space to the north; Goldenwest Street to the south; Palm Avenue, residential neighborhoods (The Boardwalk, Mystic Point Townhomes, Surfcrest Condominiums, and Ocean Colony), and Pattinson Park to the east; and PCH to the west.

4.16.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to tribal cultural resources that are applicable to the proposed project are described below.

4.16.4.1 Federal Regulations

The National Historic Preservation Act of 1966 (NHPA). The NHPA requires that the federal government list significant historic resources on the National Register of Historic Places (National Register). Federal agencies must consult the National Register when planning to undertake or grant approval through permits for a project. Prior to the issuance of any license or implementation of any project, the federal agency must consider the effects of a project or license on any historical buildings, sites, structures, or objects that are included on, or eligible for inclusion on, the National Register (16 United States Code [USC] Section 470(f)). This typically includes consultation with the federal agency responsible for the undertaking; the State Historic Preservation Officer (SHPO); local Native American groups and individuals; local and State historical societies and organizations; and relevant archival sources, including the appropriate facility of the California Historical Resources Information System (CHRIS).

Archaeological Resources Protection Act. The Archaeological Resources Protection Act was enacted in 1979 by the United States government with the purpose of securing the protection of archaeological resources and sites on public lands and Native American lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals.

Native American Graves Protection and Repatriation Act. The Native American Graves Protection and Repatriation Act (NAGPRA) was enacted on November 16, 1990, to address the rights of lineal descendants, Indian tribes, and Native Hawaiian organizations to Native American cultural items, including human remains, funerary objects, sacred objects, and objects of cultural patrimony. The NAGPRA assigned implementation responsibilities to the Secretary of the Interior. The National NAGPRA program provides support for the following activities:

- Publishing notices for museums and federal agencies in the Federal Register;
- Creating and maintaining databases, including the Culturally Unidentifiable Human Remains Inventories (CUI) Database;
- Making grants to assist museums, Indian tribes, and Native Hawaiian organizations in fulfilling NAGPRA;
- Assessing civil penalties on museums that fail to comply with provisions of the act;
- Providing staff support to the NAGPRA Review Committee and for the Annual Report to Congress;
- Providing technical assistance to federal agencies where there are excavations and discoveries of cultural items on federal and Indian lands;
- Promulgating implementing regulations; and
- Providing technical assistance through training, website information, reports prepared for the Review Committee, supporting law enforcement investigations, and direct personal service.

The National Park Service has compliance obligations for parks, separate from the National NAGPRA Program. National NAGPRA is the omnibus program, the constituent groups all of which are Federal agencies, museums that receive federal funds, tribes and Native Hawaiian organizations, and the public. On private lands, excavations or discoveries are governed first by local or state laws, but human remains or cultural items removed from private or state land may be subject to NAGPRA as a holding or collection, depending on who has control of them.[5]

4.9.1.1 State Regulations

Assembly Bill 52. Effective July 1, 2016, AB 52 created a new environmental resource (tribal cultural resources) that must be considered under CEQA. AB 52 requires Lead Agencies evaluate a project's potential to impact "tribal cultural resources" which may include "… [s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources."

[5] National Park Service (NPS). *The Native American Graves Protection and Repatriation Act (NAGPRA).* Website: https://www.nps.gov/subjects/nagpra/index.htm (accessed January 14, 2025).

AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a project if they have requested notice of projects proposed within that area. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. Consultation must be conducted in good faith between the tribal government and the lead agency and is deemed concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (should a significant effect exists) or when a party concludes that mutual agreement cannot be reached.

Senate Bill 18 Tribal Consultation. California Government Code Section 65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a General or Specific Plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the NAHC. As noted in the California Governor's Office of Land Use and Climate Innovation (LCI) *Tribal Consultation Guidelines*, "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."[6]

California Public Resources Code Sections 5097.9–5097.991. California Public Resources Code (PRC) Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources (including sanctified cemeteries, places of worship, religious sites, or sacred shrines) and sacred sites, and gives the NAHC enforcement authority.

Specifically, California PRC Section 5097.98 outlines procedures that must be followed in the event that human remains are discovered. The County Coroner shall make a determination within 2 working days from the time the person responsible for the excavation, or designee, notifies the County Coroner of the discovery or recognition of the human remains. If the County Coroner identifies the remains to be of Native American origin or has reason to believe that the remains are those of Native American origin, the County Coroner must contact the California NAHC within 24 hours. The NAHC representative will then alert a Native American Most Likely Descendant to conduct an inspection of the site and to determine the following course of treatment and action. Additionally, *State CEQA Guidelines* Section 15064.5 sets forth a procedure if human remains are found on land outside of federal jurisdiction.

Health and Safety Code Section 7050.5. Section 7050.5 of the California Health and Safety Code protects Native American burials, remains, and associated grave artifacts in the event they are discovered in any location other than a designated cemetery. The Health and Safety Code mandates the immediate stop of excavation in the site as well as any adjacent or overlying area where the remains or associated items are found and provides for the sensitive disposition of those remains. Should remains be discovered, the County Coroner must determine that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law

[6] California Governor's Office of Land Use and Climate Innovation (formerly Governor's Office of Planning and Research). 2005. *State of California Tribal Consultation Guidelines – Supplement to General Plan Guidelines.* November 14.

concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or designee, in the manner provided in PRC Section 5097.98.

California Register of Historical Resources (PRC Section 5020 et seq.) State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the *State CEQA Guidelines*. These criteria are nearly identical to those of the National Register of Historic Places (National Register).

The State Historic Preservation Officer (SHPO) maintains the California Register. Properties listed, or formally designated eligible for listing, on the National Register are nominated to the California Register and then selected to be listed on the California Register, as are State Landmarks and Points of Interest.

4.16.4.2 Regional Regulations

There are no regional policies or regulations that apply to the proposed project with respect to tribal cultural resources.

4.16.4.3 Local Regulations

City of Huntington Beach General Plan Historic and Cultural Resources Element. The Historic and Cultural Resources Element of the City's General Plan addresses protection of the City's historic and cultural resources. The following policies related to cultural resources are applicable to the proposed project:

- **Goal HCR-1:** To promote the preservation and restoration of the sites, structures and districts which have architectural, historical, and/or archaeological significance to the City of Huntington Beach.
    - **Policy HCR 1.1.2:** Consider the designation of any historically significant public trees, archaeological sites, parks, structures, sites or areas deemed to be of historical, archaeological, or cultural significance as a Huntington Beach City Historical Point, Site or District.
- **Goal C-5:** Promote the preservation of significant archaeological and paleontological resources in the Coastal Zone.
    - **Policy C-5.1.2:** Where new development would adversely impact archeological or paleontological resources within the Coastal Zone, reasonable mitigation measures to minimize impacts shall be required.
    - **Policy C-5.1.3:** In the event that any Native American human remains are uncovered, the County Coroner, the Native American Heritage Commission, and the Most Likely Descendants, as designated by the California Native American Heritage Commission, shall be

notified. The recommendations of the Most Likely Descendants shall be obtained prior to the disposition of any prehistoric Native American human remains.

- **Policy C-5.1.5:** A County-certified paleontologist/archeologist, shall monitor all grading operations where there is a potential to affect cultural or paleontological resources based on the required research design. A Native American monitor shall also monitor grading operations. If grading operations uncover paleontological/archeological resources, the paleontologist/archaeologist or Native American monitor shall suspend all development activity to avoid destruction of resources until a determination can be made as to the significance of the paleontological/archeological resources. If found to be significant, the site(s) shall be tested and preserved until a recovery plan is completed to assure the protection of the paleontological/archeological resources.

4.16.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to tribal cultural resources if it would:

Threshold 4.16.1: 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:

a) 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).

b) 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.

4.16.6 Project Impacts

Please refer to Section 4.16.9 for a full text description of the mitigation measures referenced in the analysis below.

Threshold 4.16.1(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: 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)?

Less Than Significant with Mitigation Incorporated. As previously described, a cultural resources records search was completed on September 25, 2025, at the SCCIC CHRIS at California State University, Fullerton. It included a review of all prehistoric and historic archaeological sites within a 0.5-mile radius of the project site, as well as a review of known cultural resource survey and excavation reports in that area. The California State Historic Resources Inventory (HRI), National Register of Historic Places (National Register), California Historical Landmarks (SHL), California Points of Historical Interest (SPHI), and various local historical registers were examined. The SCCIC records search results identified no previously recorded cultural resources in the project site. In total, eight resources were documented within 0.5-mile of the project site, including four habitation sites, two isolated finds, and two oil field-related historic resources.

All project actions would occur exclusively within the limits of the project site; and therefore, none of the cultural or historical resources identified within 0.5 mile of the project site would be impacted by implementation of the proposed project. Evaluation of the historic-age structures on the project site in the project-specific HRA (Appendix E-1) concluded that the existing buildings are neither tied to exceptional importance nor do they meet the criteria for historic designation under the California Register's Criteria 1–4. Removal of the existing buildings would not impact any significant elements of the built environment, and therefore, the buildings do not qualify as "historical resources" as defined by CEQA. Therefore, there are no known tribal cultural resources as defined in PRC Section 21074 or historical resources as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC 5020.1(k) on the project site.

Native American consultation was conducted by the City in compliance with SB 18 and AB 52. As part of the consultation process, a review of the SLF conducted by the NAHC indicated that the results of the file search were positive. The NAHC recommended that the City contact the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes for more information. The NAHC also provided a list of 23 representatives of various Native American tribes that could also provide relevant information. The City provided formal notification letters via certified mail to Native American tribal contacts provided by the NAHC as well as local Native American tribal representatives that previously requested to be notified of future projects proposed by the City in compliance with AB 52 and SB 18 consultation requirements. Gabrieleño Band of Mission Indians – Kizh Nation, Juaneño Band of Mission Indians, Acjachemen Nation – Belardes, Juaneño Band of Mission Indians, and Acjachemen Nation – 84A responded to the City's invitation for consultation. While the representative of the Gabrielino Tongva Indians of California Tribal Council did not request to consult on the proposed project, the representative requested to monitor ground disturbances associated with the proposed project.

Formal consultation was concluded on July 24, 2026 following discussions and collaboration with each tribe. As a result of consultation, Mitigation Measures [MMs] TCR-1 and TCR-2 have been included in this environmental document to minimize potential impacts related to the unanticipated discovery of tribal cultural resources. MM TCR-1 requires Native American tribal monitoring of ground-disturbing activities associated with project construction, and MM TCR-2 requires adherence

to procedures for the treatment of unanticipated tribal cultural resources if discovered during construction.

No information regarding specific known tribal cultural resources on the project site was provided to the City during consultation. Furthermore, no human remains are known to be on the project site or are anticipated to be discovered during project construction. However, in the unlikely event that human remains or funerary/ceremonial objects are discovered during construction of the proposed project and are of Native American origin, the remains may be considered a tribal cultural resource. If human remains or funerary/ceremonial objects are encountered during construction, the Construction Contractor would be required to implement MM TCR-3, which requires compliance with PRC 5097 and the State's Health and Safety Code Section 7050.5 for the treatment of human remains or funerary/ceremonial objects.

Based on the findings of the Archaeological Survey Report and AB 52 and SB 18 consultation, no known tribal cultural resources listed or eligible for listing in the California Register of Historical Resources (California Register) or in a local register are known to exist within the project site, and there are no known tribal cultural resources on the project site. Therefore, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource defined as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register or in a local register of historical resources as defined in PRC Section 5020.1(k). However, ground-disturbing activities associated with construction of the proposed project include excavation to a maximum depth of approximately 13 feet below ground surface and the disturbance of soils at this depth could have the potential to unearth previously undocumented tribal cultural resources eligible for listing in the California Register of Historical Resources or a local register of historical resources. Therefore, implementation of MMs TCR-1 through TCR-3 would be required to address the potential impacts to unanticipated tribal cultural resources, human remains, and associated funerary or ceremonial objects. With implementation of MMs TCR-1 through TCR-3, impacts to a tribal cultural resource, as defined in Public Resources Code Section 21074, would be less than significant.

Threshold 4.16.1(b): **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: 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.**

Less Than Significant with Mitigation Incorporated. As noted above, a cultural resources record search, an SLF search through the NAHC, AB 52 Native American consultation, and SB 18 tribal consultation were conducted for the proposed project. The purpose of these efforts was to identify

known tribal cultural resources on or near the project site. No on-site cultural resources were identified as part of the records search.

During consultation with the City the Juaneño Band of Mission Indians – Acjachemen Nation and the Juaneño Band of Mission Indians – 84A provided suggested mitigation measures to the City requesting tribal monitoring. The Gabrieleño Band of Mission Indians – Kizh Nation stated on May 26, 2026 that they were going to provide suggested mitigation measures to City staff. However, as of July 24, 2026, no comments have been received. Because the language varied across each tribe's suggested measures, the City crafted its own measures (MMs TCR-1, TCR-2, and TCR-3) to avoid exclusion. All three consulting tribes were included in the mitigation measures related to tribal monitoring, and the City formally concluded the consultation process.

In addition, the Gabrielino Tongva Indians of California Tribal Council stated that the project site is located within tribally sensitive land and requested that a tribal monitor be present on site for all project-related ground-disturbing activities. Therefore, in addition to the three consulting tribes, this tribe has been listed in the mitigation measures related to tribal monitoring.

MMs TCR-1, TCR-2, and TCR-3 (described further below) have been included in this environmental document as a result of consultation between the City and the consulting Native American tribes to minimize potential impacts related to the unanticipated discovery of tribal cultural resources, human remains, and associated funerary or ceremonial objects.

An archaeological pedestrian field survey of the project site was conducted on November 5 and 13, 2025, as part of the Archaeological Survey Report completed for the proposed project. No cultural resources, including tribal cultural resources, were discovered within the project site during the field survey. The field survey showed that the entire project site is highly disturbed from years of use as an oil field and the activities associated with this use. Although the project site is highly disturbed, construction of the proposed project would involve ground-disturbing activities including excavation to a maximum depth of 13 feet below ground surface which could have the potential to unearth previously undocumented tribal cultural resources. Therefore, MM TCR-1 requiring Native American tribal monitoring of ground-disturbing activities associated with project construction and MM TCR-2 requiring adherence to procedures for the treatment of unanticipated tribal cultural resources if discovered during construction would be implemented by the proposed project. With implementation of MMs TCR-1 and TCR-2, potential impacts to unanticipated tribal cultural resources would be less than significant.

No human remains are documented/known to be on the project site. Furthermore, the project site has been previously disturbed during development of the existing oil and natural gas facilities. Therefore, the likelihood of discovering unknown human remains during construction of the proposed project is low. However, in the unlikely event that human remains or funerary/ceremonial objects are discovered during construction of the proposed project and are of Native American origin, the Construction Contractor would be required to implement MM TCR-3, which requires compliance with PRC 5097 and the State's Health and Safety Code Section 7050.5 for the treatment of human remains or funerary/ceremonial objects. If human remains are Native American in origin, the remains may be considered a tribal cultural resource.

At the completion of project construction, the proposed project would not result in further disturbance of native soils on the project site and, therefore, project operations would have no potential to impact previously undiscovered tribal cultural resources or human remains.

With implementation of MMs TCR-1, TCR-2, and TCR-3, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource defined as 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 that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. Impacts would be less than significant with mitigation incorporated

4.16.7 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The cumulative study area for the proposed project is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

As detailed in this section, the proposed project would have no impact on historical resources as defined in PRC Section 5020.1(k). Because the proposed project would have no impact on historical resources, it would not contribute to a cumulatively considerable impact on historical resources. Therefore, there would be no cumulatively significant impact on historical resources, and no mitigation is required.

As detailed in this section, there are no tribal cultural resources, including archaeological resources or human remains, known to occur on the project site. In the unlikely event that unanticipated tribal cultural resources or human remains are discovered during construction of the proposed project, with implementation of MMs TCR-1, TCR-2, and TCR-3, potential impacts related to previously undiscovered tribal cultural resources would be less than significant. Additionally, all discretionary private development and public works projects within the cumulative study area would be required to comply with CEQA and implement applicable regulatory compliance and mitigation measures. In this way, potential impacts on tribal cultural resources would be evaluated and mitigated by each individual private development or public works project. If there were any potential for significant impacts to tribal cultural resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures for each project. When resources are assessed and/or protected as they are discovered, impacts to these resources would be reduced to less than significant. In addition, future development projects would be required to consult with the appropriate tribes and identify proper mitigation to address any potentially significant impacts to tribal cultural resources in the area.

Since all projects within the cumulative study area would be required to implement appropriate regulatory compliance measures and mitigation measures to avoid or mitigate impacts to tribal cultural resources, implementation of the proposed project, when evaluated in combination with the development of projects listed in Table 4.A, would not contribute to a cumulatively considerable

impact on tribal cultural resources. Cumulative impacts to tribal cultural resources would be less than significant, and no mitigation is required.

4.16.8 Level of Significance Prior to Mitigation

No impacts to historical resources would occur. Impacts to unanticipated tribal cultural resources would be potentially significant prior to mitigation.

4.16.9 Standard Conditions and Mitigation Measures

The following mitigation measures are required to reduce potentially significant impacts to unanticipated tribal cultural resources.

Mitigation Measure TCR-1 **Retention of a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.**

a. The Project applicant shall retain four Native American Monitors, one from, or approved by, the following tribes: Juaneño Band of Mission Indians, Acjachemen Nation-Belardes, Juaneño Band of Mission Indians, Acjachemen Nation 84A, Gabrieleño Band of Mission Indians - Kizh Nation, and Gabrieleño Tongva Indians of California Tribal Council. The monitors shall be retained prior to the commencement of any ground-disturbing activity for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitoring responsibilities shall be shared by the four tribes described above and conducted on a rotating weekly basis, as assigned by the Project applicant.

b. A copy of the executed monitoring agreement shall be submitted to the City prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence ground disturbing activity.

c. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the monitoring tribe. The monitor logs shall also identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native

American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. In the event that Native American human remains are discovered on the Project site during ground-disturbing activities and a Most Likely Descendant (MLD) is designated by the Native American Heritage Commission, the designated MLD shall have full rights and responsibility concerning those remains in accordance with State law. Copies of monitor logs shall be provided to the Project applicant upon written request to each tribe.

d. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the monitoring tribes or tribal monitoring agencies from a designated point of contact for the Project applicant that all ground-disturbing activities and phases that may involve the Project are complete; or (2) a determination and written notification by the monitoring tribes or tribal monitoring agencies to the City of Huntington Beach Director of Community Development, or designee, that no future, planned construction activity and/or development/ construction phase at the Project site possesses the potential to impact TCRs.

Mitigation Measure TCR-2 **Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).**

a. Upon discovery of any tribal cultural resources (TCRs) other than human remains and associated grave goods, which are addressed by Mitigation Measure TCR-3, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 100 feet) and shall not resume until the discovered TCR has been fully assessed by the monitoring tribe or tribal monitoring agency. The intent is to redeposit the object on the site. In the event redepositing on site is not possible, the consulting tribes shall agree on a plan.

Mitigation Measure TCR-3 **Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.**

a. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

b. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. In the event that a Most Likely Descendant (MLD) is designated by the Native American Heritage Commission, the designated MLD shall have full rights and responsibility concerning those remains.

c. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

d. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

e. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

4.16.10 Level of Significance After Mitigation

Potentially significant impacts would be reduced to a less than significant level after mitigation. Therefore, with implementation of MMs TCR-1, TCR-2, and TCR-3, the proposed project would not result in any significant impacts related to tribal cultural resources.

4.17 UTILITIES AND SERVICE SYSTEMS

This section evaluates the potential impacts to utilities and service systems from implementation of the proposed project. This section is based in part on the following:

- City of Huntington Beach General Plan Public Services and Infrastructure Element;[1]
- City of Huntington Beach General Plan Update Program Environmental Impact Report (PEIR);[2]
- City of Huntington Beach General Plan Update PEIR Technical Background Report;[3]
- City of Huntington Beach 2025 Urban Water Management Plan (UWMP);[4]
- Project-specific California Emissions Estimator Model (CalEEMod) version 2022.1 modeling results (Appendix C-1 to this Draft EIR); and
- Project-specific Water Supply Assessment (WSA) (Appendix J to this Draft EIR).[5]

This section addresses the following utilities (service providers are noted in parentheses):

- Electricity (Southern California Edison [SCE])
- Solid Waste (Republic Services, and Orange County Waste & Recycling [OCWR])
- Water (City of Huntington Beach Public Works Department Water Division)
- Wastewater (City of Huntington Beach Public Works Department Utilities Division, Orange County Sanitation District [OC San]);
- Stormwater Drainage (City of Huntington Beach Public Works Department); and
- Telecommunications (AT&T, Cox Communications, and other private purveyors).

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1 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Public Services and Infrastructure Element.* Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Generalplan/Public-Services-and-Infrastructure.pdf?t=202404051228190&t=202404051228190 (accessed February 20, 2026).

2 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report*, Volume II: Program Environmental Impact Report. May. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-II-Draft-Environmental-Impact-Report.pdf (accessed February 20, 2026).

3 City of Huntington Beach. 2017. *General Plan Update Program Environmental Impact Report,* Volume I: Technical Background Reports. March. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed February 20, 2026).

4 City of Huntington Beach. 2026. *2025 Urban Water Management Plan Final Draft.* April. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Utilities/Urban%20Water%20Management%20Plan/2025%20Huntington%20Beach%20UWMP.pdf?t=202604221310320&t=202604221310320 (accessed June 23, 2026).

5 Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment.* September 5.

4.17.1 Scoping Process

The Notice of Preparation for the proposed project was published February 6, 2026, and a public scoping meeting was held on February 18, 2026. The City of Huntington Beach (City) received 34 comment letters during the public review period for the Initial Study (IS)/Notice of Preparation (NOP). For copies of the NOP comment letters received, refer to Appendix A of this Draft Environmental Impact Report (EIR). One comment letter included comments related to utilities. This comment pertains to concerns about the capacity of existing service systems and how they will be impacted by the proposed project.

4.17.2 Methodology

The impact analysis presented in this utilities and service system section evaluates potential physical impacts resulting from implementation of the proposed project on utilities and service systems and considers whether the proposed project would result in the need for additional infrastructure and supplies based on data and adopted planning documents obtained through project-specific technical analyses, service provider websites, the City of Huntington Beach General Plan, and the City of Huntington Beach General Plan Update PEIR.

4.17.3 Existing Environmental Setting

As described in Chapter 3.0, Project Description, the project site is located in the City of Huntington Beach, County of Orange (County), California. This section describes the existing environmental setting within the County, City, and project site as it relates to utilities and service systems.

4.17.3.1 Water

The City of Huntington Beach's water service area covers approximately 27.3 square miles.[6] The City relies on a combination of imported water and local groundwater to meet its water needs and works together with three primary agencies, the Metropolitan Water District of Southern California (MWD), the Municipal Water District of Orange County (MWDOC), and Orange County Water District (OCWD) to ensure a safe and reliable water supply for the City. The reliability of the water supply to the City currently depends on the reliability of both groundwater and imported water supplies, which are managed and delivered by the OCWD and MWD, respectively.

Domestic water service in Huntington Beach, including the project site, is provided by the Utilities Division of the City Public Works Department. The Utilities Division's infrastructure includes four water storage and distribution reservoirs with a total combined capacity of 55 million gallons, four booster stations, eight active groundwater wells, and approximately 607 miles of water mains.[7] In 2020, the City's water supply was approximately 70 percent groundwater and 30 percent imported

[6] City of Huntington Beach. 2026. *Huntington Beach 2025 Urban Water Management Plan Final Draft*. April. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Utilities/Urban%20Water%20Management%20Plan/2025%20Huntington%20Beach%20UWMP.pdf?t=202604221310320&t=202604221310320 (accessed June 23, 2026).

[7] *Ibid.*

water.[8] The City supplements its local groundwater, which is obtained from the Lower Santa Ana River Groundwater Basin (also known as the Orange County Groundwater Basin) with imported water purchased from MWD and delivered through the MWDOC. Sources of imported water include the Colorado River and the State Water Project (SWP). It is projected that, by the year 2045, the City's water supply mix will shift to approximately 85 percent groundwater and 15 percent imported water.

According to the 2025 UWMP, the City's projected water supply is able to meet projected water demands in the years 2030, 2035, 2040, 2045, and 2050 during normal years, single dry years, and multiple dry years.[9] In 2050, the total projected water supply and projected water demand under a normal year is 21,367 af annually, with overall supply and demand peaking at 22,523 in 2040 and experiencing slight decreases in both 2045 and 2050.10

According to the Water Supply Assessment prepared for the proposed project (Appendix J to this Draft EIR),[11] existing office and administrative buildings associated with oil and gas operations on the project site currently generate approximately 14 acre-feet per year (afy). This water is supplied by existing water lines within the project site. Existing water mains in the vicinity of the project site include a 20-inch main along Goldenwest Street that currently serves the project site from the south, a 12-inch main along Palm Avenue that serves the project site from the east, and a 12-inch main along Seapoint Street that does not currently provide water service to the project site.

4.17.3.2 Wastewater

The Utilities Division of the City of Huntington Beach Public Works Department operates and maintains the local sewer collection system, which conveys wastewater to the Orange County Sanitation District (OC San) system. The City's sewer system includes 360 miles of sewer lines ranging from 6 inches to 30 inches in diameter, 10,091 manholes, and 27 lift stations.[12] Wastewater generated within the City is conveyed to OC San's Treatment Plant No. 2, located at 22212 Brookhurst Street approximately 3.9 miles southeast of the project site. Treatment Plant No. 2 has a current average daily treatment capacity of 68 million gallons per day (mgd).[13]

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8 Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment.* September 5.

9 City of Huntington Beach. 2026. *Huntington Beach 2025 Urban Water Management Plan Final Draft*. April. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Utilities/Urban%20Water%20Management%20Plan/2025%20Huntington%20Beach%20UWMP.pdf?t=202604221310320&t=202604221310320 (accessed June 23, 2026).

10 Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment.* September 5.

11 *Ibid.*

12 City of Huntington Beach. 2025. *Sewer System Management Plan.* July. Website: https://cms3.revize.com/revize/huntingtonbeachca/Images/Departments/Utilities/Sewer%20System%20Management%20Plan/SSMP%202025/2025%20SSMP%20Update_City%20of%20Huntington%20Beach_FINAL.pdf?t=202511071309430&t=202511071309430 (accessed December 30, 2025).

13 Orange County Sanitation District. 2025. Regional Sewer Service Facts and Key Statistics. Website: https://stage.ocsan.gov/regional-sewer-service/#:~:text=2023%2D24%20Average%20Daily%20Flow, Ocean%20Monitoring (accessed December 30, 2025).

