Final

ADDENDUM TO THE FINAL MASTER ENVIRONMENTAL IMPACT REPORT FOR MASTER PLAN OF RECREATION USES FOR CENTRAL PARK, CITY OF HUNTINGTON BEACH