Treated effluent from Plant No. 2 is discharged through a 120-inch-diameter ocean outfall extending approximately 4.5 miles offshore and 195 feet below sea level. This primary outfall (Discharge Point 001) has a permitted capacity of 332 mgd during dry weather and 591 mgd during wet weather.[14] Additional emergency discharge facilities include a secondary 78-inch outfall pipe (Discharge Point 002) located approximately 1 mile offshore and a third extreme-emergency discharge system (Discharge Point 003) consisting of two overflow points with a combined capacity of 605 mgd. Plant No. 2 is currently undergoing a number of construction projects: the Outfall Low Flow Pump Station, the Primary Treatment Replacement, and the Groundwater Replenishment System Final Expansion.[15]

The Utilities Division of the City's Public Works Department currently provides sewer service to the project site, which contains existing wastewater collection lines serving the on-site office and administrative buildings. An existing public 10-inch sewer line is located north of the site along Seapoint Street. In addition, existing public lines varying in size are located east of the project site along Palm Avenue and within the portion of the Palm/Goldenwest Specific Plan Area previously owned by Pacific Land Company (PLC). A 54-inch sewer trunk main located along Meridian/Orange at Goldenwest Street conveys flows southward and is maintained by OC San. Existing sewer facilities in the Specific Plan Area will be maintained by the City of Huntington Beach Public Works Department.

4.17.3.3 Stormwater Drainage

The project site has a relatively flat topography, with the ground surface gently sloping down to the southeast. The City of Huntington Beach Public Works Department operates and maintains storm drain facilities within the City's jurisdiction, while the California Department of Transportation (Caltrans) maintains storm drain facilities within Caltrans rights-of-way, including along Pacific Coast Highway (PCH). Chapter 14.48 of the Municipal Code discusses the City's Master Plan of Drainage establishes the planned local drainage fund for use in constructing drainage facilities within the City's drainage area.

Existing storm drain infrastructure serving the project vicinity includes public catch basins along Goldenwest Street and PCH, which lead to existing storm drain laterals ranging in diameter from 12 to 42 inches. The existing 48-inch Goldenwest Storm Drain located within Goldenwest Street ultimately discharges to the Pacific Ocean via a 42-inch storm drain lateral. In addition, an existing 24-inch storm drain lateral in Palm Avenue flows northeasterly towards a detention basin within the Huntington Club golf course.

[14] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Update Program Environmental Impact Report*, Volume I: Technical Background Reports, Page 5. March. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed January 7, 2026).

[15] City of Huntington Beach. 2026. *Huntington Beach 2025 Urban Water Management Plan Final Draft*. April. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Utilities/Urban%20Water%20Management%20Plan/2025%20Huntington%20Beach%20UWMP.pdf?t=202604221310320&t=202604221310320 (accessed June 23, 2026).

4.17.3.4 Electricity

According to the most recent data available, in 2024, California's electricity was generated primarily by natural gas (40.0 percent) and renewable sources (59.7 percent), including nuclear (8.5 percent), large hydroelectric (11.7 percent), coal (less than 1.0 percent), and other and unspecified sources. Total electric generation in California in 2024 was 278,338 gigawatt-hours (GWh), down 1.0 percent from the 2023 total generation of 281,140 GWh.[16]

The project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California.[17] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2024 was 282,783 GWh (99,880 GWh for the residential sector and 182,903 GWh for the non-residential sector). Total electricity consumption in Orange County in 2024 was 19,225 GWh (19,225,145,139 kilowatt-hours [kWh]).[18]

4.17.3.5 Natural Gas

Natural gas is a non-renewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend on out-of-state imports for nearly 90 percent of its natural gas supply.[19]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000-square-mile service area throughout Central and Southern California, from Visalia to the Mexican border.[20] According to the CEC, total natural gas consumption in the SoCalGas service area in 2024 was 4.9

16 California Energy Commission (CEC). 2024. *2024 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation (accessed May 2026).

17 Southern California Edison (SCE). 2020. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed May 2026).

18 California Energy Commission (CEC). 2024. Electricity Consumption. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0 (accessed May 2026).

19 California Energy Commission (CEC). 2021. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed May 2026).

20 Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www.socalgas.com/about-us (accessed May 2026).

billion therms. Total natural gas consumption in Orange County in 2024 was 561.7 million therms (561,736,496 therms).[21]

4.17.3.6 Telecommunications

Cable, internet, and telephone services are provided to the City's residents by major third-party purveyors. Cellular services provided by all major cellular networks are available in the City.

4.17.3.7 Solid Waste

The City contracts with Republic Services under an exclusive franchise agreement for all solid waste collection services within the City, including recycling, waste composting, and hazardous waste disposal services. All solid waste collected by Republic Services within the City is taken to the transfer and materials recovery facility located at 17121 Nichols Lane, approximately 2.9 miles northeast of the project site. The facility has a permitted capacity of 4,000 tons per day (tpd).[22] Waste not recycled or otherwise diverted at this facility is transported to the Frank R. Bowerman Landfill, located at 11002 Bee Canyon Access Road approximately 18.1 miles northeast of the project site. The Frank R. Bowerman Landfill is permitted to process a maximum of 11,500 tpd, with an 8,500 tpd annual average.[23] The landfill has enough projected capacity to serve residents and businesses until approximately 2053. OCWR owns and operates two other landfills in Orange County that accept municipal solid waste: (1) Olinda Alpha Landfill in Brea, which accepts both public and commercial waste; and (3) Prima Deshecha Landfill in San Juan Capistrano, which also accepts both public and commercial waste. Both landfills are Class III and only accept non-hazardous municipal solid waste. Therefore, in addition to the Frank Bowerman Landfill, solid waste hauled from the project site could be processed at one of the other OCWR landfills.

4.17.4 Regulatory Setting

Federal, State, regional, and local regulations and programs related to utilities and service systems that are applicable to the proposed project are described below.

4.17.4.1 Federal Regulations

There are no federal policies or regulations that are applicable to the proposed project with respect to utilities and service system regulation.

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21 California Energy Commission (CEC). 2024. Natural Gas Consumption. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed May 2026).

22 City of Huntington Beach. 2017. *City of Huntington Beach General Plan Update Program Environmental Impact Report*, Volume I: Technical Background Reports, Page 6. March. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed January 7, 2026).

23 OC Waste & Recycling (OCWR). n.d. Frank R. Bowerman Landfill. Website: https://oclandfills.com/landfills/frank-r-bowerman-landfill (accessed January 7, 2026).

4.17.4.2 State Regulations

Urban Water Management Planning Act. The California Urban Water Management Planning Act (*California Water Code,* Sections 10610– 10656) requires urban water suppliers that provide over 3,000 acre-feet (af) of water annually or serve more than 3,000 or more connections to analyze the reliability of their water sources over a 20-year planning horizon. The Act requires urban water suppliers to prepare and update Urban Water Management Plans (UWMPs) that analyze the availability of water supplies to meet demands during normal, single-dry, and multiple-dry years, to encourage water conservation programs and create long-term planning obligations. The City of Huntington Beach 2025 UWMP was adopted in June of 2026 and provides an assessment of the present and future water supply sources and demands within the City's service area. It updates various 2020 UWMP items related to: water resource needs, water use efficiency, assessment of water reliability, and strategies to mitigate water shortage conditions. It also includes the City's updated 2025 Water Shortage Contingency Plan (WSCP) designed to prepare for and respond to water shortages.

California Integrated Waste Management Act (AB 939). The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939, Sections 40050 to 40063 of the California Public Resources Code), created the California Department of Resources Recycling and Recovery (CalRecycle) and accomplished the following: (1) it required each jurisdiction in the state to submit detailed solid waste planning documents for CalRecycle approval; (2) it set diversion requirements of 25 percent in 1995 and 50 percent in 2000; (3) it established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and (4) it authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting programs that best meet the needs of their community while achieving the diversion requirements.

Construction and Demolition Waste Diversion Requirements. In 2002, SB 1374 required CalRecycle, by March 1, 2004, to adopt a model ordinance suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition (C&D) waste materials from landfills. It required jurisdictions to summarize progress made in diversion of C&D waste materials in their annual progress reports to CalRecycle. The bill also gives CalRecycle the authority to determine penalties for a jurisdiction's failure to implement its source reduction and recycling element or its household hazardous waste element. The bill required CalRecycle to determine if the jurisdiction has provided information on whether C&D waste materials are at least a moderately significant portion of the waste stream and, if so, whether the jurisdiction has adopted a local C&D ordinance, adopted CalRecycle's model ordinance, or implemented another C&D diversion program.

Solid Waste Disposal Measurement Act of 2008. The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) more simple, timely, and accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. It accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or, in some cases, employment) and (2) its disposal, as reported by disposal facilities. Since 2008, CalRecycle has calculated each jurisdiction's per capita (per resident or per

employee) disposal rates each year. If businesses are the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate is compared to that jurisdiction's 50 percent per capita disposal target. Accordingly, jurisdictions are not compared to other jurisdictions or the statewide average, but will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target is useful for indicating progress or other changes over time.

Assembly Bill 341. On October 6, 2011, Governor Brown signed AB 341 establishing a State policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. AB 341 also mandates that local jurisdictions implement commercial recycling by July 1, 2012. CalRecycle will review each jurisdiction's commercial recycling program every two to four years for compliance. Businesses and public entities generating four cubic yards of trash or more and multi-family residential dwellings with five or more units are required to establish and maintain recycling service under AB 341.

Title 24 Green Building Standards. The 2025 California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations), effective January 1, 2026, requires the use of green building principles and practices in site planning and building design to promote energy and water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Also known as the CALGreen Code, the voluntary and mandatory standards in this Code apply to new low-rise residential buildings, privately owned non-residential buildings (i.e., theaters, restaurants, banks, offices, daycare centers, industrial buildings, laboratories, department stores, storage and accessory buildings); State-owned buildings; public schools; medical facilities; and additions/alterations to existing non-residential buildings. Mandatory measures include storm water pollution prevention, water conservation, and recycling and/or salvage of at least 50 percent of nonhazardous construction and demolition wastes. The Huntington Beach Municipal Code adopts the CALGreen Code by reference, with specific amendments.

4.17.4.3 Regional Regulations

Orange County Water District Groundwater Management Plan. The Orange County Water District (OCWD) was formed in 1933 by the State Legislature to manage the region's groundwater basin, which provides approximately 75 percent of the water supply to more than 2.5 million residents in Orange County. There are 19 city water departments and water districts that are member agencies of OCWD and pump groundwater from the basin, which serves the project site. The OCWD adopted the Groundwater Management Plan 2015 Update in June 2015. The plan sets forth management goals and objectives for the Orange County Groundwater Basin and describes how the basin is managed. The plan includes discussion about groundwater resources in the basin; hydrogeology; groundwater producers; OCWD objectives; programs for water supply monitoring, recharge, and replenishment; seawater intrusion monitoring and barrier management, water quality protection, and sustainable basin management; and OCWD facilities and projects to protect groundwater resources while increasing its sustainable yield.

Orange County Water District Long-Term Facilities Plan. OCWD has a Long-Term Facilities Plan 2014 Update (OCWD 2014) that identifies 65 potential projects that implement the Groundwater Management Plan and which would increase the groundwater basin's yield in a cost-effective manner and protect water quality. The Long-Term Facilities Plan includes existing and future water demands, current water supplies for groundwater recharge, and a list of projects. The projects are grouped into four categories: (1) water supply, (2) basin management, (3) recharge facilities, and (4) operational efficiency. It also discusses the selection process for prioritizing and focusing OCWD efforts on the most viable and beneficial projects. A total of 17 projects were identified for focused study and project benefits, project details, cost estimates, and proposed schedules. These projects are expected to be implemented within a 20-year planning period but may be refined during future reevaluations and Long-Term Facilities Plan updates.

County Solid Waste Integrated Waste Management Plan. The California Integrated Waste Management Act of 1989 requires all counties to prepare an Integrated Waste Management Plan. The Orange County Integrated Waste Management Plan (IWMP), last updated in 2015, provides an update to the County's compliance with regulatory review and reporting requirements. Topics in the County's IWMP include a Local Task Force review; an update to the California Code of Regulations (to Section 18788(3)(A)–(H) of Title 14); and an annual report review and a summary of findings. As reported in the County's IWMP, the County's review of the IWMP finds that the goals, objectives, and policies in the elements are still applicable and consistent with current regulations.

4.17.4.4 Local Regulations

City of Huntington Beach 2025 Urban Water Management Plan. The City of Huntington Beach has adopted its 2025 UWMP in compliance with the Urban Water Management Planning Act. Adopted on June 2026 by the Huntington Beach City Council, the 2025 UWMP provides an assessment of the present and future water supply sources and demands within the City's service area. It updates various 2020 UWMP items related to: water resource needs, water use efficiency, assessment of water reliability, and strategies to mitigate water shortage conditions. It also includes the City's updated 2025 WSCP designed to prepare for and respond to water shortages.

City of Huntington Beach Sewer System Management Plan. The City's Sewer System Management Plan (SSMP)[24] discusses the sewage facilities, operations and maintenance, and programs for monitoring and inspection; rehabilitation/replacement; overflow emergencies; fats, oils, and grease control; spill response; prevention of illicit discharges; audits; and communication. Inspection activities have identified less than one percent of the sewer pipelines requiring near-term action, such as local repairs and sewer rehabilitation. The SSMP also identifies capital improvement projects needed to increase the capacities of several sewer mains and to improve system reliability through new interceptors as well as bypass and relief lines.

[24] City of Huntington Beach Public Works Department. 2025. *Sewer System Management Plan.* July. Website: https://cms3.revize.com/revize/huntingtonbeachca/Images/Departments/Utilities/Sewer%20System%20Management%20Plan/SSMP%202025/2025%20SSMP%20Update_City%20of%20Huntington%20Beach_FINAL.pdf (accessed June 5, 2026).

Construction and Demolition Program. To comply with the CALGreen Code, as adopted by the City and incorporated into the Huntington Beach Municipal Code, the City implements a Construction and Demolition (C&D) Debris Re-Use and Recycling Program[25] that requires a 65 percent diversion of all C&D wastes. This requirement applies to all projects that fall within Section 8.21 of the Huntington Beach C&D Ordinance.

City of Huntington Beach General Plan Public Services and Infrastructure Element. The General Plan Public Services and Infrastructure Element includes a number of adopted goals and policies related to public services intended to examine current and desired future fire protection, police protection, libraries, marine safety, and school services. The following Public Services and Infrastructure Element goals and policies are relevant to the proposed project:

- **Goal PSI-7:** The flood control system supports permitted land uses while preserving public safety.
    - **Policy PSI-A:** Ensure that adequate storm drain and flood control facilities are provided and properly maintained.
    - **Policy PSI-C:** Monitor demands and manage future development and reuse projects and existing land uses to mitigate impacts and/or facilitate improvements to the storm drainage system.
    - **Policy PSI-E:** Control surface runoff water discharge into the stormwater conveyance system to comply with the City's National Pollutant Discharge Elimination System Permit and other regional permits issued by the Santa Ana Regional Water Quality Control Board.
- **Goal PSI-8:** Coordinated infrastructure improvements are identified and funded.
    - **Policy PSI-B:** Ensure that individual infrastructure maintenance and improvement projects are consistent with infrastructure master plans when infrastructure crosses multiple jurisdictions, and are completed in an efficient and cost-effective manner.
- **Goal PSI-9:** An adequate and orderly system for solid waste collection and disposal meets the demands of new development and reuse projects, existing land uses, and special events.
    - **Policy PSI-A:** Ensure that new development and reuse projects provide adequate space for recycling and organics collection activities to support state waste reduction goals.
- **Goal PSI-10:** Superior electricity, natural gas, telephone, and data services improve quality of life and support economic development.

[25] City of Huntington Beach. n.d. *Construction & Demolition Debris Re-Use & Recycling Program*. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Building%20Inspections/Permit%20Centre/Applications%20&%20Forms/Plan%20Review%20Supplemental%20Forms/Construction-and-Demo-Worksheet-.pdf (accessed January 7, 2026).

- **Policy PSI-B:** Continue to require utilities to be placed underground as part of new development projects.
- **Policy PSI-E:** Encourage integrated and cost-effective design and technology features within new development and reuse projects to minimize demands on dry utility networks.

4.17.5 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to utilities and service systems if it would:

Threshold 4.17.1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which would cause significant environmental effects;

Threshold 4.17.2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;

Threshold 4.17.3: 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;

Threshold 4.17.4: 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; or

Threshold 4.17.5: Comply with federal, state, and local management and reduction statures and regulation related to solid waste.

As discussed in Section 4.19 of the Initial Study prepared for the proposed project (Appendix B), the proposed project would not result in impacts related to the construction or relocation of existing water facilities or telecommunications facilities (Threshold 4.17.1) and would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste (Threshold 4.17.5). Impacts to these thresholds would be less than significant. Therefore, these topics are not further addressed below.

4.17.6 Project Impacts

Threshold 4.17.1: **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which would cause significant environmental effects?**

Less Than Significant with Mitigation Incorporated. At this time, only conceptual project-specific design details for future residential and commercial development are known. The proposed project

would allow for future development of the project site with commercial and residential land uses, including up to 350 hotel rooms or other visitor-serving uses permitted under the Huntington Beach Zoning & Subdivision Ordinance (HBZSO), up to 800 residential uses, parks and open space, and pedestrian and vehicular improvements.

The developer would be responsible for the construction or funding of public facilities improvements within the project site and/or off-site facilities necessary to serve the project, including, but not limited to water, wastewater, electricity, natural gas, and drainage. This would include working with utility providers to coordinate service requirements and secure will-serve letters. A discussion of each existing utility and applicable infrastructure requirements is provided below.

Water. The project site currently contains water lines that serve the existing office and administrative buildings associated with the onsite oil and gas operations. Under the proposed project, those service lines would be disconnected and capped, and replaced in accordance with the Domestic Water Plan, as contained in the Draft Amended PGSP. The Domestic Water Plan would serve as a conceptual guide for development proposed within the project site (refer to Figure 3-10, Domestic Water Plan, in Chapter 3.0, Project Description). Under this Domestic Water Plan, a proposed water line would be provided along the northeastern boundary of the project site and would provide connections to one of three options: (1) the existing 20-inch main along Goldenwest Street, (2) the existing 12-inch main along Palm Avenue, or (3) the existing 12-inch main along Seapoint Street. The developer would be required to provide a water capacity analysis to determine the necessary size for water lines within the project site at the time of application for a coastal development permit (CDP) for residential or commercial development. The developer would be required to coordinate with the Water Division of the City's Public Works Department as necessary to determine appropriate water line size and other water infrastructure requirements.

As described in Section 4.9, Hydrology and Water Quality, a WSA (Appendix J to this Draft EIR)[26] was prepared for the proposed project in September 2025.[27] According to the WSA, existing uses on the project site generate a demand of 14 afy. Projected water demand for the proposed project, including future residential, commercial, and landscaped open space uses, is estimated to be approximately 347 afy. Therefore, the proposed project would result in a net increase of 333 afy in water demand on the project site. Based on this demand, the WSA concluded that the City's total available water supply is projected to be sufficient to meet the demands of the proposed project under normal, single-dry, and multiple-dry year scenarios.

Based on the analysis presented above, implementation of the proposed project would require the installation of water lines and connections to public water infrastructure, which would be

[26] Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment*. September 5. (Appendix J)

[27] As previously stated, the WSA was prepared prior to adoption of the 2025 UWMP and therefore was based on information contained in the 2020 UWMP. The City will require the WSA to be updated to reflect the supply and demand projections contained in the updated UWMP prior to approval of the WSA. As such, the version of the WSA cited in this EIR is conceptual in nature and is presented for the purpose of informing CEQA conclusions only.

subject to approval by the Water Division of the City's Public Works Department. Given the scale of the proposed project, the Project Developer would be required to conduct a water capacity analysis to determine necessary water line sizing, as described in Section 2.6.3 of the Draft Amended PGSP and Mitigation Measure (MM) UTL-1. Pursuant to MM UTL-1, in the event that the water capacity analysis identifies deficiencies in the existing on- of off-site water system planned to serve the proposed project, the Project Developer would be required to construct all required improvements as described in the Water Capacity Analysis to mitigate potential impacts to public water infrastructure.

With implementation of MM UTL-1, development of the proposed project would not require, nor would it result in, the construction or relocation of new or expanded water facilities in a manner that would cause significant environmental effects. Therefore, project impacts related to the construction of wastewater treatment or collection facilities would be less than significant with mitigation incorporated.

Wastewater. The Utilities Division of the City of Huntington Beach Public Works Department operates and maintains the local sewer collection system and currently provides sewer service to the project site. Under the proposed project, wastewater service would be provided through new sewer connections constructed in accordance with the Proposed Sewer Plan included in the Draft Amended PGSP. The Proposed Sewer Plan serves as a conceptual framework for future development within Planning Areas 1 and 2 (see Figure 3-11, Sewer Plan, in Chapter 3.0, Project Description).

Under the Proposed Sewer Plan, wastewater generated within Planning Areas 1 and 2 would be conveyed via gravity flow to the existing public sewer line along Palm Avenue, which flows south and is maintained by the City. New 8-inch sewer lines would be installed within Planning Areas 1 and 2, generally along the northeastern project boundary, to serve future development. Existing sewer facilities would continue to be maintained by the City. If wastewater flows associated with Planning Areas 1 and 2 exceed the capacity of the Palm Avenue sewer line, the downstream 54-inch OC San sewer trunk main along Meridian/Orange at Goldenwest Street could serve as an alternative connection point.

A project-specific wastewater generation estimate is not available at this time. According to the CalEEMod output for the proposed project (Appendix C-1), the proposed project's indoor water demand would amount to approximately 38,898,890 gallons annually, or approximately 106,572 gallons per day (gpd).[28] In the absence of a project-specific wastewater generation estimate, wastewater generation for the project can be assumed to be 90 percent of the project's indoor water demand, to account for evaporation and absorption losses. As such, a rough estimate of the proposed project's wastewater generation would be approximately 95,915 gpd.[29]

[28] 38,898,890 ÷ 365 = approximately 106,572 gallons per day

[29] 106,572 × 0.90 = approximately 95,915 gallons per day

This volume represents approximately 0.1 percent[30] of the current average daily treatment capacity of OC San's Treatment Plant No. 2 and 0.02 percent[31] of the permitted capacity of the primary outfall (Discharge Point 001) during dry weather. Consequently, wastewater generated by the proposed project is anticipated to be negligible (less than 1 percent) compared to the treatment facility's available capacity. Furthermore, all of the proposed project's plumbing fixtures would comply with California Plumbing Code flow rates as well as CALGreen plumbing fixture requirements.

Given the scale of the proposed project, the Project Developer must demonstrate that the proposed sewer connection would have sufficient capacity to accommodate the proposed project with preparation of a Sewer Feasibility Study as specified in Mitigation Measure UTL-2. The Sewer Feasibility Study would analyze existing downstream City sewer flows and flow depths, incorporate projected flows from the proposed land uses, and evaluate the adequacy of existing sewer pipelines to determine whether pipeline upsizing would be required to accommodate increased wastewater flows. As required by Section 2.6.2 of the Draft Amended PGSP, the Sewer Feasibility Study would be required to include data from a 14-day or longer flow test. Pursuant to Mitigation Measure UTL-2, in the event that the Sewer Feasibility Study determines off-site improvements are necessary to accommodate increased flows resulting from the proposed project, the Project Developer would be required to construct all required sewer improvements to mitigate potential impacts to the public sewer infrastructure.

With implementation of Mitigation Measure UTL-2, development of the proposed project would not require, nor would it result in, the construction or relocation of new or expanded wastewater treatment or collection facilities in a manner that would cause significant environmental effects. Therefore, project impacts related to the construction of wastewater treatment or collection facilities would be less than significant with mitigation incorporated.

Stormwater Drainage. As previously described, a Master Storm Drain Plan (see Figure 3-14, Master Storm Drain Plan, in Chapter 3.0, Project Description) was prepared for the proposed project to guide future development within the Specific Plan Area.

The City of Huntington Beach Public Works Department maintains storm drain facilities within the City's jurisdiction, while Caltrans maintains storm drain facilities within Caltrans rights-of-way, including PCH. Proposed amendments to the PGSP include a Master Storm Drain Plan that would serve as a conceptual guide for stormwater infrastructure serving future development within Planning Areas 1, 2, and 3A (see Figure 3-14, Master Storm Drain Plan, in Chapter 3.0, Project Description). Storm drain facilities constructed within the project site would be designed and sized to accommodate upstream drainage flows, designated as private facilities, and maintained by the applicable homeowners' association(s). Storm drain outlets would be clearly marked with "No Dumping—Drains to Ocean" signage or equivalent local insignia.

Stormwater runoff generated on the project site would be collected and treated using site design best management practices (BMPs), as deemed feasible for each future development. These

30 (95,915 ÷ 68,000,000) × 100 = approximately 0.1 percent

31 (95,915 ÷ 332,000,000) × 100 = approximately 0.02 percent

BMPs may include, but are not limited to, vegetated filter strips, media filter devices, clarifiers, grassy swales or berms, and vacuum-assisted treatment devices.

According to the Master Storm Drain Plan (refer to Figure 3-14 in Chapter 3.0, Project Description), under the proposed project, the project site would drain via proposed underground conduits into three drainage areas (DAs). DA 1 includes flows generated within Planning Area 2A. Stormwater runoff in this drainage area would flow from impervious surfaces into catch basins, which would convey flows through a series of storm drain systems to a detention area that would connect to a public catch basin on Goldenwest Street. From this catch basin, stormwater would flow to an existing storm drain lateral, then to an existing 48-inch main on Goldenwest Street that ultimately discharges to the Pacific Ocean via a 42-inch storm drain lateral. DA 2 includes flows generated within a portion of Planning Area 1. Stormwater runoff in this drainage area would flow toward catch basins along the proposed internal circulation roadway, which would convey flows toward a downstream detention area where it would be conveyed to a public parkway drain outlet along Palm Avenue. From the parkway drain outlet, stormwater flows (via surface flow in the existing southerly Palm Avenue gutter) to an existing 24-inch storm drain lateral that crosses Palm Avenue and flows northeasterly towards a detention basin within the Huntington Club golf course. Flows from this detention basin then flow to a City storm drain line under Seapoint Street and outfall to Bolsa Chica Ecological Reserve and into the Pacific Ocean. DA 3 includes flows generated within Planning Area 2B. Stormwater runoff in this drainage area would flow along the proposed internal circulation roadway to a downstream detention area where it would discharge to a State-owned catch basin along PCH, subject to Caltrans approval. From this catch basin, stormwater would flow into an existing 24-inch storm drain lateral that ultimately discharges to the Pacific Ocean.

The proposed discharges to the Pacific Ocean would occur within the boundaries of Bolsa Chica State Beach; therefore, they are subject to review and approval by California State Lands Commission. Therefore, pursuant to MM UTL-3, the Project Developer would be required to coordinate with the City's Public Works Department, Caltrans, and California State Lands Commission to obtain applicable discharge approvals and obtain written confirmation that the proposed project would be adequately served by existing and proposed stormwater drainage facilities. If any of the reviewing agencies identifies the need for new or expanded storm drainage facilities during coordination, construction of such facilities would be the responsibility of the developer(s) and would be implemented in accordance with the City's General Plan and the HBZSO, with oversight from the reviewing agencies, to minimize potential environmental effects.

Chapter 14.48 of the Municipal Code requires developers to pay drainage fees prior to the recordation of a subdivision map or the issuance of building permits and to construct all required on-site drainage improvements. The City may reimburse developers for eligible off-site drainage improvements constructed in accordance with the City's Master Plan of Drainage. Future residential and commercial development within the project site would be required to comply with these requirements. Therefore, developers of future residential and commercial development within the project site would be required to comply with Chapter 14.48 of the City's Municipal Code.

As described in prior to issuance of grading or building permits, future developers would be required to prepare a Final Hydrology Study for City approval (refer to Standard Condition [SC]

WQ-5), which would demonstrate that proposed on-site drainage facilities are adequately designed and sized to convey runoff and that on-site and downstream drainage facility capacities would not be exceeded during an applicable design storm.

Therefore, with implementation of MM UTL-3, the proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities that would cause significant environmental effects. Impacts related to stormwater drainage facilities would be less than significant with mitigation incorporated.

Electric Power. As previously described, electric power would be supplied to the project site by SCE. Construction of the proposed project would require demolition, remediation, site preparation, grading, building construction, paving, and architectural coating activities. These construction activities would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the community. All or most of this energy would be derived from non-renewable resources. Energy consumption related to project operations would include transportation energy demands (energy consumed by service, employee, and resident vehicles), and building energy for heating/cooling, and cooking. However, energy use during construction would be short-term and cease following completion of construction. Therefore, impacts to electric power consumption due to project construction would be less than significant and would not require or result in the relocation or construction of new or expanded electric power facilities.

Energy use consumed by operation of the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). Annual natural gas and electricity usage estimates associated with project operation were obtained from CalEEMod.

As previously noted, the latest version of CalEEMod was utilized to estimate the net increase in electricity demand associated with buildout of the proposed project over the existing uses on the project site. The electricity consumption associated with the existing uses on the project site is estimated to be 86,288,930 kWh per year. Upon completion of the proposed project, on-site electricity consumption is anticipated to decrease by 74,778,150 kWh per year to a total usage of 11,510,780 kWh per year. Total electricity demand in Orange County in 2024 was approximately 19,225 GWh (19,225,000,000 kWh). Therefore, operation of the proposed project would decrease the annual electricity consumption in Orange County by 0.4 percent.

In addition, the developer would be responsible for coordination with SCE to ensure that proposed residential or commercial development projects could be adequately served by connections to existing electrical facilities. New connections to electrical infrastructure would be the responsibility of the developer(s) and would be implemented in accordance with applicable provisions of the City's General Plan and the HBZSO pertaining to utility infrastructure. In the

event that future development requires the relocation of existing electrical facilities or the construction of new electrical facilities, undergrounding would be required.

Therefore, the proposed project would have less than significant impacts associated with electric power and would not require or result in the relocation or construction of new or expanded electric power facilities. No mitigation is required.

Natural Gas. As previously described, natural gas is provided in the City, including the project site, by the Southern California Gas Company (SoCal Gas).

As indicated above, project construction would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). However, the construction-related equipment would not be powered by natural gas, and no natural gas demand is anticipated during construction of the proposed project.

No existing natural gas data was provided for the current uses on the project site. However, as noted in Section 4.5, Energy, overall natural gas demand under the proposed project is anticipated to be lower than under existing conditions. The latest version of CalEEMod was utilized to estimate the overall natural gas demand associated with buildout of the proposed project. The estimated potential increase in natural gas demand associated with operation of the proposed project is 373,075 therms per year. Total natural gas consumption in Orange County in 2024 was 561.7 million therms (561,736,496 therms). Therefore, operation of the proposed project would negligibly increase the annual natural gas consumption in Orange County by less than 0.07 percent.

In addition, the developer would be responsible for coordination with SoCalGas to ensure that proposed residential or commercial development projects could be adequately served by connections to existing natural gas facilities. New connections to existing natural gas would be the responsibility of the developer(s) and would be implemented in accordance with applicable provisions of the City's General Plan and the HBZSO pertaining to utility infrastructure.

Therefore, the proposed project would have less than significant impacts associated with natural gas and would not require or result in the relocation or construction of new or expanded natural gas facilities. No mitigation is required.

Threshold 4.17.2: Would the project 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. Domestic water service in the City, including the project site, is provided by the Water Division of the City's Public Works Department. As discussed above in Section 4.17.6.1, City's 2025 UWMP anticipates that the City's water supply would be capable of meeting projected water demands in the years 2030, 2035, 2040, 2045, and 2050 during normal years, single dry years,

and multiple dry years.[32] The WSA's 2025 and 2045 evaluations both identified water supply surpluses in groundwater production and imported water; therefore, even with buildout of the City's allocated 13,368 housing units, the City's existing water supplies are projected to meet full service demands through the year 2045.[33] It should be noted that the WSA was prepared prior to adoption of the 2025 UWMP and therefore is conceptual in nature and is presented for the purpose of informing CEQA conclusions only. The City will require the WSA to be updated to reflect the supply and demand projections contained in the updated UWMP prior to approval of the WSA. This would occur outside of the California Environmental Quality Act (CEQA) process.

As described in Section 4.9, Hydrology and Water Quality, a WSA (Appendix J to this Draft EIR)[34] was prepared for the proposed project in September 2025[35] to satisfy the requirements of Water Code Section 10910 et seq. and Government Code Section 66473.7, as amended by Senate Bill (SB) 610 and SB 221 in 2001, and to assess the Utilities Division of the City's Public Works Department's ability to meet the projected water demand associated with the proposed project. According to the WSA, the net projected water demand for the proposed project is estimated to be approximately 333 acre-feet per year, including projected demand from the project's proposed residential, commercial, and landscaped uses. Based on this demand total, the WSA concluded that the City's total available water supply is projected to be sufficient to meet the demands of the proposed project under normal, single-dry, and multiple- dry year scenarios.

Further, the proposed project would be required to comply with applicable water conservation requirements established by the California Green Building Standards Code (CALGreen Code) as well as Chapter 14.18 of the City's Municipal Code, including limiting requirements to limit watering hours and duration for landscaped areas, re-circulate water in decorative fountains, and serve drinking water in eating and drinking establishments upon request only.[36] The proposed project would also comply with the City's Water Efficient Landscape Ordinance (Chapter 14.52 of the City's Municipal Code), which establishes water-efficient landscaping requirements.[37] Specifically, in landscaped areas where irrigation would be necessary, irrigation systems would incorporate efficient technology, minimizing water demand. All mainline irrigation pipes would be equipped with flow sensors and

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32 City of Huntington Beach. 2026. Huntington Beach 2025 Urban Water Management Plan Final Draft. April. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Utilities/ Urban%20Water%20Management%20Plan/2025%20Huntington%20Beach%20UWMP.pdf?t=202604221310320&t=202604221310320 (accessed June 23, 2026).

33 Fuscoe Engineering, Inc. 2025. *Palm Goldenwest Specific Plan Amendment Water Supply Assessment.* September 5. (Appendix J)

34 *Ibid.*

35 As previously stated, an updated UWMP is anticipated for adoption by the end of 2026. The City would require the WSA to be updated to reflect the supply and demand projections contained in the updated UWMP, once available, prior to approval of the WSA. As such, the version of the WSA cited in this EIR is conceptual in nature and is presented for the purpose of informing CEQA conclusions only.

36 City of Huntington Beach. Huntington Beach Municipal Code, Title 14, Chapter 14.18, Section 14.18.050: Permanent Water Conservation Requirements—Prohibition Against Waste. Website: https://ecode360.com/43800045#43800077 (accessed September 3, 2025).

37 City of Huntington Beach. Huntington Beach Municipal Code. Title 14, Chapter 14.52, Section 14.52.070: Water Efficient Landscape Calculations, Alternatives, and Design Guidelines. Website: https://ecode360.com/43800424#43800578 (accessed September 3, 2025).

master valves to ensure system shutdown in the case of pipe breakage. Irrigation master systems would also have an automatic irrigation controller to ensure efficient water distribution, which would be adjustable so that site watering would be commensurate with daily weather conditions. Automatic irrigation controllers would be equipped with rain shutoff devices in order to prevent unnecessary operation on rainy days.

Based on the analysis presented above, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry and multiple dry years. Therefore, impacts of the proposed project would be less than significant, and no mitigation is required.

Threshold 4.17.3: Would the project 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 with Mitigation Incorporated. As previously described, the Utilities Division of the City of Huntington Beach Public Works Department operates and maintains the local sewer collection system and currently provides sewer service to the project site. Under the proposed project, wastewater service would be provided through new sewer connections constructed in accordance with the Proposed Sewer Plan included in the Draft Amended PGSP (see Figure 3-11, Sewer Plan, in Chapter 3.0, Project Description).

Under the Proposed Sewer Plan, wastewater generated within Planning Areas 1 and 2 would be conveyed via gravity flow to the existing public sewer line along Palm Avenue, which flows south and is maintained by the City. New 8-inch sewer lines would be installed within Planning Areas 1 and 2, generally along the northeastern project boundary, to serve future development. Existing sewer facilities would continue to be maintained by the City. If wastewater flows associated with Planning Areas 1 and 2 exceed the capacity of the Palm Avenue sewer line, the downstream 54-inch OC San sewer trunk main along Meridian/Orange at Goldenwest Street could serve as an alternative connection point.

While a project-specific wastewater generation estimate is not available at this time, the project's indoor water use was used to estimate wastewater generation for the project, which was determined to be approximately 95,915 gpd.[38] While this volume represents approximately 0.1 percent[39] of the current average daily treatment capacity of OC San's Treatment Plant No. 2 and 0.02 percent[40] of the permitted capacity of the primary outfall (Discharge Point 001) during dry weather, given the scale of the proposed project, the Project Developer must demonstrate that the proposed sewer connection would have sufficient capacity to accommodate the proposed project with preparation of a Sewer Feasibility Study as specified in Mitigation Measure UTL-2.

[38] 106,572 × 0.90 = approximately 95,915 gallons per day
[39] (95,915 ÷ 68,000,000) × 100 = approximately 0.1 percent
[40] (95,915 ÷ 332,000,000) × 100 = approximately 0.02 percent

The Sewer Feasibility Study would analyze existing downstream City sewer flows and flow depths, incorporate projected flows from the proposed land uses, and evaluate the adequacy of existing sewer pipelines to determine whether pipeline upsizing would be required to accommodate increased wastewater flows. As required by Section 2.6.2 of the Draft Amended PGSP, the Sewer Feasibility Study would be required to include data from a 14-day or longer flow test. Pursuant to Mitigation Measure UTL-2, in the event that the Sewer Feasibility Study determines off-site improvements are necessary to accommodate increased flows resulting from the proposed project, the Project Developer would be responsible for constructing all required sewer improvements to mitigate potential impacts to the public sewer infrastructure. Additionally, OC San requires issuance of a Will Serve letter to confirm conceptual approval of proposed sewage flows and verification that adequate treatment capacity exists prior to project approval.

With implementation of Mitigation Measure UTL-2, the proposed project would not result in a determination by the wastewater treatment provider that adequate capacity is unavailable to serve the project. Impacts related to wastewater treatment capacity would be less than significant with mitigation incorporated.

Threshold 4.17.4: Would the project 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. As previously described, the City of Huntington Beach contracts with Republic Services under an exclusive franchise agreement for solid waste collection, recycling, composting, and hazardous waste disposal services within the City. All solid waste collected within the City is transported to the Republic Services transfer and materials recovery facility located at 17121 Nichols Lane, approximately 2.9 miles northeast of the project site. This facility has a permitted capacity of 4,000 tons per day (tpd).[41] Solid waste that is not recycled or otherwise diverted is transported to the Frank R. Bowerman Landfill, located approximately 18.1 miles northeast of the project site at 11002 Bee Canyon Access Road. The Frank R. Bowerman Landfill is permitted to process up to 11,500 tpd, with an average daily intake of 8,500 tpd, and has sufficient remaining capacity to serve Orange County through approximately 2053.[42] In addition, solid waste hauled from Huntington Beach and the project site could be transported to the other two landfills operated by OCWR (Olinda Alpha Landfill and Prima Deshecha Landfill).

Construction activities on the project site would include demolition and removal of existing oil and natural gas production facilities, including aboveground structures and underground infrastructure such as pipelines and wells. Construction and demolition activities would generate debris, including but not limited to concrete, asphalt, metals, wood, cardboard, and green waste. Any soils or materials

[41] City of Huntington Beach. 2017. *City of Huntington Beach General Plan Update Program Environmental Impact Report*, Volume I: Technical Background Reports, Page 6. March. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Planning%20Zonning/General%20Plan/Draft%20EIR/Volume-I-Technical-Background-Report.pdf (accessed January 7, 2026).

[42] OC Waste & Recycling (OCWR). Frank R. Bowerman Landfill. Website: https://oclandfills.com/landfills/frank-r-bowerman-landfill (accessed January 7, 2026).

determined to be hazardous in nature would be properly handled and disposed of in accordance with the requirements of the California Geologic Energy Division (CalGEM) of the California Department of Conservation (DOC), California Department of Toxic Substance Control, California Regional Water Quality Control Board, and City of Huntington Beach Fire Department.

Pursuant to the California Green Building Standards Code (CALGreen) and the City's Construction and Demolition (C&D) Debris Re-Use and Recycling Program,[43] the developer would be required to divert a minimum of 65 percent of construction and demolition debris from landfill disposal to obtain building permits. In compliance with the City's C&D Program, construction and demolition waste would be made available for deconstruction, salvage, and recovery prior to demolition, and the developer would be required to demonstrate compliance through submission of a C&D Debris Waste Diversion Worksheet or use of an approved online system. Implementation of these requirements would ensure that construction-related solid waste generation would not exceed local or State diversion standards or result in significant impacts to solid waste infrastructure.

Operational solid waste generation associated with the proposed project would be typical of residential and commercial land uses. While existing oil and gas production and administrative uses on the project site currently generate solid waste, buildout of the proposed project would increase the overall volume of solid waste generated due to the scale and intensity of future development. However, solid waste generated during operation of the proposed project would be collected and disposed of through the City's existing franchised solid waste system and managed in accordance with State-mandated waste diversion requirements, including recycling and organics diversion regulations.

As previously noted, the latest version of CalEEMod was utilized to estimate the overall solid waste generation associated with buildout of the proposed project. Solid waste generation under the proposed project is anticipated to be 807.36 tons per year, or approximately 2.2 tpd. As previously described, the Frank R. Bowerman Landfill is permitted to process a daily maximum of 11,500 tpd, with an 8,500 tpd annual average.[44] Accordingly, operation of the proposed project would represent approximately 0.03 percent of the daily solid waste transported to the Frank R. Bowerman Landfill.[45] In addition, the landfill has enough projected capacity to serve residents and businesses until approximately 2053, and solid waste hauled from Huntington Beach and the project site could be transported to another OCWR landfill (Olinda Alpha Landfill or Prima Deshecha Landfill).

Based on the information presented above, the estimated quantity of solid waste generated by the proposed project would represent a small fraction of the available capacity of the Republic Services transfer facility and the Frank R. Bowerman Landfill. Given the substantial remaining permitted capacity of these facilities, the availability of regional disposal alternatives, and compliance with applicable solid waste reduction and diversion requirements, the proposed project would not

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43 City of Huntington Beach. n.d. *Construction & Demolition Debris Re-Use & Recycling Program*. Website: https://cms3.revize.com/revize/huntingtonbeachca/Documents/Departments/Community%20Development/Building%20Inspections/Permit%20Centre/Applications%20&%20Forms/Plan%20Review%20Supplemental%20Forms/Construction-and-Demo-Worksheet-.pdf (accessed January 7, 2026).

44 OC Waste & Recycling (OCWR). Frank R. Bowerman Landfill. Website: https://oclandfills.com/landfills/frank-r-bowerman-landfill (accessed January 7, 2026)

45 (2.2 ÷ 8,500) × 100 = approximately 0.03 percent

generate solid waste in excess of State or local standards, exceed the capacity of local or regional solid waste infrastructure, or impair the attainment of solid waste reduction goals. Therefore, impacts related to solid waste generation and disposal would be less than significant, and no mitigation measures are required.

4.17.7 Cumulative Impacts

As defined in Section 15355 of the *State CEQA Guidelines*, cumulative impacts refer to the incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. The cumulative study area for utilities and service systems is described in Chapter 4.0; the cumulative project list is provided in Chapter 4.0, Table 4.A, and a map of the cumulative project locations is provided in Chapter 4.0, Figure 4-1.

As detailed in this section, the proposed project would have a less than significant impact on utilities and service systems in consideration of compliance with existing laws, ordinances, regulations, and standards. In addition, the proposed project would have a less than significant impact on water, wastewater, and stormwater drainage facilities with implementation of Mitigation Measures UTL-1, UTL-2, and UTL-3, respectively. Utilities and service systems within the City are generally sized based on growth projections provided in the City's General Plan. The majority of the cumulative projects included in Chapter 4.0, Table 4.A are consistent with applicable General Plan land use designations and zoning designations and therefore have been considered in the projections used to determine appropriate sizing for utilities and service systems. Therefore, cumulative projects that are consistent with site zoning and applicable land use designations would be accommodated by existing utilities and service systems and would not require new or expanded services. Cumulative impacts to utilities and service systems would be less than significant, and no mitigation is required.

4.17.8 Level of Significance Prior to Mitigation

The proposed project would result in potentially significant impacts related to utilities and service systems.

4.17.9 Standard Conditions and Mitigation Measures

4.17.9.1 Standard Conditions

SC WQ-5 (as detailed in Section 4.9, Hydrology and Water Quality) is required for the proposed project.

4.17.9.2 Mitigation Measures

The following mitigation measures are required to reduce potentially significant impacts related to wastewater facilities to a less than significant level:

MM UTL-1 **Water Capacity Analysis and Water Line Sizing.** Prior to issuance of the first grading permit (Rough or Precise), the Project Developer shall contract with a licensed civil engineer to prepare a Water Capacity Analysis that will be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval.

If the Water Capacity Analysis identifies water capacity deficiencies within the Palm/Goldenwest Specific Plan Area, the Project Developer shall revise the final water system design to reflect all on-site and off-site improvements necessary to comply with applicable City of Huntington Beach Public Works Department service standards. Such improvements may include, but are not limited to:

- Constructing new or upsizing existing public water mains;
- Replacing undersized water line segments; or
- Installing new booster pump stations.

Once compliant with the findings of the Water Capacity Analysis, the final water system design shall be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. The Project Developer shall be responsible for constructing all required improvements as described in the Water Capacity Analysis, to support its project and to mitigate all effects on the public water infrastructure.

MM UTL-2 **Sewer Feasibility Study.** Prior to issuance of the first grading permit (Rough or Precise), the Project Developer shall contract with a licensed civil engineer to prepare a Sewer Feasibility Study that will be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. The Sewer Feasibility Study shall include a review of the existing City sewer system that would serve the project site to confirm that it has available capacity to accept the wastewater flow generated by the proposed project's uses. Data from a fourteen (14)-day or longer flow test shall be included in the study. The location and number of monitoring test sites shall be determined by the Public Works Department. Any necessary improvements shall be identified in the Sewer Feasibility Study. The analysis, conclusions, and recommendations in the Sewer Feasibility Study shall be based on final design plans and shall be consistent with all applicable City requirements. In the event that the Sewer Feasibility Study identifies insufficient sewer capacity to serve the proposed project, the Project Developer shall be responsible for constructing all required sewer improvements to support its project and to mitigate all effects on the public sewer infrastructure.

MM UTL-3 **Storm Water Discharge Approvals.** Prior to the issuance of the first grading permit (Rough or Precise), the Project Developer shall coordinate with the City's Public Works Department, Caltrans, and California State Lands Commission to obtain applicable discharge approvals and obtain written confirmation that the proposed project would be adequately served by existing and proposed stormwater drainage facilities. In the event that the City's Public Works Department, Caltrans, and/or California State Lands Commission identifies insufficient stormwater drainage facility capacity to serve the proposed project, the Project Developer shall be responsible for constructing all required drainage improvements to support its project and to mitigate all effects on the public storm drain infrastructure.

4.17.10 Level of Significance After Mitigation

The proposed project would result in less than significant impacts related to utilities and service systems.

5.0 ALTERNATIVES

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant impacts of the project, and evaluate the comparative merits of the alternatives" (*State CEQA Guidelines*, Section 15126.6). This chapter identifies potential alternatives to the Palm/Goldenwest Specific Plan Amendment Project (proposed project), evaluates the potential impacts of each alternative, and compares the potential impacts of each alternative against the proposed project's impacts, as required by CEQA.

Key provisions of the *State CEQA Guidelines* on alternatives (Sections 15126.6[b] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR:

- The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly (15126.6[b]). The CEQA Guidelines indicate that "[a]lternatives shall be limited to ones that would avoid or substantially lessen any of the *significant effects of the project*." (Guidelines, § 15126.6, subd. (f), italics added; see Pub. Resources Code, §§ 21002, 21002.1, subd. (b), 21081, subd. (a) [discussing mitigation of "significant" impacts]. An EIR's discussion of alternatives need not include alternatives that do not offer significant environmental advantages in comparison with the project. (*Tracy First v. City of Tracy* [2009] 177 Cal. App. 4th 912, 928 [EIR not required to evaluate a reduced-size project alternative where the alternative would not reduce significant effects]; See also *North Coast Rivers Alliance v. Marin Municipal Water Dist.* [2013] 216 Cal. App. 4th 614, 648-649 [EIR not required to consider alternative energy mitigation because project reduced energy effects to less than significant.])

- The specific alternative of 'no project' shall also be evaluated along with its impact (15126.6[e][1]). The 'no project' analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6[e][2]).

- The range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of

feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent) (15126.6[f]).

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (15126.6[f][2][A]).

- If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location (15126.6[f][2][B]).

- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (15126.6[f][3]).

Pursuant to the guidelines stated above, a "no project" alternative to the proposed project is considered and evaluated in this EIR. This alternative was developed in the course of project planning and environmental review. The discussion in this section provides:

1. A description and analysis of impacts for each alternative considered;

2. Comparative analysis of each alternative that focuses on the potentially significant unavoidable environmental impacts of the proposed project, e.g., vehicle miles traveled (VMT) (the purpose of this analysis is to determine whether alternatives are capable of eliminating or reducing the significant environmental impacts of the project to a less than significant level); and

3. Conclusions regarding the alternative's: (1) ability to avoid or substantially lessen the significant unavoidable impacts of the project; (2) ability to attain the project objectives (as stated below); and (3) merits compared to the merits of the proposed project.

5.2 PROPOSED PROJECT

As described in Chapter 3.0, Project Description, of this EIR, the proposed project includes a General Plan Amendment, a Specific Plan Amendment, and a Local Coastal Program (LCP) Amendment to amend the City's General Plan Land Use Element, PGSP, and LCP to allow for the following uses on the 92-acre project site: (1) 53.2 acres of Medium Density Residential development that would allow for the development of up to 800 residential units; (2) 16 acres of Commercial Visitor development that would allow for the development of up to 350 hotel rooms or other visitor-serving uses allowed under the Huntington Beach Zoning & Subdivision Ordinance (HBZSO); and (3) 22.8 acres of open space/park uses, including preservation of the existing 3.1-acre open space area north of Seapoint Street.

5.2.1 Project Objectives

As discussed in Chapter 3.0, Project Description, of this EIR, the following Project Objectives have been established to aid decision-makers in their review of the proposed project and its associated environmental impacts:

1. Redevelop a legacy heavy industrial use with thoughtfully planned mix of complementary land uses compatible with surrounding land uses;

2. Create a mixed-use community that responds to the increasing demand for well-planned land uses which activate the frontage on PCH and provide access to the coast;

3. Eliminate blighting influences and byproducts of industrial infrastructure and operations;

4. Transition underutilized land to uses which attract residents and visitors consistent with the long-term vision of the Palm/Goldenwest Specific Plan;

5. Create a mix of housing types and varied employment opportunities;

6. Establish an oceanfront esplanade along the project site's frontage with PCH to provide a place where residents and visitors can enjoy passive recreation and ocean views;

7. Create a vibrant social atmosphere by providing inviting spaces for human interaction and activities, thereby promoting shared experiences among residents and visitors and enhancing community cohesion and pride;

8. Provide recreational opportunities and additional public parking along PCH for residents and visitors to equitably access and experience coastal resources; and

9. Reduce vehicular traffic speeds along PCH, abutting project, and promote an inviting mixed-use project with safe and vital connections with the surrounding community.

5.2.2 Project-Related Impacts

As described in the Initial Study prepared for the proposed project (Appendix B to this EIR) and Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures, of this EIR, the proposed project would result in no impacts related to the following environmental factors: agriculture and forestry resources. The proposed project would result in less than significant impacts related to the following environmental factors: aesthetics, energy, mineral resources, population and housing, public services, recreation, and wildfire. The proposed project would result in less than significant impacts with implementation of mitigation related to the following environmental factors: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, tribal cultural resources, and utilities and service systems. Refer to Chapter 4.0 of this EIR for a description of the required standard conditions measures and prescribed mitigation measures.

The proposed project would result in significant and unavoidable impacts related to the following environmental factors: air quality, greenhouse gas emissions, and transportation. Each impact is described in greater detail below.

- **Air Quality:** As discussed in Section 4.2, Air Quality, implementation of the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans because the proposed project would result in significant and unavoidable long-term operational pollutant emissions of VOCs. Even with implementation of MM AQ-1, the proposed project would result in a significant and unavoidable cumulatively considerable impact related to air quality.

- **Greenhouse Gas Emissions:** As discussed in Section 4.7, Greenhouse Gas Emissions, the proposed project would generate mass emissions and per service population emissions of greenhouse gases in excess of South Coast Air Quality Management District (SCAQMD) thresholds of significance. In addition, the proposed project would not fully demonstrate consistency with the transportation- and VMT-related objectives of the 2022 Scoping Plan (refer to the discussion under Transportation below) and therefore would not achieve the level of GHG reductions necessary to demonstrate consistency with the State's long-term GHG reduction goals for 2030 and carbon neutrality objectives for 2045. Even with implementation of MMs GHG-1 and TRA-1 through TRA-3, the proposed project would result in a significant and unavoidable cumulatively considerable impact related to GHG emissions.

- **Transportation:** As discussed in Section 4.15, Transportation, the commercial component of the proposed project would result in total daily VMT per service population in excess of the threshold of significance established by the City. Additionally, the residential component of the project would result in VMT per capita in excess of the threshold of significance established by the City. Even with implementation of MMs TRA-1 and TRA-2, the proposed project would result in a significant and unavoidable cumulatively considerable impact related to VMT.

5.3 ALTERNATIVES INITIALLY CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION

Section 15126.6(c) of the *State CEQA Guidelines* suggests that EIRs identify any alternatives that were considered by the Lead Agency but were rejected during the scoping process and briefly explain the reasons underlying the Lead Agency's determination. In evaluating an appropriate range of alternatives to the proposed project, some alternatives were considered and rejected for differing reasons by the City of Huntington Beach. Variables that were considered in determining feasible alternatives included, but were not limited to, site suitability, economic viability, available infrastructure, general plan consistency, environmental impacts, and consistency with the project objectives.

The following is a discussion of the development alternative considered during the environmental review process and the reasons it was not selected for detailed analysis in this Draft EIR.

5.3.1 Alternative Sites

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant impacts of the project. The key question and first step in the analysis is whether any of the significant impacts of the project would be avoided or substantially lessened by relocating the project. Only locations that would avoid or substantially lessen any of the significant impacts of the project need be considered for inclusion in the EIR (*State CEQA Guidelines*, Section 15126.6[f][2][A]). Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site (*State CEQA Guidelines*, Section 15126.6[f][1]). If it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion (*State CEQA Guidelines*, Section 15126.6[f][2][B]).

No alternative locations where the proposed project could be undertaken are analyzed in the Draft EIR. Key objectives of the proposed project include redeveloping a legacy heavy industrial use with thoughtfully planned mix of complementary land uses compatible with surrounding land uses and establishing an oceanfront esplanade along PCH to provide a place where residents and visitors can enjoy passive recreation and ocean views and equitably access and experience coastal resources. The Applicant/Developer does not own or control any other property in the vicinity of the project site that would be suitable for development of the proposed project or that would meet the proposed project objectives including redevelopment of former heavy industrial uses and location along PCH. Additionally, the City has not identified any currently underutilized/vacant properties within the project vicinity with a land use and zoning designation that would allow for the implementation of a project with similar uses and square footage. Furthermore, development of the proposed project on an alternative site would likely result in many of the same environmental impacts as development of the proposed project on the project site given that these impacts are associated with operational characteristics of the proposed project rather than its location. Therefore, this alternative was rejected from further consideration.

5.4 ALTERNATIVES UNDER CONSIDERATION

Section 21100 of the Public Resources Code (PRC) and Section 15126 of the *State CEQA Guidelines* require an EIR to identify and discuss a No Project Alternative and a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant environmental impacts. Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the proposed project but that may avoid or substantially lessen any of the significant impacts of the proposed project. Therefore, the alternatives considered in this EIR include the following:

- **Alternative 1 – No Project Alternative:** CEQA requires analysis of a "No Project" Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. According to *State CEQA Guidelines* Section 15126.6(e)(3)(C), the lead agency

should proceed to analyze the impacts of the No Project Alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. Under Alternative 1, the No Project Alternative, the project site would remain in its current condition. No existing oil and natural gas production facilities would be removed and no development of new buildings, site improvements, or ground disturbance would occur. Under Alternative 1, the No Project Alternative, the existing oil and natural gas production facilities on site would remain operational.

- **Alternative 2 – Buildout of Existing Land Use Alternative.** Under Alternative 2, the Project site would be developed consistent with 1) the existing General Plan Land Use Designation of Commercial Visitor (CV) land uses with a Specific Plan overlay, and 2) the approved PGSP designation of Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. Specifically, the project site would be developed primarily with visitor serving uses such as specialty retail, restaurants, an entertainment complex, timeshares and/or a resort hotel. Portions of the project site would be developed with other visitor serving uses, including retail, office and high technology uses, whilst still allowing for continued oil production activities. Open space areas would also be provided on site under a similar configuration to the proposed project.

  This alternative would not require a General Plan Amendment. However, because the former owner of the property, Aera Energy, did not propose a comprehensive development plan for the project site at the time the PGSP was prepared, a Specific Plan Amendment would still be necessary for this alternative, as noted in the approved Palm/Goldenwest Specific Plan.

- **Alternative 3 – Reduced Project Alternative.** Under Alternative 3, the maximum allowable commercial development within Planning Area 1 of the project site would be substantially reduced. Specifically, the Reduced Project Alternative would reduce the maximum allowable building area for commercial development from 348,480 square feet to 3,000 square feet. Allowable commercial development under this alternative would be limited to low-cost, visitor-serving stalls such as beach rentals and grab-and-go concessions stands. These stalls would line the central portion of Planning Area 1, creating a pedestrian paseo linking Palm Avenue with PCH that would feature benches, landscaping, and public art.

All programmatic changes associated with the proposed project (General Plan Amendment, Specific Plan Amendment, Local Coastal Program Amendment, etc.) would still occur under this alternative but would reflect this adjusted development limit. Under this alternative, unutilized space within Planning Area 1 would be dedicated to additional surface parking. It is assumed that other components of the proposed project related to access, landscaping, infrastructure, and amenities would remain the same. Roadway and infrastructure improvements identified for the proposed project would also remain the same under this alternative, with the exception of re-routing the internal circulation road to provide access to increased surface parking areas in Planning Area 1.

For the purpose of this analysis, it is assumed that all of the alternatives would comply with applicable federal, State, and local regulations, policies, and ordinances. The alternatives are further described below and their potential impacts compared to those of the proposed project.

As determined in the IS, the proposed project would not result in adverse impacts related to the following environmental factors: agriculture and forestry resources, recreation, and wildfire. The proposed project was also determined not to result in significant adverse impacts for certain thresholds under the following environmental factors: aesthetics, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, and utilities and service systems. These factors are briefly discussed below. Please refer to the IS provided in Appendix B for the substantiation for why these issues were determined not to be significant. It should be noted that only the topics evaluated in this Draft EIR are addressed in this alternatives analysis.

5.5 ALTERNATIVE 1: NO PROJECT ALTERNATIVE

5.5.1 Description

In accordance with Section 15126.6(e) of the *State CEQA Guidelines*, the "No Project" Alternative should evaluate the existing conditions of the site at the time the Notice of Preparation is published as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. Under Alternative 1, the project site would remain in its current condition. No existing oil and natural gas production facilities would be removed and no development of new buildings, site improvements, or ground disturbance would occur. Under Alternative 1, the existing oil and natural gas production facilities on site would remain operational.

The potential impacts associated with Alternative 1 are described below. As discussed, Alternative 1 would avoid all of the construction-related impacts of the proposed project but would not meet the majority of the project objectives. No standard conditions or mitigation measures would be required for Alternative 1.

5.5.2 Environmental Analysis

5.5.2.1 Aesthetics

Under Alternative 1, no new development would occur on the project site. The project site would remain developed with the existing oil and natural gas infrastructure on site, which would remain operational. As such, Alternative 1 would not conflict with applicable zoning or other regulations governing scenic quality. Because no new buildings would be constructed on the project site, public views of and from the project site would remain unchanged. As described in Section 3.0, Project Description, the project site is mostly screened from public views under existing conditions by fencing, walls, and vegetation. As such, Alternative 1 would not result in impacts to scenic vistas or scenic highways. The project site is currently developed with existing oil and natural gas infrastructure, which the City has identified as visually incompatible with the coastal visual character.[1] Because Alternative 1 would not include demolition activities, construction activities, or intensification of the on-site lighting sources, Alternative 1 would not result in new impacts related to light and glare. Therefore, although the proposed project would result in less than significant impacts related to aesthetics,

[1] City of Huntington Beach. 2001. *City of Huntington Beach General Plan Coastal Element*, Page IV-C-67. November 13. Amended October 26, 2011.

impacts under Alternative 1 would be less than the proposed project because no development would occur on site.

5.5.2.2 Air Quality

Alternative 1 would not require any demolition or construction and would not change or increase the intensity of the exiting on-site use. Additionally, because the existing facilities on-site would remain operational, this alternative would not increase vehicle trips to and from the project site as compared to existing conditions. Therefore, no additional air pollutant emissions related to grading, construction, additional vehicle trips, or operational uses would be generated under Alternative 1, and no mitigation would be required. Therefore, Alternative 1 does not have the potential to conflict or obstruct implementation of applicable air quality plans or 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 would not result in a significant and unavoidable cumulatively considerable impact related to these topics. Therefore, impacts under Alternative 1 would be less than the proposed project because no construction would occur on site and no additional operational emissions would be generated.

5.5.2.3 Biological Resources

Alternative 1 would not require any demolition activities or the removal of any vegetation or trees. Therefore, Alternative 1 would not result in adverse effects to special-status plant and/or wildlife species including nesting birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Additionally Alternative 1 would not result in impacts to riparian habitat, other sensitive natural communities, or state or federally protected wetlands as none of these resources are present at the project site. Similarly, Alternative 1 would not conflict with any local policies or ordinances protecting biological resources, or conflict with the provisions of an adopted habitat conservation plan as there are no applicable local policies or habitat conservation plans involving the project site. Therefore, although the proposed project would result in less than significant impacts to biological resources with implementation of standard conditions and mitigation measures, impacts under Alternative 1 would be less than the proposed project because no vegetation would be removed and no construction would occur on site.

5.5.2.4 Cultural Resources

Alternative 1 would not require any demolition or construction on the project site, and no construction activities, such as grading, would occur. Therefore, Alternative 1 would not cause a substantial adverse change in the significance of a historical resource. Given that no ground disturbance would occur, Alternative 1 would not have the potential to disrupt previously unknown human remains or result in the discovery of previously unknown archaeological resources. No impacts related to cultural resources would occur under Alternative 1. Therefore, although the proposed project would result in less than significant impacts to cultural resources with implementation of mitigation measures, impacts under Alternative 1 would be less than the proposed project as no disturbance/construction would occur on the project site.

5.5.2.5 Energy

Alternative 1 would not require any demolition or construction on the project site and no other construction activities, such as grading, would occur. Because the existing oil and natural gas production facilities on-site would remain operational as under existing conditions, this alternative would not increase vehicle trips to and from the project site as compared to existing conditions and no operational uses in excess of existing operational uses would occur. As such, Alternative 1 would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, although the proposed project would result in less than significant impacts related to energy, impacts under Alternative 1 would be less than the proposed project because no construction or additional operational uses would occur.

5.5.2.6 Geology and Soils

Alternative 1 would not require any demolition or construction on the project site and no other construction activities, such as grading, would occur. Therefore, Alternative 1 would have no impacts related to geology and soils, and no mitigation would be required. Therefore, although the proposed project would result in less than significant impacts related to geology and soils with implementation of mitigation measures, impacts under Alternative 1 would be less than the proposed project as no construction or ground disturbance would occur.

5.5.2.7 Greenhouse Gas Emissions

Alternative 1 would not require any demolition or construction on the project site and no other construction activities, such as grading, would occur. Alternative 1 would not change or increase the intensity of the existing on-site use. Additionally, because the existing oil and natural gas production facilities on-site would remain operational as under existing conditions, Alternative 1 would not increase vehicle trips to and from the project site as compared to existing conditions or result in additional VMT impacts. Therefore, no additional greenhouse gas emissions related to grading, construction, additional vehicle trips, or additional operational uses would be generated under Alternative 1. Additionally, Alternative 1 would not result in an impact related to VMT and would not conflict with the policies and plans implemented for the purposes of reducing greenhouse gas emissions, including the 2022 Scoping Plan and the 2020–2024 and 2024–2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). As such, Alternative 1 would not result in a significant and unavoidable cumulatively considerable impact related to GHG emissions. Therefore, impacts under Alternative 1 would be less than the proposed project because Alternative 1 would not generate construction or additional operational emissions or result in impacts related to VMT.

5.5.2.8 Hazards and Hazardous Materials

Alternative 1 would not require any demolition or construction on the project site and no other construction activities, such as grading, would occur. The existing oil and natural gas production facilities on site would remain operational, and no additional operational uses would occur. Alternative 1 would not result in a significant hazard to the public or the environment due to being included on a hazardous materials site pursuant to Government Code Section 65962.5 as no physical changes would be proposed on site. However, because the project site currently operates as an oil

and natural gas production site, it is inherently subject to potential accidental release of hazardous materials, and could create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed project would result in less than significant impacts with mitigation incorporated related to hazards and hazardous materials during construction, the site would be remediated, and oil and natural gas production would no longer occur during operation of the proposed project. As such, although the proposed project would result in less than significant impacts related to hazards and hazardous materials with implementation of standard conditions and mitigation measures, impacts under Alternative 1 could be greater the proposed project because the existing oil and natural gas production facilities on site would remain operational.

5.5.2.9 Hydrology and Water Quality

Alternative 1 would not require any demolition or construction on the project site and no other construction activities, such as grading, would occur. The existing oil and natural gas production facilities on site would remain operational, and no additional operational uses would occur. Alternative 1 would not result in any impacts associated with impeding or redirecting flood flows as the project site is located within an area of minimal flood hazard. Since no construction or ground-disturbing activities would occur, Alternative 1 would not result in any impacts associated with construction period water quality standards, erosion or siltation, flooding, inundation, exceeding the capacity of stormwater drainage systems, polluted runoff, or compliance with a water quality control plan or sustainable groundwater management plan as the project site would remain developed consistent with existing conditions. Therefore, although the proposed project would result in less than significant impacts related to hydrology and water quality with implementation of standard conditions and mitigation measures, impacts under Alternative 1 would be less than the proposed project because no construction or new operational uses would occur.

5.5.2.10 Land Use and Planning

Under Alternative 1, no new development would occur on the project site. The project site would remain developed with the existing oil and natural gas production facilities on site, which would remain operational. As such, Alternative 1 would not result in the physical division of an established community. However, as the project site is currently designated for Commercial Visitor (CV) land uses with a Specific Plan overlay of the City's General Plan Land Use Element and zoned according to the PGSP, a continuance of existing uses on sight with no reasonably foreseeable ending would conflict with the project site's General Plan Designation. The Approved PGSP is consistent with the General Plan designation and zoning and accounts for the existing on-site uses to be phased out. As such, continuance of existing uses on the project site associated with Alternative 1 may result in 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 as the existing land use (oil and gas production) is not consistent with the project site's General Plan land use designation or planned land uses for the site under the Approved PGSP. As such, although the proposed project would result in less than significant impacts related to land use and planning with implementation of mitigation measures, impacts under Alternative 1 could be greater than the proposed project because the

existing oil and natural gas production facilities on site would remain operational and conflict with the Approved PGSP.

5.5.2.11 Mineral Resources

Under Alternative 1, no new development would occur on the project site. The project site would remain developed with the existing oil and natural gas production facilities, which would remain operational. Alternative 1 would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site as it would propose no changes to existing oil and gas production operations on the project site. As with existing conditions, oil and natural gas would continue to be transferred from the project site to SoCalGas and regional refineries via pipelines in Goldenwest Street. There are no other known mineral deposits or resources within the City that are locally important or of significant value to the region or the State. Therefore, although the proposed project would result in less than significant impacts related to mineral resources, impacts under Alternative 1 would be less than the proposed project because no changes to the project site's current operational uses would occur.

5.5.2.12 Noise

Alternative 1 would not require demolition or construction on the project site and no other construction activities, such as grading, would occur. Because the existing oil and natural gas production facilities would remain operational as under existing conditions, no additional operational uses would occur. Because no construction or ground-disturbing activities would occur and no additional operational uses would occur, Alternative 1 would not result in the generation of a substantial temporary or permanent increase in ambient noise levels nor would it result in the generation of additional excessive ground-borne vibration or ground-borne noise levels. Additionally, Alternative 1 would not result in impacts associated with excessive noise levels associated with being located in the vicinity of a private airstrip or airport, and no mitigation would be required. Therefore, although the proposed project would result in less than significant impacts related to noise and vibration with implementation of standard conditions and mitigation measures, impacts under Alternative 1 would be less than the proposed project because no construction or operational uses would occur.

5.5.2.13 Population and Housing

Under Alternative 1, no new development or construction would occur on the project site. The project site would remain developed with the existing oil and natural gas production facilities, which would remain operational. Alternative 1 would not result in substantial direct or indirect population growth beyond that planned for the city, county, or region, and would not result in the displacement of housing or people necessitating the construction of housing elsewhere. Therefore, although the proposed project would result in less than significant impacts related to population and housing, impacts under Alternative 1 would be less than the proposed project because no construction or additional operational uses would occur.

5.5.2.14 Public Services

Under Alternative 1, no new development would occur on the project site. The project site would remain developed with the existing oil and natural gas production facilities, which would remain

operational. Alternative 1 would not result in the need for additional fire or police staffing or services, or the need for any new physically altered governmental facilities including schools, parks, or other public facilities. Therefore, although the proposed project would result in less than significant impacts related to public services with implementation of standard conditions, impacts under Alternative 1 would be less than the proposed project because no construction or additional operational uses would occur.

5.5.2.15 Transportation

Under Alternative 1, no demolition, new development, or construction would occur on the project site. The project site would remain developed with the existing oil and natural gas production facilities, which would remain operational. Alternative 1 would not change or increase the intensity of the existing on-site use, and because the existing facilities on-site would maintain operational as under existing conditions, Alternative 1 would not increase vehicle trips to and from the project site as compared to existing conditions. Alternative 1 would not conflict with any regulations addressing the circulation system, result in impacts related to VMT, substantially increase hazards due to a geometric design feature or incompatible uses, or result in inadequate emergency access. Because the proposed project would result in a significant and unavoidable impact related to transportation, specifically VMT, even after implementation of mitigation, impacts under Alternative 1 would be less than those associated with the proposed project because there would be no construction or operational uses generating transportation or VMT impacts under Alternative 1.

5.5.2.16 Tribal Cultural Resources

Alternative 1 would not require any demolition or construction on the project site and no other construction, such as grading or site work would occur. Because no construction or new development would occur, there would be no ground disturbance activities on the project site. Therefore, Alternative 1 would not have the potential to cause a substantial adverse change in the significance of a tribal cultural resource and no mitigation would be required. Therefore, although the proposed project would result in less than significant impacts related to tribal cultural resources with implementation of mitigation measures, impacts under Alternative 1 would be less than the proposed project because no construction or new development would occur.

5.5.2.17 Utilities and Service Systems

Under Alternative 1, no new development would occur on the project site. The project site would remain developed with the existing oil and natural gas production facilities, which would remain operational. As such, Alternative 1 would not require the relocation or construction of any new utilities or new or expanded entitlements including increased demand for water supply and would not result in the generation of any wastewater or solid waste. Therefore, although the proposed project would result in less than significant impacts related to utilities and service systems with implementation of mitigation measures, impacts under Alternative 1 would be less than the proposed project because no construction or operational uses would occur.

5.5.3 Overview of Potential Impact/Comparison to Proposed Project

As stated above, under Alternative 1, no new development would occur on the project site. The project site would remain developed with the existing oil and natural gas production facilities. The

impact analysis for Alternative 1 is based on the existing oil and natural gas production facilities remaining operational. Because Alternative 1 would not require demolition activities, construction of new buildings, or increase the intensity of on-site uses, the impacts of Alternative 1 would be less than the impacts of the proposed project for aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, mineral resources, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems. More specifically, Alternative 1 would not result in significant and unavoidable transportation impacts related to VMT, or significant and unavoidable cumulatively considerable impacts related to air quality or GHG emissions. However, impacts associated with Alternative 1 would be greater than the impacts of the proposed project related to hazard and hazardous materials and land use and planning.

5.5.4 Attainment of Project Objectives

Alternative 1 would not be consistent with any of the identified project objectives. Under Alternative 1, the project site would remain developed with the existing oil and natural gas production facilities, which would remain operational. Therefore, the No Project Alternative would not be consistent with the following nine project objectives:

1. Redevelop a legacy heavy industrial use with thoughtfully planned mix of complementary land uses compatible with surrounding land uses;

2. Create a mixed-use community that responds to the increasing demand for well-planned land uses which activate the frontage on PCH and provide access to the coast;

3. Eliminate blighting influences and byproducts of industrial infrastructure and operations;

4. Transition underutilized land to uses which attract residents and visitors consistent with the long-term vision of the Palm/Goldenwest Specific Plan;

5. Create a mix of housing types and varied employment opportunities;

6. Establish an oceanfront esplanade along the project site's frontage with PCH to provide a place where residents and visitors can enjoy passive recreation and ocean views;

7. Create a vibrant social atmosphere by providing inviting spaces for human interaction and activities, thereby promoting shared experiences among residents and visitors and enhancing community cohesion and pride;

8. Provide recreational opportunities and additional public parking along PCH for residents and visitors to equitably access and experience coastal resources; and

9. Reduce vehicular traffic speeds along PCH, abutting project, and promote an inviting mixed-use project with safe and vital connections with the surrounding community.

5.6 ALTERNATIVE 2: BUILDOUT OF EXISTING LAND USE ALTERNATIVE

5.6.1 Description

Alternative 2 assumes that the project site would be developed consistent with 1) the existing General Plan Land Use Designation of Commercial Visitor (CV) land uses with a Specific Plan overlay, and 2) the approved PGSP designation of Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. As such, the project site would be developed consistent with the applicable land use regulations, and would not include the development of residential uses. While this alternative would not require a General Plan Amendment, it would still require the establishment of development standards, and as such, would still require a Specific Plan Amendment as noted in the approved PGSP.

The potential impacts associated with Alternative 2 are described below. As discussed, Alternative 2 would avoid any impacts associated with residential uses but would otherwise be similar to development of the proposed project.

5.6.2 Environmental Analysis

5.6.2.1 Aesthetics

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Similar to the proposed project, construction of Alternative 2 would involve temporary on-site demolition, grading, and construction activities. Structures developed under Alternative 2 would be limited to a maximum height limit of 50 feet, consistent with Section 7.7 of the Approved PGSP. Consistent with the proposed project, under Alternative 2, development within the project site would be required to screen views from surrounding residential areas, enhance scenic value through design, and protect existing scenic resources, including PCH, Bolsa Chica Ecological Preserve and Harriett M. Wieder Regional Park. Additionally, development of Alternative 2 would adhere to all applicable development standards and community design guidelines outlined in the approved PGSP, and the Local Coastal Program. Alternative 2 would not result in a substantial adverse effect on views of a scenic vista because the project site is surrounded by existing development on all sides, and development would adhere to all applicable regulations protecting scenic resources. Additionally, Alternative 2 would not result in impacts to scenic resources within a State Scenic Highway as there are no officially listed State Scenic Highways, and views from the only eligible State Scenic Highways in the vicinity of the project site, PCH, would be protected because development would occur east of PCH and the coastline. Consistent with the proposed project, Alternative 2 would result in less than significant impacts related to aesthetics.

5.6.2.2 Air Quality

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the

project site. Alternative 2 would result in construction-period emissions which would be similar to those associated with the proposed project, as development of Alternative 2 would require similar construction activities on the project site. However, as discussed in Section 5.6.2.15 below, Alternative 2 would result in an increase of 14,271 average daily vehicle trips compared to the proposed project, and therefore is anticipated to result in a substantial increase in mobile source emissions compared to the proposed project. Because the proposed project is already anticipated to result in significant and unavoidable impacts related to long-term operational pollutant emissions and associated conflicts with applicable air quality plans, impacts under Alternative 2 would be significant and unavoidable and greater than the proposed project because Alternative 2 would result in an increase in average daily vehicle trips (and therefore greater mobile source emissions) compared to the proposed project.

5.6.2.3 Biological Resources

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, Alternative 2 would not enable the redevelopment of any land currently used as natural coastal habitat and would not contribute to the loss of coastal habitat along the Pacific Ocean shoreline. While no Environmentally Sensitive Habitat Areas, as defined by the California Coastal Commission (CCC), and no special-status plant species were identified on the project site, two special-status wildlife species, the California gull and the rufous hummingbird, were identified on the project site. Additionally, as with the proposed project, development of Alternative 2 has the potential to result in construction-related impacts to special-status wildlife species and nesting birds, and could result in bird collisions. As Alternative 2 would not include residential uses, it is anticipated that the number of domestic animals (pets) on the project site would decrease. Consistent with the proposed project, Alternative 2 would be required to adhere to standard conditions and mitigation measures, including compliance with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513) to reduce impacts associated with listed, candidate, non-listed sensitive, or special-status plant or wildlife species. Alternative 2 would not result in adverse effects on any riparian habitat or other sensitive natural community or result in adverse effects on state or federally protected wetlands as none of these resources are present at the project site. Consistent with the proposed project, development of Alternative 2 would require the removal of existing mature trees on the project site. Therefore, Alternative 2 would be required to adhere to City Policy Memo CI-74 to ensure the applicable tree replacement ratio is achieved, and incorporate further mitigation, as necessary. With compliance with City requirements, Alternative 2 would not conflict with any local policies or ordinances protecting biological resources. Additionally, Alternative 2 would not conflict with the provisions of an adopted habitat conservation plan as there are no applicable local policies or habitat conservation plans involving the project site. Therefore, consistent with the proposed project, Alternative 2 would result in less than significant impacts related to biological resources with implementation of standard conditions and mitigation measures, and because Alternative 2 would not include residential uses, impacts associated with Alternative 2 would be less than the proposed project.

5.6.2.4 Cultural Resources

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, none of the existing structures on the project site constitute historical resources. However, similar to the proposed project, while there have not been any prehistoric, historic, or archaeological resources identified within the project site, development of Alternative 2 would include ground disturbance which would have the potential to unearth previously undocumented resources possessing historical significance, including those associated with Native American tribes. Therefore, consistent with the proposed project, Alternative 2 would be required to implement mitigation to address the potential inadvertent discovery of archaeological resources in the soils underlying the project site. Consistent with the proposed project, with implementation of mitigation measures, Alternative 2 would result in less than significant impacts to cultural resources.

5.6.2.5 Energy

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 2 would require energy for both construction and operation; however, energy consumption associated with operation of Alternative 2 is anticipated to be slightly higher than the proposed project given that commercial uses typically generate a greater energy demand than residential uses. Alternative 2 would adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Therefore, Alternative 2 would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Similar to the proposed project, Alternative 2 would result in less than significant impacts related to energy, though impacts under Alternative 2 would be slightly higher than the proposed project because Alternative 2 would result in the operation of additional commercial uses.

5.6.2.6 Geology and Soils

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 2 would not result in any impacts associated with the rupture of a known earthquake fault, seismic-related ground failure, landslides and unstable slopes, lateral spreading and liquefaction, subsidence and collapsible soils, or expansive soils as these hazards are not present at the project site. Similarly, Alternative 2 would not result in any impacts related to alternative

wastewater disposal systems as the project site would connect to the City's wastewater system. Consistent with the proposed project, Alternative 2 would include ground disturbance and would result in the potential to impact unknown paleontological resources. Therefore, as with the proposed project, mitigation would be required for Alternative 2 to reduce potential impacts to levels below significance. Consistent with the proposed project, Alternative 2 would result in less than significant impacts related to geology and soils with implementation of mitigation.

5.6.2.7 Greenhouse Gas Emissions

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, and development would occur within the project site. Alternative 2 would result in greenhouse gas emissions during both construction and operation related to mobile sources (e.g., vehicle trips), area sources (e.g., maintenance activities and landscaping), stationary sources (e.g., fire pump), and indirect emission from sources associated with energy consumption. As discussed in Section 5.6.2.15 below, Alternative 2 would result in an increase of 14,271 average daily vehicle trips compared to the proposed project, and therefore is anticipated to result in a substantial increase in mobile source GHG emissions compared to the proposed project. Alternative 2 would comply with existing State regulations adopted to achieve the overall greenhouse gas emissions reduction goals and would not conflict with the policies in the 2020–2024 and 2024–2050 RTP/SCS. However, consistent with the proposed project, because Alternative 2 would result in significant and unavoidable impacts related to VMT, Alternative 2 would conflict with the goals of the 2022 Scoping Plan and result in a significant and unavoidable cumulatively considerable impact related to GHG emissions. Further, mass GHG emission impacts under Alternative 2 would be greater than the proposed project because Alternative 2 would result in an increase in average daily vehicle trips compared to the proposed project.

5.6.2.8 Hazards and Hazardous Materials

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. As development of Alternative 2 would require the removal of the existing oil and natural gas production facilities and remediation of the site, consistent with the proposed project, Alternative 2 would be required to implement mitigation and comply with applicable federal, State, regional, and local regulations, including Huntington Beach Fire Department (HBFD) City Specifications Nos. 422 and 429, the Department of Conservation's Geologic Energy Management Division (CalGEM) Construction Site Plan Review Program, the federal Hazardous Materials Transportation Act, and Section 17.04.170 of the City's Municipal Code. With mitigation and adherence with applicable regulations, Alternative 2 would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, Alternative 2 would not create a significant

hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Additionally, with implementation of mitigation and adherence to applicable regulations, Alternative 2 would not result in any impacts associated with being included on a hazardous materials site pursuant to Government Code Section 65962.5, being located within an airport land use plan or within two miles of a public airport, or exposing people or structures to a significant risk of loss. Additionally, Alternative 2 would not result in injury or death involving wildland fires as the project site is not located in an area impacted by any of these hazards. All site access points and drive aisles would be designed and constructed to adequate widths for public safety pursuant to HBFD and City requirements and structures, roadways, and facilities would be designed and constructed in accordance with California Fire Code requirements. Therefore, implementation of Alternative 2 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Consistent with the proposed project, Alternative 2 would result in less than significant impacts with implementation of mitigation measures related to hazards and hazardous materials.

5.6.2.9 Hydrology and Water Quality

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 2 would not result in significant impacts associated with impeding or redirecting flood flows as the project site is located within an area of minimal flood hazard. Construction and ground-disturbing activities associated with Alternative 2 would result in an increased potential for soil erosion and discharge of pollutants to receiving waters. However, Alternative 2 would be required to comply with the Construction General Permit and the City's Municipal Code requirements as stipulated by standard conditions, which would ensure that Alternative 2 would not result in any construction-period impacts to water quality standards, erosion or siltation, polluted runoff, or obstruction of a water quality control plan or sustainable groundwater management plan. Similarly, implementation of standard conditions, which entail the preparation of a Construction General Permit, Erosion and Sediment Control Plan, Groundwater Discharge Permit, Orange County MS4 Permit, and Hydrology Report, would ensure Alternative 2 would not result in operational impacts related to water quality standards, erosion or siltation, flooding, exceeding capacity of storm water drainage systems, groundwater supplies or recharge, polluted runoff, or obstruction of a water quality control plan or sustainable groundwater management plan. The project site is not located within a flood zone, tsunami hazard zone, at risk of inundation due to seiche, or at risk of inundation due to dam failure. Therefore, Alternative 2 would not result in the release of pollutants due to a flood, dam inundation, tsunami, or seiche. Consistent with the proposed project, Alternative 2 would result in less than significant impacts related to hydrology and water quality with implementation of standard conditions and mitigation measures.

5.6.2.10 Land Use and Planning

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Development of Alternative 2 would be constructed consistent with the project site's existing General Plan land use designation. While Alternative 2 would not require a General Plan Amendment, it would still require the establishment of development standards, and as such, would still require a Specific Plan Amendment as noted in the Approved PGSP. Therefore, Alternative 2 would not result in the physical division of an established community or 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. Consistent with the proposed project, Alternative 2 would result in less than significant impacts related to land use and planning with incorporation of mitigation measures.

5.6.2.11 Mineral Resources

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. However, the approved PGSP acknowledges that the existing oil and natural gas production uses on the project site would be phased out for the development of Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial uses. Redevelopment of the project site under Alternative 2 would have no bearing on the availability of oil and natural gas resources within the region, which could still be extracted, processed, and exported by the other facilities throughout the City. There are no other known mineral deposits or resources within the City that are locally important or of significant value to the region or the State. Therefore, similar to the proposed project, Alternative 2 would result in less than significant impacts related to mineral resources.

5.6.2.12 Noise

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 2 would not result in any impacts associated with excessive noise levels associated with being located in the vicinity of a private airstrip or airport. Construction of Alternative 2 would generate noise and vibration. Implementation of standard conditions and mitigation measures would ensure that Alternative 2 would comply with the allowable construction hours and vibration levels established in the City's Municipal Code and construction noise impacts associated with Alternative 2 would be less than significant. Therefore, construction-related noise impacts under

Alternative 2 would be the same as the proposed project. However, as discussed in Section 5.6.2.15 below, Alternative 2 would result in an increase of 14,271 average daily vehicle trips compared to the proposed project, and therefore is anticipated to result in greater operational noise impacts than the proposed project. Alternative 2 would result in less than significant impacts related to noise and vibration; however, impact would be greater than the proposed project.

5.6.2.13 Population and Housing

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 2 would generate short-term construction jobs but it is expected that local and regional construction workers would serve the construction needs of the site and substantial population growth or demand for housing would not occur during construction. Alternative 2 would not result in direct population growth because it would not include a residential component; however, Alternative 2 would still be expected to generate new jobs within the City of Huntington Beach. It is reasonable to assume that the majority of these positions would be filled by existing City or County residents. Therefore, Alternative 2 would not result in a significant increase to the City's population due to hiring out of area employees. Additionally, Alternative 2 would be consistent with the site's General Plan designation and current PGSP and would not represent unplanned growth given that the project site would be developed consistent with its General Plan land use designation and zoning. Although Alternative 2 would not assist the City in meeting its Regional Housing Needs Allocation (RHNA) target, Alternative 2 would not result in the displacement of people or housing and would not require the construction of replacement housing elsewhere. Therefore, consistent with the proposed project, Alternative 2 would result in less than significant impacts related to population and housing, and because Alternative 2 would not include residential uses, impacts associated with Alternative 2 would be less than those associated with the proposed project.

5.6.2.14 Public Services

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 2 is anticipated to generate new jobs in the City, but it is reasonable to assume that the majority of these positions would be filled by existing City or County residents and therefore would not result in a significant increase to the City's population. Additionally, Alternative 2 would be consistent with the site's General Plan designation and zoning, and does not represent unplanned growth. Therefore, the demand for new or expanded fire protection and police services under Alternative 2 would be negligible. Furthermore, Alternative 2 would be required to comply with the California Fire Code, HBFD requirements, and applicable fire, police, park, and libraries development impact fees pursuant to Sections 17.74.040, 17.75.040, 17.76.040, and 17.67 of the City's Municipal Code, respectively. Consistent with the proposed project, Alternative 2 would not cause negative

impacts to existing or future school facilities or programs with payment of a school development fee pursuant to Section 65995 of the California Government Code. Alternative 2 does not include a residential component; therefore, it would not directly generate any schoolchildren, the addition of which could cause negative impacts to existing or future school facilities or programs. As such, Alternative 2 would result in a similar or lesser demand for public services as the proposed project and would not require the construction of new public facilities or the upgrade of existing facilities, which could cause significant environmental impacts. Therefore, consistent with the proposed project, Alternative 2 would result in less than significant impacts related to public services.

5.6.2.15 Transportation

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. According to Initial Study/Mitigated Negative Declaration No. 98-8 prepared for the Seacliff Promenade Conceptual Master Plan and Palm/Goldenwest Specific Plan in 1999,[2] a total of 21,909 average daily trips were allocated for buildout of the project site with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses. Therefore, buildout of Alternative 2 is estimated to result in an increase of 14,271 average daily trips compared to the proposed project. As such, Alternative 2 would generate substantially greater daily peak-hour trips compared to the proposed project. Alternative 2 would comply with applicable City General Plan goals and policies related to transportation and would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Additionally, in accordance with the California Fire Code, structures, roadways, and facilities would be designed, constructed, and maintained to maintain appropriate emergency/evacuation access to and from the project site and all site access points and driveway aprons would be designed and constructed to adequate widths for public safety pursuant to the HBFD. Therefore, Alternative 2 would not result in inadequate emergency access or substantially increase hazards due to a geometric design feature. Due to the substantial increase in average daily trips, Alternative 2 could exceed the City VMT threshold (Target VMT Rate) and there are no feasible mitigation measures that can reliably guarantee that VMT can be reduced to below the City's threshold. Therefore, consistent with the proposed project, Alternative 2 would result in a significant and unavoidable transportation impact related to VMT. Because Alternative 2 would result in an increase in daily trips compared to the proposed project, transportation related impacts under Alternative 2 would be greater than the proposed project.

5.6.2.16 Tribal Cultural Resources

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be

[2] City of Huntington Beach. 1999. Environmental Checklist Form City of Huntington Beach Planning Department Environmental Assessment No. 98-8.

demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, Alternative 2 would have the potential to impact previously undiscovered tribal cultural resources because it would require ground-disturbing activities. As such, mitigation would also be required for Alternative 2 to reduce potential impacts to levels below significance. Consistent with the proposed project, Alternative 2 would result in less than significant impacts with mitigation incorporated related to tribal cultural resources.

5.6.2.17 Utilities and Service Systems

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with existing conditions, the Utilities Division of the City of Huntington Beach Public Works Department would continue to provide domestic, recycled water, and wastewater collection services to the project site and the Republic Services would continue to provide solid waste collection at the project site. Alternative 2 would require new utility connections which would be reviewed and approved by the City's Public Works Department and the utility provider. As such, mitigation would also be required for Alternative 2 to reduce potential impacts to levels below significance. With implementation of mitigation measures, significant environmental effects would not occur due to the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities under Alternative 2. Alternative 2 would be consistent with the City's General Plan land use designation and zoning for the project site and would not represent unplanned growth. According to the *Water Supply Assessment* (Appendix J) prepared for the proposed project, the total water demand for Alternative 2 would be 542 AFY while the proposed project would require approximately 347 AFY. Therefore, Alternative 2 would have a greater water demand and would generate more wastewater than the proposed project. Similarly, as residential uses typically produce less solid waste per acre than commercial uses, it is likely that Alternative 2 would result in higher volumes of solid waste than the proposed project. Consistent with the proposed project, sufficient water supplies are available to serve Alternative 2, the wastewater treatment provider has adequate capacity to serve the projected demand. Additionally, Alternative 2 would not generate solid waste in excess of local standards or in excess of the capacity of local infrastructure. Furthermore, Alternative 2 would comply with federal, State, and local statutes and regulations related to solid waste. Therefore, consistent with the proposed project, Alternative 2 would result in less than significant impacts with mitigation incorporated related to utilities and service systems. However, because Alternative 2 would involve a greater commercial component, impacts associated with Alternative 2 would be greater than the proposed project.

5.6.3 Overview of Potential Impact/Comparison to Proposed Project

As stated above, under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Consistent with the proposed project, the existing oil and natural

gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. The impact analysis for Alternative 2 is based on the existing Approved PGSP. Impacts associated with Alternative 2 would be similar to the impacts of the proposed project related to: aesthetics, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, and tribal cultural resources. Because Alternative 2 would not include a residential component, the impacts of Alternative 2 would be less than the impacts of the proposed project related to: biological resources, population and housing, and public services. While Alternative 2 would reduce some of the environmental impacts compared to the proposed project, it would increase operational impacts associated with air quality, energy, greenhouse gas emissions, transportation, and utilities and service systems. Further, as with the proposed project, Alternative 2 would also result in a significant and unavoidable transportation impact related to VMT, and significant and unavoidable cumulatively considerable impacts related to air quality and GHG emissions.

5.6.4 Attainment of Project Objectives

Alternative 2 would potentially be consistent with the following project objectives:

1. Redevelop a legacy heavy industrial use with thoughtfully planned mix of complementary land uses compatible with surrounding land uses;

2. Create a mixed-use community that responds to the increasing demand for well-planned land uses which activate the frontage on PCH and provide access to the coast;

3. Eliminate blighting influences and byproducts of industrial infrastructure and operations;

4. Transition underutilized land to uses which attract residents and visitors consistent with the long-term vision of the Palm/Goldenwest Specific Plan;

5. Establish an oceanfront esplanade along the project site's frontage with PCH to provide a place where residents and visitors can enjoy passive recreation and ocean views;

6. Create a vibrant social atmosphere by providing inviting spaces for human interaction and activities, thereby promoting shared experiences among residents and visitors and enhancing community cohesion and pride;

7. Provide recreational opportunities and additional public parking along PCH for residents and visitors to equitably access and experience coastal resources; and

8. Reduce vehicular traffic speeds along PCH, abutting project, and promote an inviting mixed-use project with safe and vital connections with the surrounding community.

Under Alternative 2, the project site would be developed with Commercial/Office/Visitor Serving, Open Space/Civic, and Visitor Serving Commercial land uses consistent with applicable land use regulations approved in the PGSP and would not include the development of residential uses. Therefore, Alternative 2 would not be consistent with the following project objective:

1. Create a mix of housing types and varied employment opportunities.

5.7 ALTERNATIVE 3: REDUCED PROJECT ALTERNATIVE

5.7.1 Description

Alternative 3 assumes that the maximum allowable commercial development potential within Planning Area 1 of the project site would be substantially reduced, including a reduction in the maximum allowable building area for commercial development from 348,480 square feet to 3,000 square feet. The 3,000 square feet of commercial development would consist of low-cost, visitor-serving commercial stalls (i.e., walk-up concession stands similar to those provided on Huntington Beach Boardwalk) located in the central portion of Planning Area 1, with a pedestrian paseo linking Palm Avenue with PCH that would feature benches, landscaping, and public art. The remainder of Planning Area 1 would be dedicated to surface parking. Under Alternative 3, other components of the proposed project related to access, landscaping, infrastructure, amenities, and roadway and infrastructure improvements would remain the same except for the re-routing of the internal circulation road to provide access to increased surface parking area in Planning Area 1. Therefore, consistent with the proposed project, Alternative 3 would require a General Plan Amendment, Specific Plan Amendment, and Local Coastal Program Amendment, but would reflect the reduced development limits.

The potential impacts associated with Alternative 3 are described below. As discussed, Alternative 3 would reduce the allowable square feet of commercial use but development would otherwise be similar to that under the proposed project.

5.7.2 Environmental Analysis

5.7.2.1 Aesthetics

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Similar to the proposed project, construction of Alternative 3 would involve temporary on-site demolition, grading, and construction activities. While residential development under Alternative 3 would be limited to a maximum height limit of 50 feet, consistent with the proposed project, the height and massing of commercial development under Alternative 3 would be substantially reduced compared to the proposed project given that the commercial development would consist of relatively small stalls rather than full size buildings. Further, the reduction in commercial development would provide more space for benches, landscaping, public art, and other features that are generally considered aesthetically pleasing. Under Alternative 3, consistent with the proposed project, development within the project site would be required to screen views from surrounding residential areas, enhance scenic value through design, and protect existing scenic resources, including PCH, Bolsa Chica Ecological Preserve and Harriett M. Wieder Regional Park. Additionally, development of Alternative 3 would adhere to all applicable development standards and community design guidelines outlined in the approved PGSP, and the Local Coastal Program. As such, Alternative 3 would not result in a substantial adverse effect on views of a scenic vista because the project site is surrounded by existing development on all sides, and development would adhere to all applicable regulations protecting scenic resources. Additionally,

Alternative 3 would not result in impacts to scenic resources within a State Scenic Highway as there are no officially listed State Scenic Highways, and views from the only eligible State Scenic Highways in the vicinity of the project site, PCH, would be protected because development would occur east of PCH and the coastline. Therefore, although the proposed project would result in less than significant impacts related to aesthetics, impacts under Alternative 3 would be less than the proposed project because of the reduced scale of commercial development.

5.7.2.2 Air Quality

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. While Alternative 3 would still result in construction-period and operational emissions, the substantial decrease in commercial operations under Alternative 3 would result in a decrease in vehicle trips, thereby generating fewer mobile source emissions than the proposed project. Similar to the proposed project, mitigation measures would be required for Alternative 3. Because Alternative 3 retains the residential component of the proposed project, it is still possible that Alternative 3 could conflict with or obstruct implementation of the applicable air quality plan or 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. However, Alternative 3 would not locate emission sources any closer to sensitive receptors than under the proposed project and therefore would not expose sensitive receptors to substantial pollutant concentrations. Similar to the proposed project, Alternative 3 would not include any activities or operations that would generate objectionable odors. Although Alternative 3 would result in fewer average daily vehicle trips (and therefore lower mobile source emissions) compared to the proposed project, Alternative 3, consistent with the proposed project, would result in a significant and unavoidable impact related to long-term operational pollutant emissions and associated conflicts with applicable air quality plans under Indicator 1.

5.7.2.3 Biological Resources

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, Alternative 3 would not enable the redevelopment of any land currently used as natural coastal habitat and would not contribute to the loss of coastal habitat along the Pacific Ocean shoreline. While no Environmentally Sensitive Habitat Areas, as defined by CCC, and no special-status plant species were identified on the project site, two special-status wildlife species, the California gull and the rufous hummingbird, were identified on the project site. Additionally, development of Alternative 3 has the potential to result in construction-related impacts to special-status wildlife species and nesting birds, result in bird collisions, and result in impacts related to domestic animal (pets). Consistent with the proposed project, Alternative 3 would be required to adhere to standard conditions and mitigation measures, including compliance with the Migratory Bird Treaty Act (MBTA)

and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513) to reduce impacts associated with listed, candidate, non-listed sensitive, or special-status plant or wildlife species. Alternative 3 would not result in adverse effects on any riparian habitat or other sensitive natural community or result in adverse effects on state or federally protected wetlands as none of these resources are present at the project site. Consistent with the proposed project, development of Alternative 3 would require the removal of existing mature trees on the project site. Therefore, Alternative 3 would be required to adhere to City Policy Memo CI-74 to ensure the applicable tree replacement ratio is achieved, and incorporate further mitigation, as necessary. With compliance with the City's requirements, Alternative 3 would not conflict with any local policies or ordinances protecting biological resources. Additionally, Alternative 3 would not conflict with the provisions of an adopted habitat conservation plan as there are no applicable local policies or habitat conservation plans involving the project site. Therefore, consistent with the proposed project, Alternative 3 would result in less than significant impacts related to biological resources with implementation of standard conditions and mitigation measures.

5.7.2.4 Cultural Resources

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, none of the existing structures on the project site constitute historical resources. However, similar to the proposed project, while there have not been any prehistoric, historic, or archaeological resources identified within the project site, development of Alternative 3 would include ground disturbance which would have the potential to unearth previously undocumented resources possessing historical significance, including those associated with Native American tribes. Therefore, Alternative 3 would be required to implement mitigation to address the potential inadvertent discovery of archaeological resources in the soils underlying the project site. Consistent with the proposed project, Alternative 3 would result in less than significant impacts with implementation of mitigation measures related to cultural resources.

5.7.2.5 Energy

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 3 would require energy for both construction and operation; however, energy consumption associated with operation of Alternative 3 is anticipated to be lower than the proposed project due to the substantially reduced commercial component under Alternative 3. Alternative 3 would adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Therefore, consistent with the proposed project, Alternative 3 would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Although the proposed project would result in less than

significant impacts related to energy, impacts under Alternative 3 would be lower than the proposed project due to the reduced size of the proposed commercial development.

5.7.2.6 Geology and Soils

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur on the project site. Alternative 3 would not result in any impacts associated with the rupture of a known earthquake fault, seismic-related ground failure, landslides and unstable slopes, lateral spreading and liquefaction, subsidence and collapsible soils, or expansive soils as these hazards are not present at the project site. Similarly, Alternative 3 would not result in any impacts related to alternative wastewater disposal systems as the project site would connect to the City's wastewater system. Consistent with the proposed project, Alternative 3 would include ground disturbance and would result in the potential to impact unknown paleontological resources. Therefore, as with the proposed project, mitigation would also be required for Alternative 3 to reduce potential impacts to levels below significance. Consistent with the proposed project, Alternative 3 would result in less than significant impacts with implementation of mitigation measures related to geology and soils.

5.7.2.7 Greenhouse Gas Emissions

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 3 would result in greenhouse gas emissions during both construction and operation related to mobile sources (e.g., vehicle trips), area sources (e.g., maintenance activities and landscaping), stationary sources (e.g., fire pump), and indirect emission from sources associated with energy consumption. However, greenhouse gas emissions associated with Alternative 3 would likely be reduced compared to the proposed project due to the reduced size of the commercial development. Alternative 3 would comply with existing State regulations adopted to achieve the overall greenhouse gas emissions reduction goals and would not conflict with the policies in the 2020–2024 and 2024–2050 RTP/SCS. However, consistent with the proposed project, because Alternative 3 would result in significant and unavoidable impacts related to VMT, Alternative 3 would conflict with the goals of the 2022 Scoping Plan. Although mass GHG emission impacts under Alternative 3 would be less than the proposed project because Alternative 3 would result in the construction and operation of a substantially reduced commercial component compared to the proposed project, consistent with the proposed project, Alternative 3 would conflict with the goals of the 2022 Scoping Plan and would result in a significant and unavoidable cumulatively considerable impact related to GHG emissions.

5.7.2.8 Hazards and Hazardous Materials

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided,

and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, because development of Alternative 3 would require the removal of existing oil and natural gas production facilities, Alternative 3 would be required to implement mitigation and comply with applicable federal, State, regional, and local regulations, including Huntington Beach Fire Department (HBFD) City Specifications Nos. 422 and 429, the Department of Conservation's Geologic Energy Management Division (CalGEM) Construction Site Plan Review Program, the federal Hazardous Materials Transportation Act, and Section 17.04.170 of the City's Municipal Code. With implementation of mitigation and adherence with applicable regulations, Alternative 3 would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, Alternative 3 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Additionally, Alternative 3 would not result in any impacts associated with being included on a hazardous materials site pursuant to Government Code Section 65962.5, being located within an airport land use plan or within two miles of a public airport, or exposing people or structures to a significant risk of loss with implementation of mitigation and adherence to applicable regulations. Furthermore, Alternative 3 would not result in injury or death involving wildland fires as the project site is not located in an area impacted by any of these hazards. All site access points and drive aisles would be designed and constructed to adequate widths for public safety pursuant to HBFD and City requirements and structures, roadways, and facilities would be designed and constructed in accordance with California Fire Code requirements. Therefore, implementation of Alternative 3 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Consistent with the proposed project, Alternative 3 would result in less than significant impacts with implementation of standard conditions and mitigation measures related to hazards and hazardous materials.

5.7.2.9 Hydrology and Water Quality

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 3 would not result in significant impacts associated with impeding or redirecting flood flows as the project site is located within an area of minimal flood hazard. Construction and ground-disturbing activities associated with Alternative 3 would result in an increased potential for soil erosion and discharge of pollutants to receiving waters. However, Alternative 3 would be required to comply with the Construction General Permit and the City's Municipal Code requirements as stipulated by standard conditions, which would ensure that Alternative 3 would not result in any construction-period impacts to water quality standards, erosion or siltation, polluted runoff, or obstruction of a water quality control plan or sustainable groundwater management plan. Similarly, implementation of standard conditions, which entail the preparation of a Construction General Permit, Erosion and Sediment Control Plan,

Groundwater Discharge Permit, Orange County MS4 Permit, and Hydrology Report, would ensure Alternative 3 would not result in significant operational impacts related to water quality standards, erosion or siltation, flooding, exceeding capacity of storm water drainage systems, groundwater supplies or recharge, polluted runoff, or obstruction of a water quality control plan or sustainable groundwater management plan. The project site is not located within a flood zone, tsunami hazard zone, at risk of inundation due to seiche, or at risk of inundation due to dam failure. Therefore, Alternative 3 would not result in the release of pollutants due to a flood, dam inundation, tsunami, or seiche. Consistent with the proposed project, Alternative 3 would result in less than significant impacts related to hydrology and water quality with implementation of standard conditions and mitigation measures.

5.7.2.10 Land Use and Planning

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, development of Alternative 3 would required a General Plan Amendment, Specific Plan Amendment, and Local Coastal Program Amendment. Consistent with the proposed project, Alternative 3 would adhere to all standards and regulations of applicable land use and planning policies and regulations, and as such would not result in the physical division of an established community or 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. Consistent with the proposed project, Alternative 3 would result in less than significant impacts related to land use and planning.

5.7.2.11 Mineral Resources

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. However, the approved PGSP acknowledges that the existing oil and natural gas production uses on the project site would be phased out to make way for other development. Redevelopment of the project site under Alternative 3 would have no bearing on the availability of oil and natural gas resources within the region, which could still be extracted, processed, and exported by the other facilities throughout the City. There are no other known mineral deposits or resources within the City that are locally important or of significant value to the region or the State. Therefore, similar to the proposed project, Alternative 3 would result in less than significant impacts related to mineral resources.

5.7.2.12 Noise

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the

existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 3 would not result in any impacts associated with excessive noise levels related to with being located in the vicinity of a private airstrip or airport. Construction of Alternative 3 would generate noise and vibration, though to a lesser degree than the proposed project given the substantially reduced scale of allowable commercial development. Therefore, construction-period noise impacts under Alternative 3 would be less than the proposed project. Consistent with the proposed project, implementation of standard conditions would ensure that Alternative 3 would comply with the allowable construction hours and vibration levels established in the City's Municipal Code and construction noise impacts associated with Alternative 3 would be less than significant. The reduced commercial component under Alternative 3 would result in fewer average daily vehicle trips during operation than the proposed project, and therefore is anticipated to result in reduced operational noise impacts compared to the proposed project. Therefore, although the proposed project would result in less than significant impacts related to noise and vibration, impacts under Alternative 3 would be less than the proposed project.

5.7.2.13 Population and Housing

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Alternative 3 would generate short-term construction jobs, but it is expected that local and regional construction workers would serve the construction needs of the site and substantial population growth or demand for housing would not occur during construction. Similar to the proposed project, development of Alternative 3 would result in direct population growth related to the proposed residential uses. Consistent with the proposed project, Alternative 3 would facilitate the development of new housing in the City and would contribute to achieving the City's housing need allocation for the planning period between 2021 and 2029 of 13,368 units as determined by SCAG's RHNA, and would therefore be consistent with planned regional housing growth and planned population growth of the City as evaluated in SCAG's RHNA. Additionally, Alternative 3 would be expected to generate new jobs within the City of Huntington Beach. However, due to the reduction in allowable commercial uses on the project site, Alternative 3 would be expected to result in fewer new jobs as compared to the proposed project. Consistent with the proposed project, it is reasonable to assume that the majority of these positions would be filled by existing City or County residents. Therefore, Alternative 3 would not result in a significant increase to the City's population due to hiring out of area employees. Additionally, consistent with the proposed project, Alternative 3 would be developed in an urbanized setting with a full range of public services and utilities. As such, the proposed project would not cause indirect substantial unplanned population growth through the extension of roads and other infrastructure. Alternative 3 would not result in the displacement of people or housing and would not require the construction of replacement housing elsewhere. Therefore, consistent with the proposed project, Alternative 3 would result in less than significant impacts related to population and housing.

5.7.2.14 Public Services

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, and development would occur within the project site. Alternative 3 is anticipated to generate new jobs in the City, however, to a lesser degree than the proposed project due to the reduced commercial component. Further, it is reasonable to assume that the majority of these positions would be filled by existing City or County residents and therefore would not result in a significant increase to the City's population. Additionally, Alternative 3 does not represent unplanned growth given that development of residential uses associated with Alternative 3 would be consistent with planned regional housing growth and planned population growth of the City and Alternative 3 would be developed in an urbanized setting with a full range of public services. The reduced commercial component under Alternative 3 would result in fewer employees than the proposed project, and thereby, a decreased service population on the project site. Therefore, as with the proposed project, the demand for new or expanded fire protection and police services under Alternative 3 would be negligible. Furthermore, Alternative 3 would be required to comply with the California Fire Code, HBFD requirements, and applicable fire, police, park, and libraries development impact fees pursuant to Sections 17.74.040, 17.75.040, 17.76.040, and 17.67 of the City's Municipal Code, respectively. Consistent with the proposed project, Alternative 3 would not cause negative impacts to existing or future school facilities or programs with payment of a school development fee pursuant to Section 65995 of the California Government Code. Alternative 3 would result in a similar demand for public services as the proposed project and would not require the construction of new public facilities or the upgrade of existing facilities, which could cause significant environmental impacts. Therefore, consistent with the proposed project, Alternative 3 would result in less than significant impacts related to public services.

5.7.2.15 Transportation

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. As Alternative 3 would include a reduction in commercial uses, it would generate fewer daily trips peak-hour trips compared to the proposed project. Alternative 3 would comply with applicable City General Plan goals and policies related to transportation and would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Additionally, in accordance with the California Fire Code, structures, roadways, and facilities would be designed, constructed, and maintained to maintain appropriate emergency/evacuation access to and from the project site and all site access points and driveway aprons would be designed and constructed to adequate widths for public safety pursuant to the HBFD. Therefore, Alternative 3 would not result in inadequate emergency access or substantially increase hazards due to a geometric design feature. Although Alternative 3 would result in a decrease in daily trips compared to the proposed project, Alternative 3 would still exceed the City's VMT threshold (Target VMT Rate) and there are no feasible mitigation measures that can reliably guarantee that VMT can be reduced to below the City's

threshold. Therefore, consistent with the proposed project, Alternative 3 would result in a significant and unavoidable transportation impact related to VMT.

5.7.2.16 Tribal Cultural Resources

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with the proposed project, Alternative 3 would have the potential to impact previously undiscovered tribal cultural resources because it would require ground-disturbing activities. Therefore, mitigation would be required for Alternative 3 to reduce potential impacts to levels below significance. Consistent with the proposed project, Alternative 3 would result in less than significant impacts with incorporation of mitigation measures related to tribal cultural resources.

5.7.2.17 Utilities and Service Systems

Under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Consistent with existing conditions, the Utilities Division of the City of Huntington Beach Public Works Department would continue to provide domestic, recycled water, and wastewater collection services to the project site and the Republic Services would continue to provide solid waste collection at the project site. Alternative 3 would require new utility connections which would be reviewed and approved by the City's Public Works Department and the utility provider. As such, mitigation would also be required for Alternative 3 to reduce potential impacts to levels below significance. With implementation of mitigation measures, significant environmental effects would not occur due to the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities under Alternative 3. Alternative 3 would not represent unplanned growth given that development of residential uses associated with Alternative 3 would be consistent with planned regional housing growth and planned population growth of the City and Alternative 3 would be developed in an urbanized setting with a full range of public services and utilities. As Alternative 3 would include a reduction in commercial use, a lower service population would be present on the project site, which would result in decreased utility and service system demands related to water, wastewater treatment, storm water drainage, electric power, natural gas, and telecommunications facilities as compared to the proposed project. Consistent with the proposed project, sufficient water supplies are available to serve Alternative 3, the wastewater treatment provider has adequate capacity to serve demand under Alternative 3, and Alternative 3 would not generate solid waste in excess of local standards or in excess of the capacity of local infrastructure. Additionally, Alternative 3 would comply with federal, State, and local statutes and regulations related to solid waste. Although the proposed project would result in less than significant impacts with mitigation incorporated related to utilities and service systems, impacts under Alternative 3 would be less than the proposed project due to the reduction in commercial uses.

5.7.3 Overview of Potential Impact/Comparison to Proposed Project

As stated above, under Alternative 3, the maximum allowable commercial development potential would be substantially reduced in Planning Area 1 of the project site, more surface parking would be provided, and pedestrian-oriented development would be prioritized. Consistent with the proposed project, the existing oil and natural gas production facilities would be demolished, the site would be remediated, as necessary, and development would occur within the project site. Impacts associated with Alternative 3 would be similar to the impacts of the proposed project related to: biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, and tribal cultural resources.

Because Alternative 3 would include a reduction in commercial uses, the impacts of Alternative 3 would be less than the impacts of the proposed project related to: aesthetics, air quality, energy, greenhouse gas emissions, noise, public services, transportation, and utilities and service systems.

5.7.4 Attainment of Project Objectives

Alternative 3 would potentially be consistent with all nine of the identified project objectives; however, due to the reduced commercial component, the objectives would not be met to the same degree as the proposed project:

1. Redevelop a legacy heavy industrial use with thoughtfully planned mix of complementary land uses compatible with surrounding land uses;

2. Create a mixed-use community that responds to the increasing demand for well-planned land uses which activate the frontage on PCH and provide access to the coast;

3. Eliminate blighting influences and byproducts of industrial infrastructure and operations;

4. Transition underutilized land to uses which attract residents and visitors consistent with the long-term vision of the Palm/Goldenwest Specific Plan;

5. Create a mix of housing types and varied employment opportunities;

6. Establish an oceanfront esplanade along the project site's frontage with PCH to provide a place where residents and visitors can enjoy passive recreation and ocean views;

7. Create a vibrant social atmosphere by providing inviting spaces for human interaction and activities, thereby promoting shared experiences among residents and visitors and enhancing community cohesion and pride;

8. Provide recreational opportunities and additional public parking along PCH for residents and visitors to equitably access and experience coastal resources; and

9. Reduce vehicular traffic speeds along PCH, abutting project, and promote an inviting mixed-use project with safe and vital connections with the surrounding community.

5.8 IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an Environmentally Superior Alternative among the alternatives evaluated in an EIR. Table 5.A provides, in summary format, a comparison of the level of impacts of each alternative compared to the proposed project. Based on the above analysis, Alternative 1, the No Project Alternative, would have the least impact to the environment because no development of new buildings, site improvements, or ground disturbance would occur. The project site would continue to operate with the existing oil and natural gas production facilities. While Alternative 1 would avoid most of the impacts associated with the proposed project, it would not achieve the beneficial impacts of the proposed project including redevelopment of the site with visitor serving commercial uses as intended by the PGSP, construction of up to 800 homes, and the creation of additional employment opportunities. While Alternative 1 would be environmentally superior in the technical sense in that contribution to the majority of the aforementioned impacts would not occur, it would fail to achieve all of the project's objectives. *State CEQA Guidelines* Section 15126.6(e)(2) provides that, if the No Project/No Build Alternative is the Environmentally Superior Alternative, then the EIR shall also identify an Environmentally Superior Alternative among the other alternatives.

With the exception of Alternative 1, the environmentally superior alternative would be Alternative 3, the Reduced Project Alternative. As discussed above and shown in Table 5.A below, Alternative 3 would result in similar or reduced environmental impacts compared to the proposed project. Although Alternative 3 would achieve all of the project objectives, it would not achieve those objectives to the same degree as the proposed project. Particularly, with a substantially reduced commercial component, Alternative 3 would not realize the goals and objectives of the approved PGSP. Additionally, Alternative 3, consistent with the proposed project, would still result in a significant and unavoidable transportation impact related to VMT, and significant and unavoidable cumulatively considerable impacts related to air quality and GHG emissions. While Alternative 2 would reduce some of the environmental impacts compared to the proposed project, it would increase operational impacts associated with air quality, energy, greenhouse gas emissions, transportation, and utilities and service systems due to an increase in 14,271 daily trips and an increase of 195 AFY in water demand compared to the proposed project. Similar to Alternative 3 and the proposed project, Alternative 2 would also result in a significant and unavoidable transportation impact related to VMT, and significant and unavoidable cumulatively considerable impacts related to air quality and GHG emissions. Furthermore, Alternative 2 would fail to meet one of the project objectives. For the reasons presented above, Alternative 3 was identified as the Environmentally Superior Alternative.

Table 5.A: Comparison of the Environmental Impacts of the Proposed Project to the Project Alternatives

Environmental Topic	Proposed Project Level of Impact	Alternative 1: No Project Alternative	Alternative 2: Buildout of Existing Land Use Alternative	Alternative 3: Reduced Project Alternative
Aesthetics	Less Than Significant	L	S	L
Air Quality	Significant and Unavoidable	L	G	L
Biological Resources	Less Than Significant with Mitigation	L	L	S
Cultural Resources	Less Than Significant with Mitigation	L	S	S
Energy	Less Than Significant	L	G	L
Geology and Soils	Less Than Significant with Mitigation	L	S	S
Greenhouse Gas Emissions	Significant and Unavoidable	L	G	L
Hazards and Hazardous Materials	Less Than Significant with Mitigation	G	S	S
Hydrology and Water Quality	Less Than Significant	L	S	S
Land Use and Planning	Less Than Significant	G	S	S
Mineral Resources	Less Than Significant	L	S	S
Noise	Less Than Significant with Mitigation	L	G	L
Population and Housing	Less Than Significant	L	L	S
Public Services	Less Than Significant	L	L	L
Transportation	Significant and Unavoidable	L	G	L
Tribal Cultural Resources	Less Than Significant with Mitigation	L	S	S
Utilities and Service Systems	Less Than Significant	L	G	L
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives	Meets eight of the Project Objectives	Meets all of the Project Objectives but to a lesser degree

Source: LSA (August 2026)
Legend: L = Less impact than the proposed project
S = Similar impacts as the proposed project, does not eliminate significant and adverse impacts
G = Greater impacts than the proposed project

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6.0 OTHER CEQA CONSIDERATIONS

6.1 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(c) of the *State CEQA Guidelines* requires that an Environmental Impact Report (EIR) describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(c) states that an EIR shall:

> "Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."

The Executive Summary of this document (Chapter 1.0) contains a detailed summary that identifies the proposed project's environmental impacts as compared to existing conditions, proposed mitigation measures, and the level of significance of any impacts after mitigation. As described in further detail in the Initial Study (IS) prepared for the proposed project (Appendix B), implementation of the proposed project would result in no impact to the following resource topic: Agricultural and Forestry Resources. Additionally, as described in the IS and Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures, with implementation of standard conditions and/or mitigation measures the proposed project would result in less than significant impacts to the following resources topics: Aesthetics, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Implementation of the proposed project would result in impacts related to air quality, greenhouse gas emissions (GHGs), and vehicle miles traveled (VMT) that would be considered significant, adverse, and unavoidable after all mitigation is applied. These impacts are described further below and in detail in Chapter 4.0.

6.1.1 Air Quality (Project-Specific and Cumulative Impact)

As discussed in Section 4.2, Air Quality, of this EIR, implementation of the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans because the proposed project would result in significant and unavoidable long-term operational pollutant emissions of VOCs. As described in Section 4.2, the proposed project is required to implement Mitigation Measure AQ-1, which would require the implementation of all feasible measures to reduce operational impacts associated with the proposed project. In addition, the proposed project would require that all future development projects within the project site comply with the latest Energy Code and Title 24 requirements for new residential and non-residential development. Even with implementation of MM AQ-1, the proposed project would result in a significant and unavoidable and cumulatively considerable impact related to air quality.

6.1.2 Greenhouse Gas Emissions (Cumulative Impact)

As discussed in Section 4.7, Greenhouse Gas Emissions, of this EIR, the proposed project would not result in any significant impacts related to mass emissions of GHG, and no mitigation is required. However, the proposed project would conflict with the goals of the 2022 Scoping Plan related to VMT. As described directly above under Section 6.1.1 and in Section 4.15, Transportation and Traffic, the proposed project would be required to implement TDM measures as specified in MM TRA-1 and MM TRA-2 to promote alternative transportation with the intent of reducing VMT. While implementation of these TDM measures could reduce VMT, the proposed project would still result in a significant and unavoidable impact related to VMT. As such, the proposed project would not contribute to its "fair share" of emission reductions required to support SB 743 and the goals of the 2022 Scoping Plan related to VMT. Because the proposed project would conflict with the plans and policies adopted for the purpose of reducing the emissions of GHGs, including the 2022 Scoping Plan, the proposed project would result in a significant and unavoidable cumulatively considerable impact related to GHG emissions.

6.1.3 Transportation (Project-Specific Vehicle Miles Traveled Impact)

As discussed in Section 4.15, Transportation and Traffic, of this EIR, the commercial component of the proposed project would result in significant impacts with respect to VMT per service population and Citywide VMT, and the residential component of the proposed project would result in significant impacts with respect to VMT per capita and Citywide VMT. As such, the proposed project is required to implement feasible Traffic Demand Management (TDM) measures that would reduce project VMT, as stipulated by Mitigation Measures (MMs) TRA-1 and TRA-2. Establishing a Commute Trip Reduction (CTR) Program, as required by MM TRA-1, would encourage hotel employees and guests to use alternative modes of transportation through financial incentives and other strategies. Providing an enhanced bikeway network, as required by MM TRA-2, can increase access to and from visitor-serving attractions and transit hubs in the City. Both measures would encourage a mode shift from vehicles and displace VMT. According to the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA Handbook), the implementation of MMs TRA-1 and TRA-2 would reduce the VMT of the commercial component of the proposed project by 13.62 percent and the VMT of the residential component of the proposed project by 17.84 percent. Even with implementation of mitigation, the proposed project would result in a significant and unavoidable impact related to VMT.

6.2 ENERGY IMPACTS

According to Section 15126.2(b) of the *State CEQA Guidelines*, "if analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use."

As described in Section 4.5, Energy, of this EIR, the primary use of energy associated with construction and operation of the proposed project would be the consumption of fuel (e.g., diesel and gasoline) for vehicle trips. Fuel usage on the project site during construction would be

temporary in nature and would be relatively small in comparison to the State's available energy sources. Operation of the proposed project would also use electricity for heating and cooling of the building and building lighting. Construction and operation of the proposed project would be required to comply with State and local policies and regulations including the Public Resources Code (PRC), the California Green Building Standards Code (CALGreen Code), Title 24, Part 6 of the California Code of Regulations (CCR), the California Energy Efficiency Strategic Plan, Senate Bill (SB) 100, the California Renewable Portfolio Standards Program, and the City of Huntington Beach General Plan. These State and local policies and regulations are designed to promote efficient use of energy resources and minimize unnecessary and wasteful use to the maximum extent feasible. Furthermore, the proposed project would be designed to meet sustainability goals, including the Assembly Bill (AB) 1881 water efficient landscape requirements. Some of the features included in the design of future projects would include, but not be limited to, drought-tolerant landscaping, low-flow fixtures, high-efficiency lighting, and infrastructure for electric vehicle charging. Therefore, construction and operation of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy.

6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the *State CEQA Guidelines* requires that an EIR consider and discuss significant irreversible changes that would be caused by implementation of a proposed project. The *State CEQA Guidelines* specify that the use of nonrenewable resources during the initial and continued phases of a project should be discussed because a large commitment of such resources makes removal or non-use thereafter unlikely. Primary and secondary impacts (e.g., a highway improvement that provides access to a previously inaccessible area) should also be discussed because such changes generally commit future generations to similar uses. Irreversible damage can also result from environmental accidents associated with a project and should be discussed.

The types and level of development associated with the proposed project would consume limited, slowly renewable, and nonrenewable resources. This consumption would occur during construction of the proposed project (including demolition, remediation, site preparation, and/or future development projects on the project site) and would continue throughout the operational lifetime of future development projects on the project site. Development of the project site would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources, and (3) fuel for the transportation of goods and people to and from the project site.

Construction of the proposed project would require consumption of resources that are not replenishable or that may renew so slowly as to be considered nonrenewable. These resources would include certain types of lumber and other forest products (e.g., hardwood lumber), aggregate materials used in concrete and asphalt (e.g., sand, gravel, and stone), metals (e.g., steel, copper, and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels (e.g., gasoline and oil) would also be consumed in the use of construction vehicles and equipment. Lumber, aggregate materials, metals, and petrochemical construction materials would be used to construct future structures. However, as described in Section 4.17, Utilities and Service Systems, of this EIR, once construction is complete, the proposed project would not require additional consumption of these

materials and, should any buildings be demolished in the future, some of these materials may be recycled or salvaged for future uses as required by the CALGreen Code and SB 1374. Water, which is a limited, slowly renewable resource, would also be consumed during construction of the proposed project. However, as described in Section 4.17, given the temporary nature and short duration of construction activities, water consumption during construction would result in a less than significant impact on water supplies. Furthermore, the use of construction vehicles and equipment would require the consumption of nonrenewable fossil fuels such as natural gas and oil. As with other resources consumed during construction, the consumption of nonrenewable fossil fuels for energy use would occur on a temporary basis during construction of the proposed project. As described in Section 4.5, Energy, of this EIR, the proposed project would comply with existing requirements for fuel efficiency and use of renewable energy sources pursuant to the PRC and the CALGreen Code, which would minimize the consumption of non-renewable resources during construction to the maximum extent feasible.

Operation of the proposed project would continue to expend similar non-renewable resources that are currently consumed within Huntington Beach and on the project site. These include energy resources such as electricity, petroleum-based fuels, fossil fuels, and water. Energy resources would be used for heating, cooling, and lighting each building. Fossil fuels are primary energy sources for project operation. This existing, finite energy source would thus be incrementally reduced. As described in Section 4.5, the proposed project would comply with existing requirements for energy efficiency and use of renewable energy sources as required by Title 24, Part 6 of the CCR, the CALGreen Code, the California Energy Efficiency Strategic Plan, SB 100, the California Renewable Portfolio Standards Program, the PRC, and the City of Huntington Beach General Plan, which would minimize the consumption of non-renewable resources during operation to the maximum extent feasible.

The proposed project would also result in energy usage associated with gasoline and diesel fuel consumed by project-related vehicle trips. Fuel use associated with the vehicle trips generated by the proposed project is estimated to increase by approximately 1,546,342 gallons of gasoline and 111,801 gallons of diesel fuel per year when compared to the gasoline and diesel fuel consumed by vehicle trips associated with the existing site uses. Based on fuel consumption obtained from EMFAC2025, approximately 774.4 million gallons of gasoline and approximately 188.5 million gallons of diesel will be consumed from vehicle trips in Orange County in 2034. Therefore, vehicle and truck trips associated with the proposed project would increase the annual fuel use in Orange County by 0.2 percent for gasoline fuel usage and by approximately 0.06 percent for diesel fuel usage. Therefore, fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region

Project operation would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, sanitizing solutions, paints, fertilizers, and pesticides) typical of residential and commercial uses that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to people in the vicinity of the proposed project. Such materials would be used, handled, stored, and disposed of in accordance with applicable government regulations

and standards that would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, construction and operation of the proposed project would commit the use of slowly renewable and non-renewable resources and would limit the availability of these resources on the project site for future generations or for other uses during the life of the proposed project. However, the continued use of such resources during operation would be on a relatively small scale, consistent with all State and local policies and regulations referenced above aimed at minimizing the inefficient use of non-renewable resources. As a result, the use of non-renewable resources in this manner would not result in significant irreversible changes to the environment under the proposed project.

6.4 GROWTH-INDUCING IMPACTS

Sections 15126(d) and 15126.2(e) of the *State CEQA Guidelines* require that an EIR analyze growth-inducing impacts and discuss the ways in which a proposed project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the *State CEQA Guidelines* also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. A project is typically considered growth inducing: (1) if it would foster economic or population growth or the construction of additional housing; (2) if it would remove obstacles to population growth or tax community services to the extent that the construction of new facilities would be necessary; or (3) if it would encourage or facilitate other activities that cause significant environmental effects.[1] Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or industrial parks in areas that are currently only sparsely developed or are undeveloped. Growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment (*State CEQA Guidelines*, Section 15126.2(e)). This issue is presented to provide additional information on ways in which the proposed project could contribute to significant changes in the environment beyond the direct consequences of project implementation as described in earlier sections of this EIR.

The proposed project would allow for the redevelopment of an existing oil and natural gas production facility with a mix of residential, visitor-serving commercial, and open space/recreation uses. The area surrounding the project site is already generally urbanized and developed with a mix of residential communities, open space areas, and recreational facilities. Due to the developed nature of the area surrounding the project site, population growth within the vicinity of the project site is generally constrained and implementation of the proposed project would not remove impediments to population growth in the area surrounding the project site.

As described in Section 4.13, Population and Housing, of this EIR, the construction of the proposed project would provide short-term construction jobs over each construction period (including demolition, remediation, site preparation, and/or future development projects on the project site).

1 *State CEQA Guidelines*. 2023. Section 15126.2(d).

Construction jobs would be temporary and would be specific to the variety of construction activities. The work requirements of most construction projects are highly specialized so construction workers remain at a job site only for the limited time in which their specific skills are needed to complete a particular phase of the construction process. Given the availability of local and regional construction workers, project-related construction workers would not be expected to relocate their places of residence as a consequence of working on the project site. It is possible that a nominal number of employees could relocate to the City, but this would not occur at a scale that would result in substantial population growth.

Development of future residential projects within Planning Area 2 of the project site could result in up to 800 residential units, including single-family detached, single-family attached, duplexes, triplexes, townhomes, and multi-dwelling structures, with a maximum residential density of 15 dwelling units per acre (du/ac). In 2022, SCAG estimated that the City had an average household size of 2.53 persons per household. Based on this average, it can be estimated that the proposed project would house approximately 2,024 new City residents. The addition of 2,024 new residents under the proposed project represents a conservative, worst-case scenario of complete occupancy of each unit. As of January 1, 2025, the City had an estimated population of 193,134 individuals and the County had an estimated population of 3,175,427 individuals. Therefore, the proposed project has potential to house approximately 1.05 percent of the City's total population and approximately 0.06 percent of the County's total population.

Further, the conservative, worst-case scenario of 2,024 new City residents under implementation of the proposed project would represent a relatively minimal contribution of 6 percent and 0.8 percent of overall population growth between 2019 and 2050 in the City and the County, respectively, as projected by the Southern California Association of Governments (SCAG). Therefore, the proposed project would generate population growth for the City and the overall region within the range of official projections and would assist the City with achieving its Regional Housing Needs Assessment (RHNA) target of 13,368 total new housing units between 2021 and 2029. Further, any future residential projects developed within the project site would be required to adhere to the City's General Plan and Amended PGSP, provide required development impact fees, and comply with applicable development regulations.

The commercial component of the proposed project could generate approximately 481 new jobs in the City of Huntington Beach. Due to the large population and the existing workforce within Orange County and the proportion of unemployed individuals within the City (4.3 percent of the labor force) and Orange County (4.4 percent of the labor force), it is reasonable to assume that the majority of the new jobs generated by the proposed project would be filled by existing City residents and residents of nearby Cities within Orange County. Therefore, because it is reasonable to assume that the majority of the new jobs generated by the proposed project would be filled by the local and regional labor pools and that the types of employment offered by the proposed project would not cause people to move or relocate to the area solely for the purpose of being close to the project site, the proposed project would not generate substantial population growth in the area. Furthermore, since employees would already live in the City or nearby geographic areas, it is assumed that they would already have adequate housing. The estimated 481 permanent positions created by the commercial component of the proposed project would represent a contribution of 19

percent and 0.2 percent of the overall projected employment growth between 2019 and 2050 in the City and the County, respectively, according to SCAG. Therefore, the proposed project would generate employment growth for the City and the overall region within the range of official projections. Therefore, although the proposed project would provide short- and long-term employment opportunities, it would not result in substantial direct or indirect population growth or create a significant demand for housing in the project site vicinity.

Additionally, as described in Section 4.17, Utilities and Service Systems, of this EIR, the proposed project would consist of redevelopment of an existing developed site and would not require the extension of utilities or roads into undeveloped areas or directly or indirectly lead to the development of undeveloped sites. While the site preparation phase of the proposed project would involve the installation of backbone infrastructure, this infrastructure would only serve development associated with the proposed project and would not facilitate additional growth beyond the project site. All access and internal circulation improvements implemented as part of the proposed project would provide for better circulation flows within the project site and would not foster off-site population growth. Additionally, the proposed intersection improvements included as part of the proposed project are intended to enhance public safety and coastal access and would not foster off-site population growth. As such, development of the proposed project would not result in growth-inducing impacts.

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

7.1 MITIGATION MONITORING REQUIREMENTS

Public Resources Code (PRC) Section 21081.6 (enacted by the passage of Assembly Bill 3180) mandates that where significant effects have been identified, the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes that have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

- The lead agency shall specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which its decision is based.

- A public agency shall provide measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents that address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

- Prior to the close of the public review period for a Draft Environmental Impact Report (EIR), a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either (1) submit to the lead agency complete and detailed performance objectives for mitigation measures that would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or (2) refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures that mitigate impacts to resources that are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance with that requirement by a responsible agency or agency having jurisdiction over natural resources affected by a project shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

7.2 MITIGATION MONITORING PROCEDURES

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with PRC Section 21081.6. It describes the requirements and procedures to be followed by the City of

Huntington Beach (City) to ensure that all mitigation measures adopted as part of the Palm/Goldenwest Specific Plan Amendment Project (proposed project) will be carried out as described in the Final EIR.

Table 7.A lists each of the **Mitigation Measures (MMs)** specified in the Draft EIR and identifies the party or parties responsible for implementation and monitoring of each measure.

7.3 STANDARD CONDITIONS MONITORING PROCEDURES

Table 7.B lists all **Standard Conditions (SCs)** associated with the proposed project as specified in the Initial Study (provided in Appendix B of this Draft EIR) and/or this Draft EIR and describes the requirements and procedures to be followed by the City to ensure that all Standard Conditions will be carried out as described in the Final EIR.

Table 7.A: Mitigation Monitoring and Reporting Program

Draft EIR Mitigation Measure (MM)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
4.1: Aesthetics			
The proposed project would not result in any significant adverse impacts related to aesthetics. No mitigation is required.			
4.2: Air Quality			
MM AQ-1	Prior to issuance of building permits, the City of Huntington Beach shall identify project design details and specifications, where feasible, to document implementation and compliance with the following emission reduction measures. Implementation of the following measures, where applicable, are considered to be applicable, feasible, and effective in reducing criteria pollutant emissions generated by the project: • The project Applicant shall incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) at the proposed residential uses to minimize the potential impacts of air pollution on sensitive receptors. • The project Applicant shall incorporate fuel-efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and low or zero-emitting architectural coatings. The project Applicant shall only utilize Energy Star heating, cooling, and lighting devices, and appliances. • The project Applicant shall utilize energy-efficient design features, including use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling. • The project Applicant shall provide Class I and Class II bicycle parking/storage facilities on site. Bicycle parking facilities should be near destination points and easy to find. At least one bicycle parking space for every 20 vehicle parking spaces should be provided. • The project Applicant shall provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles. • The project Applicant shall install 240-volt electrical outlets or Level 3 chargers in parking lots that would enable charging of neighborhood electric vehicles (NEVs) and/or battery powered vehicles. • The project Applicant shall ensure the planting of trees in landscaping and ground floor parking lots provide shading coverage at a minimum of 25% • The project Applicant shall use light-colored paving and roofing materials. • The project Applicant shall use low-volatile organic compound (VOC) paints with 10 grams per liter or less.	City of Huntington Beach / Project Applicant	Prior to issuance of building permits.

Table 7.A: Mitigation Monitoring and Reporting Program

Draft EIR Mitigation Measure (MM)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
4.3: Biological Resources			
MM BIO-1	**Pre-Construction Special-Status Plant Survey.** A pre-construction special-status plant clearance survey shall be conducted prior to ground-disturbing activities associated with the proposed project (including demolition, remediation, site preparation, and/or future development projects within the Palm/Goldenwest Specific Plan Area) to document the presence/absence of special-status plant species known to occur in the vicinity of the project site. Special attention shall be paid to the presence/absence of southern tarplant within the project site and adjoining properties, when accessible. The focused plant survey shall be conducted in accordance with protocols and guidelines that have been approved and recommended by the United States Fish and Wildlife's (USFWS) 1996 *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants*; the California Department of Fish and Wildlife's (CDFW) 2018 *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*; and the California Native Plant Society's 2001 Botanical Survey. Due to the variation in blooming periods for special-status plant species known to occur in the vicinity of the site, up to three (3) site visits during the blooming season (March through June) are usually required to make observations during the appropriate phenological stage of the target plant species. Since emphasis will be placed on the presence/absence of southern tarplant within the project site, the surveys shall be conducted between March and November to correlate with the typical blooming time of southern tarplant, with at least one (1) of the 3 surveys being conducted during the peak blooming time for the species (May through November). Following the completion of the surveys, a letter report shall be prepared and submitted to the Director of the City of Huntington Beach's (City) Community Development Department, or designee, that includes a summary of the methods, conditions, and results of the surveys. An exhibit depicting the project site and survey area shall be included in the report that will also include the location of any special-status plant species, if found. If southern tarplant or other special-status plant species are detected and avoidance is not feasible, compensatory mitigation such as seed collection, topsoil salvage, plant salvage could be required. Recommended compensatory mitigation measures, if applicable, shall be included in the letter report. Each Applicant/Developer shall adhere to any such recommendations and provide evidence that these measures have been incorporated to the Director of the City's Community Development Department.	Project Applicant / Director of the City of Huntington Beach Community Development Department, or designee	Prior to ground-disturbing activities associated with the proposed project. Between March and November, with at least one (1) of the 3 surveys being conducted during the peak blooming time for the species (May through November).

Table 7.A: Mitigation Monitoring and Reporting Program

	Draft EIR Mitigation Measure (MM)	Responsible Party/ Approving Agency	Timing for Mitigation Measure
MM BIO-2	**Pre-Construction Burrowing Owl Clearance Survey.** To avoid impacts to burrowing owl, a qualified Avian biologist shall conduct a pre-construction burrowing owl clearance survey no more than three (3) days prior to any construction activity (including demolition, remediation, site preparation, and/or future development projects within the Palm/Goldenwest Specific Plan Area). The pre-construction survey will identify the presence and location of any burrowing owl within the boundaries of the project site and a 500-foot survey buffer. A report documenting the results of the survey shall be sent to the approving authority no more than 30 days after the survey. If burrowing owls are found within 150 feet of construction activities, all construction shall cease and consultation with the CDFW shall be required. Construction will only resume upon consultation with CDFW and when it is confirmed that the area is cleared of burrowing owl activity, or that construction activities shall not directly or indirectly affect the burrowing owls. If project activities are delayed for more than 30 days, a new clearance survey shall be conducted.	Qualified avian biologist / Project Applicant	No more than three (3) days prior to any construction activity.
MM BIO-3	**Bird Collision Avoidance.** Prior to the issuance of building permits for each future development project within the project site, the Director of the City's Community Development Department, or designee, shall verify that each project incorporates bird safe elements in architectural design to the extent feasible, including but not limited to non-reflective glass, patterned glass, and glass in the ultra-violet range to minimize potential bird collisions.	Director of the City of Huntington Beach Community Development Department, or designee	Prior to the issuance of building permits for each future development project within the project site.
MM BIO-4	**Environmental Awareness Strategies.** Prior to the issuance of occupancy permits for future residential developments within the project site, each project Applicant/Developer shall prepare an informational pamphlet and/or informational signage, subject to approval by the Director of the City's Community Development Department, that informs residents of the biological sensitivity of the surrounding areas (e.g., Bolsa Chica Ecological Reserve) and advises residents of methods to be used to prevent pets from inadvertently entering sensitive habitat areas. These include, but are not limited to, appropriate leashing practices and the use of gates at home entry/exit points. Upon approval, the pamphlet and/or signage shall be included in the Covenants, Conditions, and Restrictions (CC&Rs) of future Homeowners Associations and distributed to each homeowner and/or tenant or displayed at strategic locations throughout the project site.	Future project applicants and developers / Director of the City of Huntington Beach Community Development Department	Prior to the issuance of occupancy permits for future residential developments within the project site.

Table 7.A: Mitigation Monitoring and Reporting Program

Draft EIR Mitigation Measure (MM)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
4.4: Cultural Resources			
MM CUL-1	**Archaeological Mitigation and Monitoring Plan.** Prior to the issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, a City of Huntington Beach (City)-approved archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for archaeology shall prepare an Archaeological Mitigation and Monitoring Plan (AMMP) for each individual project for review and approval by the City Director of Community Development, or designee. The AMMP shall include protocols for monitoring and mitigation of any finds through a Research Design and Recovery Plan outlining significance testing of the inadvertent finds, laboratory analyses, curatorial requirements, and reporting requirements. The AMMP shall include language that all work must be stopped within 100 feet of an archaeological find while the find is assessed by the archaeologist and any Native American monitors. As outlined in the AMMP, a City-approved archaeologist shall oversee archaeological monitoring of all construction-related ground disturbance for each future development project within the project site. Archaeological monitoring shall continue until the archaeologist determines that there is a low potential for encountering subsurface cultural resources. In the event that archaeological cultural resources are identified during ground-disturbing project activities, the protocols outlined in each project's AMMP shall be implemented.	Archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for archaeology / Director of the City of Huntington Beach Community Development Department, or designee	Prior to the issuance of grading permits.
4.5: Energy			
The proposed project would not result in any significant adverse impacts related to energy. No mitigation is required.			
4.6: Geology and Soils			
MM GEO-1	**Paleontological Resources Impact Mitigation Program.** Prior to issuance of each grading permit (i.e., site demolition, remediation, and preparation; and each future development project within the project site), each project Applicant/Developer shall provide a letter to the Director of Community Development Department, or designee, stating that they have retained a qualified paleontologist (defined as a practicing paleontologist who is recognized in the paleontological community and proficient in vertebrate paleontology) who is listed on the County of Orange list of certified paleontologists. Prior to the issuance of each grading permit, the qualified paleontologist shall submit to the City, a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of	Future project applicants and developers / qualified paleontologist / Director of the City of Huntington Beach Community Development Department, or designee	Prior to issuance of each grading permit for future developments.

Table 7.A: Mitigation Monitoring and Reporting Program

	Draft EIR Mitigation Measure (MM)	Responsible Party/ Approving Agency	Timing for Mitigation Measure
	grading. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology. The City shall not issue a grading permit for the project until the letter and PRIMP, both referenced above, have been received. During construction, excavation and grading activities in deposits with high paleontological sensitivity shall be monitored by a paleontological monitor as defined by the PRIMP. No monitoring is required for excavations in deposits with no or low paleontological sensitivity (i.e., engineered fill soils). If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist shall be contacted to assess the find for significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution prepared by the Applicant-hired qualified paleontologist. Prior to the issuance of grading permits, a report of findings shall be prepared to document the results of the monitoring program prepared by the Applicant-hired qualified paleontologist. The report shall be provided to the Director of Community Development, or designee.		
4.7: Greenhouse Gas Emissions			
MM GHG-1	All development plans and permitting shall require Applicant incorporation of all feasible project-specific greenhouse gas reduction measures. Such measures shall include: • Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, as demonstrated through energy modeling or prescriptive compliance documentation. • Install on-site solar photovoltaic (PV) systems. • Install water-efficient fixtures (toilets, faucets, showers), water efficient landscape irrigation systems (drip irrigation with control panel and soil moisture sensors), and water efficient landscaping. • Install energy efficient appliances and high-efficiency electric hot water heaters. • Require all electric development, including space conditioning and water heating unless determined to be infeasible by the City's Engineer.	Project Applicant	Prior to approval of developments plans/permits.

Table 7.A: Mitigation Monitoring and Reporting Program

Draft EIR Mitigation Measure (MM)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
	• Provide End-of-Trip Bicycle Facilities. • Implement Commute Trip Reduction Marketing. • Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill 1383 requirements.		
4.8: Hazards and Hazardous Materials			
MM HAZ-1	**Demolition Plan.** Prior to the issuance of any demolition or grading permits, the Project Developer shall prepare and submit a Demolition Plan and a Storm Water Pollution Prevention Plan (SWPPP) to the Director of the City of Huntington Beach (City) Public Works Department, or designee, for review and approval. The Demolition Plan shall include the procedures for pre-demolition surveys and testing for hazardous building materials, including but not limited to asbestos and per- and polyfluoroalkyl substances (PFAS). All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations. All identified hazardous materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures. The Construction Contractor for demolition activities shall provide documentation (e.g., all required waste manifests, SWPPP O&M, sampling, and air monitoring analytical results) to the Director of the City Public Works Department, or designee, showing that abatement of hazardous building materials has been completed in full compliance with all applicable regulations.	Project Developer / Director of the City of Huntington Beach Public Works Department, or designee / Construction Contractor	Prior to the issuance of demolition or grading permits.
MM HAZ-2	**Soil Management Plan.** Prior to the issuance of any demolition or grading permits, a site-specific Soil Management Plan shall be developed and shall include measures for monitoring soil conditions for evidence of contamination and contingency measures in the event that contaminated soils are encountered during demolition, remediation, and site preparation activities, as evidenced by visual staining, olfactory perception, or field testing. The Soil Management Plan shall include contingency procedures for identification of potential contaminants through use of field screening equipment; sampling and laboratory analyses if necessary; soil segregation; temporary soil stockpiling specifications; on-site or off-site treatment and disposal options for soil in accordance with applicable law and a health and safety plan for workers involved in the earthwork phase of the project. The Soil Management Plan shall be submitted to the City of Huntington Beach Fire Department (HBFD) for review and approval.	Project Developer / City of Huntington Beach Fire Department	Prior to the issuance of demolition or grading permits.

Table 7.A: Mitigation Monitoring and Reporting Program

	Draft EIR Mitigation Measure (MM)	Responsible Party/ Approving Agency	Timing for Mitigation Measure
MM HAZ-3	**Hazardous Materials Remediation.** Prior to the issuance of any grading permits for overall site preparation activities associated with the proposed project, the Project Developer shall obtain a "No Further Action" letter or other written concurrence from a state environmental agency, if any is involved, indicating the successful completion of remediation activities and submit this written documentation to the HBFD for approval. The "No Further Action" letter or written concurrence will service as proof that all required site assessment and remedial actions to address residual contamination in soil, soil gas, and groundwater has been implemented as prescribed by a state environmental oversight agency (if involved).	Project Developer / City of Huntington Beach Fire Department	Prior to the issuance of grading permits for overall site preparation activities.
4.9: Hydrology and Water Quality			
Significant adverse impacts related to hydrology and water quality would be addressed by **Mitigation Measures HAZ-1 through HAZ-3** (under Section 4.8, Hazards and Hazardous Materials).			
4.10: Land Use and Planning			
Significant adverse impacts related to land use and planning would be addressed by **Mitigation Measures AQ-1** (under Section 4.2, Air Quality), **BIO-1 through BIO-4** (under Section 4.3, Biological Resources), **CUL-1** (under Section 4.4, Cultural Resources), **GEO-1** (under Section 4.6, Geology and Soils), **HAZ-2 and HAZ-3** (under Section 4.8, Hazards and Hazardous Materials), **N-1 and N-2** (under Section 4.12, Noise), **TRA-1 and TRA-3** (under Section 4.15, Transportation), and **UTL-1 through UTL-3** (as detailed in Section 4.17, Utilities and Service Systems).		
4.11: Mineral Resources			
The proposed project would not result in any significant adverse impacts related to mineral resources. No mitigation is required.			
4.12: Noise			
MM N-1	**Project-Specific Construction Analysis.** Prior to the issuance of demolition, grading, and/or construction permits, the construction contractor shall conduct a project-level construction noise analysis to evaluate potential impacts on off-site sensitive land uses adjacent to the project site. The project-level construction noise analysis shall be prepared, reviewed, and approved by the City of Huntington Beach. Measures shall be implemented to reduce construction noise to the FTA construction noise criteria or below if construction noise impacts are identified. Measures may include, but are not limited to the installation of temporary construction barriers.	Construction Contractor / City of Huntington Beach	Prior to the issuance of demolition, grading, and/or construction permits.
MM N-2	**Project-Specific Operational Noise Study.** Prior to the issuance of building permits, a project specific noise study shall be prepared by a qualified acoustical consultant to determine the noise levels generated from long-term operations of the proposed project and measures necessary to reduce noise levels and ensure compliance with the City's stationary noise standards. The project specific noise study shall be submitted to the City for review and approval. Noise reduction measures may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or soundwalls) or by using equipment that has a quieter rating.	Qualified acoustical consultant / City of Huntington Beach	Prior to the issuance of building permits.

Table 7.A: Mitigation Monitoring and Reporting Program

Draft EIR Mitigation Measure (MM)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
4.13: Population and Housing			
The proposed project would not result in any significant adverse impacts related to population and housing. No mitigation is required.			
4.14: Public Services			
The proposed project would not result in any significant adverse impacts related to public services. No mitigation is required.			
4.15: Transportation			
MM TRA-1	**Commute Trip Reduction (CTR) Program.** Prior to the issuance of a certificate of occupancy for any future hotel development project within the project site, each developer shall prepare a Commute Trip Reduction (CTR) Program for review and approval by the City of Huntington Beach (City) Director of Community Development, or designee. The CTR Program shall include measures to encourage hotel guests to use alternative modes of transportation, such as offering on-site bicycles, providing bicycle parking for both guests and employees, incorporating shuttle services to transport guests to nearby destinations such as the Downtown/Pier Area, and making public transit information readily available in the hotel lobby and on the hotel website. The CTR Program shall also encourage participation from employees in carpooling, transit use, or biking, with established trip reduction targets, compliance measures, and monitoring procedures to ensure effectiveness. The program shall include the following measures: • **Commute Trip Reduction Marketing**. This measure shall ensure that employees are informed about available transportation options, thereby maximizing participation in the CTR Program and contributing to the reduction of traffic congestion. o This measure shall be implemented through the Hotel's employer which would provide the following features, or similar alternatives: ▪ On-site or online commuter information services; ▪ Employee transportation coordinators; ▪ On-site or online transit pass sales; and/or ▪ Guaranteed ride home service. • **Ridership Program.** This measure shall provide transit passes or other incentives to employees, encouraging the use of public transportation. o This measure shall be implemented through the Hotel's employer, which would promote the ridesharing program in a multifaceted approach that could include the following: ▪ Designating a certain percentage of desirable parking spaces for ridesharing vehicles; ▪ Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; and/or ▪ Providing an app or website for coordinating rides.	Future hotel developers / Director of the City of Huntington Beach Community Development Department, or designee	Prior to the issuance of a certificate of occupancy for any future hotel development project within the project site.

Table 7.A: Mitigation Monitoring and Reporting Program

	Draft EIR Mitigation Measure (MM)	Responsible Party/ Approving Agency	Timing for Mitigation Measure

	• **Subsidized or Discounted Transit Program.** This measure involves offering subsidized or discounted transit passes to employees.
	  ○ This measure shall be implemented by the Hotel Employer, which would provide subsidies to employees for Orange County Transit Authority (OCTA) transit passes. There are four existing public transit stops on either side of the project site, and a possible future fifth public transit stop at the main entry drive to the project along the Pacific Coast Highway (PCH). All hotel employees shall be provided free OCTA transit passes. The subsidies provided to the employees for the OCTA transit fares should cover the cost of a single ride and/or a 30-day pass at the time of implementation.
	• **End-of-Trip Bicycle Facilities.** End-of-trip facilities, including bike racks, lockers, and showers, shall be provided to support employees who choose to bike to work. These facilities are necessary to facilitate and increase bicycle commuting.
	  ○ This measure shall be implemented by installing and maintaining the bicycle facilities on site.
	• **Employer-Sponsored Vanpool.** This measure shall support a vanpool program, reducing single-occupancy vehicle use. The vanpool program is particularly applicable to the large workforce anticipated in the Business Park phases.
	  ○ This measure shall be implemented by the Hotel Employer which will implement and monitor the vanpool.		

MM TRA-2	**Construct or Improve Bike Facility.** Prior to or concurrently with the time of the first application for a Coastal Development Permit (CDP) for residential or commercial development, the Project Applicant (California Resources Corporation [CRC]) shall provide circulation plans for verification by the City Director of Public Works Engineering, or designee, that the Class II bike lane currently under construction along the eastern curb of PCH would be maintained and improved to safely align with project improvements. The Project Applicant shall also provide such plans to Caltrans and obtain approval for any proposed modifications to the existing Class II bike lane. These plans shall also demonstrate that a safe connection has been provided for bicyclists to travel between the on-site multi-use path, the pending Class II bicycle lane along PCH, and the Huntington Beach Bike Trail (Class I Bike Path) west of PCH.	Project Applicant / Director of the City of Huntington Beach Public Works Engineering Department / Caltrans	Prior to or concurrently with the time of the first application for a Coastal Development Permit (CDP) for residential or commercial development on the project site.

Table 7.A: Mitigation Monitoring and Reporting Program

	Draft EIR Mitigation Measure (MM)	Responsible Party/ Approving Agency	Timing for Mitigation Measure
MM TRA-3	**Transportation Management Plan.** Prior to the issuance of demolition, grading or any construction permits, each developer shall submit a Transportation Management Plan for review and approval by the City Director of Public Works Engineering, or designee, and Caltrans (if PCH is identified as a haul route). The Transportation Management Plan shall be prepared consistent with the recommendations of the California Temporary Traffic Control Handbook and shall include, at a minimum, the following measures, which shall be implemented during all construction activities as overseen by each construction contractor associated with construction activity on the project site, including demolition, remediation, site preparation, and/or for future development projects within the project site: • Traffic controls shall be implemented for any street closure, detour, or other disruption to traffic circulation and will maintain emergency access to the site. • The routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to access the site shall be identified; traffic controls and detours shall be identified; and the proposed construction phasing plan for the project shall be provided. • The hours during which transport activities will occur shall be specified. • Identify the haul route for the materials to be removed (i.e., concrete, soil, steel, etc.) and any temporary traffic controls necessary to facilitate hauling vehicle access during the demolition phase and/or soil import during the site preparation phase. • Subject to the direction of the City Director of Public Works Engineering, or designee, haul operations associated with the materials export/soil import may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.). • The Project Applicant shall keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Project Applicant shall clean adjacent streets, as directed by the City's Director Public Works Engineering, or designee, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the Director of Public Works Engineering, or designee. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays. • Use of residential neighborhood streets as haul routes shall be prohibited. • Haul trucks entering or exiting public streets shall at all times yield to public traffic.	Future project applicants and developers / Director of the City of Huntington Beach Public Works Engineering Department / Caltrans	Prior to the issuance of demolition, grading or construction permits.

Table 7.A: Mitigation Monitoring and Reporting Program

Draft EIR Mitigation Measure (MM)	Responsible Party/ Approving Agency	Timing for Mitigation Measure
4.16: Tribal Cultural Resources		
MM TCR-1 **Retention of a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** A. The Project applicant shall retain four Native American Monitors, one from, or approved by, the following tribes: Juaneño Band of Mission Indians, Acjachemen Nation-Belardes, Juaneño Band of Mission Indians, Acjachemen Nation 84A, Gabrieleño Band of Mission Indians - Kizh Nation, and Gabrieleño Tongva Indians of California Tribal Council. The monitors shall be retained prior to the commencement of any ground-disturbing activity for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitoring responsibilities shall be shared by the four tribes described above and conducted on a rotating weekly basis, as assigned by the Project applicant. B. A copy of the executed monitoring agreement shall be submitted to the City prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence ground disturbing activity. C. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the monitoring tribe. The monitor logs shall also identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. In the event that Native American human remains are discovered on the Project site during ground-disturbing activities and a Most Likely Descendant (MLD) is designated by the Native American Heritage Commission, the designated MLD shall have full rights and responsibility concerning those remains in accordance with State law. Copies of monitor logs shall be provided to the Project applicant upon written request to each tribe. D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the monitoring tribes or tribal monitoring agencies from a designated point of contact for the Project applicant that all ground-disturbing activities and phases that may involve the Project are complete; or (2) a determination and written notification by the monitoring tribes or tribal monitoring agencies to the City of Huntington Beach Director of	Project Applicant / Director of the City of Huntington Beach Community Development Department, or designee / Construction Contractor	Prior to the commencement of any ground-disturbing activity for the project.

Table 7.A: Mitigation Monitoring and Reporting Program

Draft EIR Mitigation Measure (MM)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
	Community Development, or designee, that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact TCRs.		
MM TCR-2	**Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).** A. Upon discovery of any tribal cultural resources (TCRs) other than human remains and associated grave goods, which are addressed by Mitigation Measure TCR-3, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 100 feet) and shall not resume until the discovered TCR has been fully assessed by the monitoring tribe or tribal monitoring agency. The intent is to redeposit the object on the site. In the event redepositing on site is not possible, the consulting tribes shall agree on a plan.	Project Applicant / Construction Contractor	Upon discovery of any tribal cultural resources (TCRs) other than human remains and associated grave goods.
MM TCR-3	**Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.** B. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. C. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. In the event that a Most Likely Descendant (MLD) is designated by the Native American Heritage Commission, the designated MLD shall have full rights and responsibility concerning those remains. D. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	Project Applicant / Construction Contractor	Upon discovery of Native American human remains and associated grave goods.
4.17: Utilities and Service Systems			
MM UTL-1	**Water Capacity Analysis and Water Line Sizing.** Prior to issuance of the first grading permit (Rough or Precise), the Project Developer shall contract with a licensed civil engineer to prepare a Water Capacity Analysis that will be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. If the Water Capacity Analysis identifies water capacity deficiencies within the Palm/Goldenwest Specific Plan Area, the Project Developer shall revise the final water system design to reflect all on-site and off-site improvements necessary to comply with applicable City	Project Developer / City of Huntington Beach Public Works Department, or designee / licensed civil engineer	Prior to the issuance of the first grading permit (Rough or Precise).

Table 7.A: Mitigation Monitoring and Reporting Program

	Draft EIR Mitigation Measure (MM)	Responsible Party/ Approving Agency	Timing for Mitigation Measure
	of Huntington Beach Public Works Department service standards. Such improvements may include, but are not limited to: • Constructing new or upsizing existing public water mains; • Replacing undersized water line segments; or • Installing new booster pump stations. Once compliant with the findings of the Water Capacity Analysis, the final water system design shall be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. The Project Developer shall be responsible for constructing all required improvements as described in the Water Capacity Analysis, to support its project and to mitigate all effects on the public water infrastructure.		
MM UTL-2	**Sewer Feasibility Study.** Prior to issuance of the first grading permit (Rough or Precise), the Project Developer shall contract with a licensed civil engineer to prepare a Sewer Feasibility Study that will be submitted to the City of Huntington Beach Public Works Department, or designee, for review and approval. The Sewer Feasibility Study shall include a review of the existing City sewer system that would serve the project site to confirm that it has available capacity to accept the wastewater flow generated by the proposed project's uses. Data from a fourteen (14)-day or longer flow test shall be included in the study. The location and number of monitoring test sites shall be determined by the Public Works Department. Any necessary improvements shall be identified in the Sewer Feasibility Study. The analysis, conclusions, and recommendations in the Sewer Feasibility Study shall be based on final design plans and shall be consistent with all applicable City requirements. In the event that the Sewer Feasibility Study identifies insufficient sewer capacity to serve the proposed project, the Project Developer shall be responsible for constructing all required sewer improvements to support its project and to mitigate all effects on the public sewer infrastructure.	Project Developer / City of Huntington Beach Public Works Department, or designee / licensed civil engineer	Prior to the issuance of the first grading permit (Rough or Precise).
MM UTL-3	**Storm Water Discharge Approvals.** Prior to the issuance of the first grading permit (Rough or Precise), the Project Developer shall coordinate with the City's Public Works Department, Caltrans, and California State Lands Commission to obtain applicable discharge approvals and obtain written confirmation that the proposed project would be adequately served by existing and proposed stormwater drainage facilities. In the event that the City's Public Works Department, Caltrans, and/or California State Lands Commission identifies insufficient stormwater drainage facility capacity to serve the proposed project, the Project Developer shall be responsible for constructing all required drainage improvements to support its project and to mitigate all effects on the public storm drain infrastructure.	Project Developer / City of Huntington Beach Public Works Department, or designee / Caltrans / California State Lands Commission	Prior to the issuance of the first grading permit (Rough or Precise).

Table 7.B: Standard Conditions

Standard Condition (SC)		Responsible Party/ Approving Agency	Timing for Standard Condition
Aesthetics			
SC AES-1	**Photometric Plan.** Prior to issuance of any building permits, developers of future projects proposed within the Palm/Goldenwest Specific Plan Area facilitated by the proposed project shall prepare a photometric plan for review and approval by the City of Huntington Beach (City) Director of Community Development, or designee. The photometric plan shall be prepared by a qualified engineer and shall demonstrate, to the extent feasible, that the intensity and direction of all on-site outdoor lighting minimize spillage and glare onto adjacent properties.	Qualified Engineer / City of Huntington Beach Director of Community Development, or designee	Prior to the issuance of any building permits.
Agriculture and Forestry Resources			
The proposed project would not require any standard conditions related to agriculture and forestry.			
Biological Resources			
SC BIO-1	**Compliance with Migratory Treaty Bird Act (MBTA).** Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). In order to protect migratory bird species, a nesting bird clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities associated with construction of the proposed project (including demolition, remediation, site preparation, and/or future development projects within the Palm/ Goldenwest Specific Plan Area) that may disrupt the birds during the nesting season. Bird nesting season generally extends from February 1 through August 31. To avoid impacts to nesting birds (both common and special status) during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird clearance survey, three (3) days prior to project-related activities to identify any active nests occur on or immediate adjacent to the project site. If project activities are delayed for more than 30 days, a new clearance survey will need to be conducted. Special attention shall be paid to the presence of California least tern, since known nesting colonies occur approximately 3,000 feet to the northwest within the Bolsa Chica Ecological Reserve. If no active nests are found, no further action shall be required. However, if an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer shall be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors shall be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest shall be	Qualified Biologist / City of Huntington Beach Director of Community Development, or designee / California Department of Fish and Wildlife	Prior to tree and vegetation removal if such removal is proposed between February 1 and August 31.

Table 7.B: Standard Conditions

	Standard Condition (SC)	Responsible Party/ Approving Agency	Timing for Standard Condition
	established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. Additionally, a biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. Although not anticipated, if California least tern are found within the project site, or 500-foot buffer during the pre-construction clearance survey, each Project Applicant/Developer shall coordinate with the California Department of Fish and Wildlife (CDFW) to determine if avoidance and impact prevention measures can be implemented to avoid any direct or indirect impacts to California least tern, or if an Incidental Take Permit Under Section 2081 of the California Endangered Species Act (CESA) will need to be prepared and approved by CDFW.		
SC BIO-2	**Mature Tree Replacement.** Prior to the issuance of grading or building permits for site preparation activities or future developments within the project site, each project Applicant/Developer shall comply with City of Huntington Beach (City) Memorandum CI-74, Tree Replacement for CEQA Compliance (City Memo C1-74), including demonstrating in each project's landscaping plan that the appropriate number of replacement trees (at a minimum 2:1 ratio) are provided to replace existing mature trees (i.e., exceeding 10 inches in diameter measured approximately 4 feet above grade, or as otherwise determined by the City) that would be removed to accommodate each proposed development. The landscaping plan shall be submitted to the Director of the City's Community Development Department, or designee, for review and approval for each future development project within the project site.	Future project applicants and developers / City of Huntington Beach Director of Community Development, or designee	Prior to the issuance of grading or building permits for site preparation activities or future developments within the project site.
Cultural Resources			
SC CUL-1	**Human Remains.** In the event that human remains are encountered on the project site during ground disturbance activities associated with any individual development project on the project site facilitated by the proposed project, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the City of Huntington Beach (City), the MLD may inspect the site of the discovery. The MLD shall complete the inspection	Construction Contractor and County Coroner / City of Huntington Beach Director of Community Development, or designee	Prior to issuance of grading permits. During construction activities.

Table 7.B: Standard Conditions

	Standard Condition (SC)	Responsible Party/ Approving Agency	Timing for Standard Condition
	within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits for each individual project, the City Director of Community Development, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.		
Geology and Soils			
SC GEO-1	**California Building Code and Geotechnical Recommendations.** The Construction Contractor for each individual development project within the Palm/Goldenwest Specific Plan Area facilitated by the proposed project shall implement the recommendations of the Geotechnical Investigation Report for CRC Huntington Beach 20101 Goldenwest Street Huntington Beach, California, prepared by Langan Inc. in February 2025 (Geotechnical Investigation Report) for the proposed project, and future geotechnical reports prepared on a project-by-project basis, as well as applicable sections of the most current California Building Code (CBC) and the Huntington Beach Building and Construction Code. Prior to issuance of building permits for each individual development project within the Palm/Goldenwest Specific Plan Area facilitated by the proposed project, the City shall confirm that the project Soil Engineer has reviewed the building plans and verified that the structural design conforms to the requirements of the Geotechnical Investigation Report prepared for the proposed project, and future geotechnical reports prepared on a project-by-project basis, as well as applicable sections of the most current CBC and the Huntington Beach Building and Construction Code.	Construction Contractor and Project Soil Engineer / City of Huntington Beach	Prior to issuance of building permits. During construction activities.
Hazards and Hazardous Materials			
SC HAZ-1	**Compliance with Well Abandonment Regulations.** Prior to any oil well abandonment activity commencing, the Project Developer shall obtain a permit from the California Geologic Energy Management Division (CalGEM) and the Huntington Beach Fire Department (HBFD) in accordance with the CALGEM Construction Site Review Program and City Specification No. 422 (Abandonment of Oil Wells). Specifically, the Project Developer shall submit a copy of the issued CalGEM permit, site plan, and other applicable documents electronically to the City of Huntington Beach's (City) online portal for each oil well being abandoned. Site plans shall also be provided, with building locations, well location, Geographical Information System (GIS) coordinates for the well(s), American Petroleum Institute (API) number(s), well name(s), well	Project Developer / California Geologic Energy Management Division / Huntington Beach Fire Department	Prior to the commencement of any oil well abandonment activity.

Table 7.B: Standard Conditions

	Standard Condition (SC)	Responsible Party/ Approving Agency	Timing for Standard Condition
	operator, property owner and any other pertinent information. Once the abandonment permit has been issued by the HBFD, abandonment work may commence. Well abandonment shall be conducted in accordance with current CalGEM standards. Upon completion of well abandonment activities, the Project Developer shall provide documentation to CalGEM for review. CalGEM will then issue a closure letter ("Report of Well Abandonment [Form OG159]") to the Project Developer, indicating that all site oil/gas wells have been abandoned or re-abandoned to the current adopted CalGEM requirements. A copy of the CalGEM-issued closure letter for each well shall be submitted to the HBFD prior to the oil well abandonment permit final inspection approval. If, during any of the oil well abandonment or project development processes, any previously unknown oil well or soil contamination is discovered, CalGEM and the HBFD shall be notified immediately.		
SC HAZ-2	**Compliance with the Federal Hazardous Materials Transportation Act.** During construction activities, the Project Developer shall ensure that all transport of hazardous materials and wastes complies with the United States Department of Transportation (USDOT) Regulations, Title 49 Code of Federal Regulations [CFR] (Hazardous Materials Transportation Act), including the following provisions: • All hazardous materials and hazardous wastes shall be transported only by properly licensed, registered, and trained hazardous materials carriers in compliance with Hazardous Materials Transportation Act requirements, including applicable registration with the USDOT Pipeline and Hazardous Materials Safety Administration and adherence to USDOT safety standards. • All hazardous materials shipments shall be properly classified, packaged, marked, labeled, and accompanied by appropriate shipping papers and/or hazardous waste manifests in accordance with 49 CFR Parts 172 and 173. • Transport of hazardous materials shall follow designated or approved transportation routes to the extent feasible, minimizing travel through densely populated or environmentally sensitive areas. Loading and unloading activities shall be conducted in a manner that minimizes the risk of spills, releases, or accidents. • All personnel involved in the transportation of hazardous materials shall receive required training, including general awareness, function-specific, safety, and emergency response training. Transporters shall carry emergency response information consistent with the Emergency Response Guidebook and maintain appropriate spill response materials. • Any transportation-related release or incident involving hazardous materials shall be reported in accordance with federal requirements (49 CFR Parts 171.15 and 171.16). The	Project Developer / Director of the City of Huntington Beach Public Works Department, or designee	During construction activities.

Table 7.B: Standard Conditions

Standard Condition (SC)		Responsible Party/ Approving Agency	Timing for Standard Condition
	transporter and applicant shall coordinate with local emergency responders and implement immediate containment and cleanup actions. The Project Developer shall maintain documentation demonstrating compliance with the requirements presented above, and shall make this documentation available to the Director of the City Public Works Department, or designee, for review and approval prior to final inspection.		
SC HAZ-3	**Compliance with City Methane Regulations.** In accordance with City Specification No. 429 and Sections 17.04.170 and 17.56.080 of the City's Municipal Code, prior to development of each future project on the project site, the Project Developer shall hire a California Registered Professional Engineer (PE) or Registered Professional Geologist (PG) ("Licensed Professional") to prepare a site-specific soil gas investigation work plan shall for submittal to the HBFD for review and approval, in accordance with the details specified below: • Methane testing shall be performed in accordance with the Los Angeles Department of Building and Safety (LADBS) Public/ Building Code 2020-101 "Site Testing Standards for Methane" or its most current update. • The work plan, site investigation, and final reporting shall be performed under the direct supervision of a Registered Professional. The Licensed Professional shall prepare all environmental reports that will determine if the site is in compliance with City Specification No. 429, but the HBFD will make the final determination on compliance with City Specification No. 429. • The work plan shall contain a detailed description of the proposed site investigation including (at a minimum): site background and operational history; results of any existing soil gas or soil testing data; proposed investigation, gas probe installation, and sampling methodologies; map showing existing and proposed structures; locations, numbers, and depths of proposed soil gas sampling points; data collection techniques utilized. • Following development of the work plan and completion of the investigation, a soil gas investigation report shall analyze the results of the investigation. The investigation report will state if the site's soil vapor is compliant with this specification. To the degree possible, the source(s) of any anomalous levels of methane shall be identified. The Licensed Professional shall provide a recommendation for the proposed level of methane mitigation warranted, pursuant to this guideline. The HBFD will make the final determination of the appropriate methane mitigation measures for the project. • The final investigation report must be included within the architectural set of building plans submitted to the Community Development Department. The final investigation report shall be submitted to the HBFD for review.	Project Developer / Licensed Professional / Huntington Beach Fire Department / City of Huntington Beach Director of Community Development, or designee	Prior to development of each future project on the project site.

Table 7.B: Standard Conditions

	Standard Condition (SC)	Responsible Party/ Approving Agency	Timing for Standard Condition
	• The HBFD review of project work plans, reports, and methane barrier/mitigation plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the HBFD to recover consultant fees from the applicant, developer, or other responsible party. • Methane soil gas testing results are valid for five years from date tested. Additional testing may be required if construction of the methane mitigation system is not complete within five years of initial testing. In the event the soil gas investigation work plan determines that methane mitigation is required, a site-specific Mitigation Plan shall be prepared and approved by the HBFD prior to development of each future project on the project site. The Mitigation Plan shall include measures contained in Section 3 of City Specification No. 429, as applicable and feasible. Prior to the installation of a soil gas/methane mitigation system, plans shall be submitted in accordance with the HBFD's current Fire Construction Plan submittal requirements. All proposed designs shall be reviewed/ stamped by a Licensed Professional prior to installation.		
Hydrology and Water Quality			
SC WQ-1	**Construction General Permit.** Prior to issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, each developer shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTs). Each developer shall provide the Waste Discharge Identification Number (WDID) to the Director of the City of Huntington Beach (City) Public Works Department, or designee, to demonstrate proof of coverage under the Construction General Permit. Construction of each project shall not be initiated until a WDID is received from the SWRCB and is provided to the Director of the City's Public Works Department, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as	Future project applicants and developers / Director of the City of Huntington Beach Public Works Department, or designee / State Water Resources Control Board	Prior to issuance of grading permits.

Table 7.B: Standard Conditions

	Standard Condition (SC)	Responsible Party/ Approving Agency	Timing for Standard Condition
	a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs.		
SC WQ-2	**Erosion and Sediment Control Plan.** In compliance with the requirements of Title 17 Buildings and Construction, Chapter 17.05 Grading and Excavation Code, subsection 17.05.320 Erosion Control Plans of the Huntington Beach Municipal Code, each developer shall submit a grading plan and Erosion and Sediment Control Plan to the Director of the City Public Works Department, or designee, for review and approval prior to issuance of grading permits for the proposed project including for demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area. Each developer shall also submit Erosion and Sediment Control Plans annually to the Director of the City Public Works Department, or designee, for review and approval by September 15 of each year during construction.	Future project applicants and developers / Director of the City of Huntington Beach Public Works Department, or designee	Prior to issuance of grading permit. September 15th of each year during construction.
SC WQ-3	**Groundwater Discharge Permit.** If groundwater dewatering is required during demolition, remediation, site preparation, and/or for future development projects within the Palm/Goldenwest Specific Plan Area, each developer shall obtain coverage under the appropriate groundwater discharge permit from the Santa Ana Regional Water Quality Control Board (RWQCB), based on site conditions, as follows: • Prior to any ground disturbing activities, if groundwater is contaminated, the applicant shall obtain coverage under the *General Groundwater Cleanup Permit for Discharges to Surface Waters of Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Petroleum Hydrocarbons and/or Solvents* (Order No. R8-2012-0027, NPDES No. CAG918001). Groundwater dewatering activities shall comply with all applicable provisions in the permit, including requirements for treatment prior to discharge and adherence to all monitoring, reporting, and notification requirements. Upon completion of groundwater dewatering activities, the developer shall notify the Santa Ana RWQCB that dewatering has ceased, adhere to permit closure requirements, and provide all final monitoring reports. • Prior to any ground disturbing activities, if groundwater is not contaminated, the applicant shall obtain coverage under the Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) to the Santa Ana RWQCB at least 60 days prior to the start of excavation activities and anticipated discharge of dewatered groundwater to surface waters. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion	Future project applicants and developers / City Engineer, or designee / Santa Ana Regional Water Quality Control Board	In the event that groundwater dewatering is required during demolition, remediation, site preparation, and/or for future development projects.

Table 7.B: Standard Conditions

	Standard Condition (SC)	Responsible Party/ Approving Agency	Timing for Standard Condition
	of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.		
SC WQ-4	Prior to issuance of grading or building permits for individual development projects within the Palm/ Goldenwest Specific Plan Area, each project developer shall prepare and submit a project-specific Final Water Quality Management Plan (WQMP) to the City Engineer, or designee, for review and approval in compliance with the requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). The Final WQMP shall be prepared consistent with the requirements of the Technical Guidance Document for Water Quality Management Plans (December 2013) and the Water Quality Management Plan template, or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the project design to target pollutants of concern in runoff from the project area. The City Engineer, or designee, shall ensure that the BMPs specified in the Final WQMP are incorporated into the final project design of the individual development project within the Palm/Goldenwest Specific Plan Area.	Future project applicants and developers / City Engineer, or designee	Prior to issuance of grading or building permits for individual development projects.
SC WQ-5	**Hydrology Report.** Prior to issuance of grading permits for individual development projects within the Palm/Goldenwest Specific Plan Area, each developer shall submit and obtain approval of a Final Hydrology Report to the City Engineer, or designee, and the Orange County Flood Control District (OCFCD). The Final Hydrology Report shall be prepared consistent with the requirements of the Orange County Hydrology Manual (Orange County Environment Agency 1986) and Orange County Hydrology Manual Addendum No. 1 (Orange County Environment Agency 1996), or subsequent guidance manuals. The Final Hydrology Report shall confirm that the on-site storm drains, on-site detention basins, and any other drainage structures are appropriately sized to accommodate stormwater runoff from the design storm so that the peak flow of stormwater discharge from the project site is less than the existing Q25 flow rate (from the existing site). The Final Hydrology Report shall also demonstrate that the detention facilities meet the hydromodification requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). In compliance with the hydromodification requirements, the post-project runoff discharge volume for the 2-year storm shall not exceed that of the predevelopment condition by more than 5 percent,	Future project applicants and developers / City Engineer, or designee / Orange County Flood Control District	Prior to issuance of grading permits for individual development projects.

Table 7.B: Standard Conditions

Standard Condition (SC)		Responsible Party/ Approving Agency	Timing for Standard Condition
	and the time of concentration of post-development runoff for the 2 year storm event shall not be greater than 5 percent less than that of the predevelopment condition. The City Engineer, or designee, shall ensure that the drainage facilities specified in the Final Hydrology Report are incorporated into the final project design of the individual development project within the Palm/Goldenwest Specific Plan Area.		
Mineral Resources			
The proposed project would not require any standard conditions related to mineral resources.			
Noise			
The proposed project would not require any standard conditions related to noise and vibration.			
Population and Housing			
The proposed project would not require any standard conditions related to population and housing.			
Public Services			
SC PS-1	**Payment of Fire Facilities Development Impact Fee.** Prior to issuance of building permits, the City of Huntington Beach (City) Director of Community Development, or designee, shall confirm that developers of individual development projects within Planning Areas 1 and 2 of the Palm/Goldenwest Specific Plan have paid all required Fire Facilities Development Impact Fees in accordance with Chapter 17.74.040, Fire Facilities Development Impact Fee, of the Huntington Beach Municipal Code.	Applicant / City of Huntington Beach Director of Community Development, or designee	Prior to issuance of building permits.
SC PS-2	**Payment of Police Facilities Development Impact Fee.** Prior to issuance of building permits, the City of Huntington Beach Director of Community Development, or designee, shall confirm that developers of individual development projects within Planning Areas 1 and 2 of the Palm/Goldenwest Specific Plan have paid all required Police Facilities Development Impact Fees in accordance with Chapter 17.75.040, Police Facilities Development Impact Fee, of the Huntington Beach Municipal Code.	Applicant / City of Huntington Beach Director of Community Development, or designee	Prior to issuance of building permits.
SC PS-3	**Payment of School Development Fee.** Prior to issuance of building permits, developers of individual development projects within the Palm/Goldenwest Specific Plan Area facilitated by the proposed project shall submit proof to the City Director of Community Development, or designee, that payment of applicable school facility development fees to the Huntington Beach City School District and the Huntington Beach Union High School District has been made in compliance with Section 65995 of the California Government Code.	Applicant / City of Huntington Beach Director of Community Development, or designee	Prior to issuance of building permits.

Table 7.B: Standard Conditions

	Standard Condition (SC)	Responsible Party/ Approving Agency	Timing for Standard Condition
SC PS-4	**Payment of Park Impact Fee.** Prior to the issuance of building permits, the City Director of Community Development, or designee, shall confirm that developers of individual development projects within the Palm/Goldenwest Specific Plan Area facilitated by the proposed project have paid all required park in-lieu/park impact fees as established in Chapter 17.76.040 of the Huntington Beach Municipal Code.	Applicant / City of Huntington Beach Director of Community Development, or designee	Prior to issuance of building permits.
SC PS-5	**Payment of Library Impact Fee.** Prior to the issuance of building permits, the City Director of Community Development, or designee, shall confirm that developers of individual development projects within the Palm/Goldenwest Specific Plan Area facilitated by the proposed project have paid all required Library Impact Fees as established in Section 17.67 of the Huntington Beach Municipal Code.	Applicant / City of Huntington Beach Director of Community Development, or designee	Prior to issuance of building permits.
Recreation			
The proposed project would not require any standard conditions related to recreation.			
Transportation			
The proposed project would not require any standard conditions related to transportation.			
Tribal Cultural Resources			
The proposed project would not require any standard conditions related to tribal cultural resources.			
Utilities and Service Systems			
The proposed project would not require any standard conditions related to utilities and service systems.			
Wildfire			
The proposed project would not require any standard conditions related to wildfire.			

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8.0 LIST OF PREPARERS AND PERSONS CONSULTED

8.1 CITY OF HUNTINGTON BEACH

The following individuals from the City of Huntington Beach (City) were involved in the preparation of this Draft Environmental Impact Report (EIR):

- Jennifer Villasenor, Director of Community Development
- Jill Bos, AICP, Deputy Director of Community Development
- Ricky Ramos, Planning Manager
- Joanna Cortez, Principal Planner
- Steve Bogart, Principal Civil Engineer
- Kyle Hilton, Principal Civil Engineer
- Bob Stachelski, Traffic & Transportation Manager
- Jim Merid, Environmental Services Manager
- Jacob Worthy, Deputy Fire Marshal

8.2 EIR PREPARERS

The following individuals were involved in the preparation of this Draft EIR. The nature of their involvement is summarized below.

8.2.1 LSA Associates, Inc.

The following individuals were involved in the preparation of this Draft EIR:

- Ryan Bensley, Principal in Charge
- Pam Reading, Environmental Planning Principal
- Laurel Huntziner, Project Manager
- Olivia Mattair, Environmental Planner
- Jaelyn Law, Environmental Planner
- Jessica Coria, Associate Director of Air Quality and Climate Change Services
- Bianca Martinez, Air Quality Specialist
- Leland Villalvazo, Air Quality Specialist
- JT Stephens, Executive Vice President, Principal Noise and Vibration Specialist
- Jason Lui, Noise Associate
- Corey Knips, Noise Specialist
- Dean Arizabal, Mobility Principal
- Jason Thomas, Graphic Design & GIS Specialist
- Jessie Quigley, GIS Specialist
- Jennette Bosseler, Associate Section 508 Accessibility Specialist
- Chantik Virgil, Senior Word Processor
- Lauren Johnson, Senior Technical Editor

8.3 TECHNICAL REPORT PREPARERS

The following individuals were involved in the preparation of the technical reports in support of this Draft EIR. The nature of their involvement is summarized below:

8.3.1 LSA Associates, Inc.

The following individuals were involved in the preparation of the *Historic Resources Assessment* (October 2025):

- Casey Tibbet, Associate/Cultural Resources Manager
- Eugene Heck, Architectural Historian
- Michael Hibma, Associate/Cultural Resources Manager

The following individuals were involved in the preparation of the *Archaeological Survey Report* (January 2026):

- Ivan Strudwick, M.A., RPA, Associate/Archaeologist
- Lloyd Sample, Cultural Resources Principal

The following individuals were involved in the preparation of the *Paleontological Resources Memorandum* (January 2026):

- Kelly Vreeland, M.SC., Senior Paleontologist
- Lloyd Sample, Cultural Resources Principal

8.3.2 ELMT Consulting, Inc.

The following individuals were involved in the preparation of the *Delineation of State and Federal Jurisdictional Waters* (June 2025):

- Travis J. McGill, Biologist/Director
- Thomas J. McGill, Ph.D., Managing Director

The following individuals were involved in the preparation of the *Biological Resources Assessment* (April 2026):

- Travis J. McGill, Biologist/Director
- Rachael A. Lyons, Associate Biologist

8.3.3 Langan CA, Inc.

The following individuals were involved in the preparation of the *Initial Soil Investigation Report* (December 2024):

- Diane Fiorelli, PE, GE, Principal
- Travis Knight, EIT, Project Engineer
- Cory Lavole, CHMM PMP, Principal/Vice President

The following individuals were involved in the preparation of the *Geotechnical Investigation Report* (February 2025):

- Shaun Wilkins, PG, CEG, Senior Project Geologist
- Enrique Riutort, PE, GE, Senior Project Manager
- Diane Fiorelli, PE, GE, Principal

The following individuals were involved in the preparation of the *First Supplemental Soil Investigation Report* (March 2025):

- Diane Fiorelli, PE, GE, Principal
- Travis Knight, EIT, Project Engineer
- Cory Lavole, CHMM PMP, Principal/Vice President

The following individuals were involved in the preparation of the *Second Supplemental Soil and Soil Vapor Investigation Report* (July 2025):

- Diane Fiorelli, PE, GE, Principal
- Travis Knight, EIT, Project Engineer
- Cory Lavole, CHMM PMP, Principal/Vice President

The following individuals were involved in the preparation of the *Soil Removal Report* (August 2025):

- Diane Fiorelli, PE, GE, Principal
- Travis Knight, EIT, Project Engineer
- Cory Lavole, CHMM PMP, Principal/Vice President

The following individuals were involved in the preparation of the *Phase I Environmental Site Assessment* (October 2025):

- Travis Knight, EIT, Project Engineer
- Cory Lavole, CHMM PMP, Principal/Vice President

8.3.4 EPD Solutions, Inc.

The following individuals were involved in the preparation of the *VMT Analysis* (November 2025):

- Simon Lin, EIT
- Jordan Mower
- Meghan Macias, TE

The following individuals were involved in the preparation of the *Traffic Impact Analysis* (November 2025):

- Hashem Basrawi, EIT
- Chad Karns
- Meghan Macias, TE

The following individual was involved in the preparation of the *PCH Driveway Access Alternative Analysis* (July 2026):

- Meghan Macias, TE

8.4 PROJECT APPLICANT

8.4.1 California Resources Corporation (CRC)

- Robert Grundstrom, Senior Vice President of Business Development, CRC (Applicant)
- Ed Mountford, President, Cornerstone Real Estate Consulting Inc. (Applicant Representative)

8.5 PERSONS CONSULTED

The following individuals were consulted during the preparation of this Draft EIR:

- Gabrielino Tongva Indians of California Tribal Council, Christina Conley, Tribal Cultural Resource Administrator
- Juaneño Band Of Mission Indians, Acjachemen Nation – Belardes, Joyce Perry, Cultural Resource Director
- Juaneño Band Of Mission Indians, Acjachemen Nation 84A, Chris Granado, Cultural Resources Director
- Gabrieleño Band of Mission Indians – Kizh Nation, Brandy Salas, Tribal Administrative Coordinator

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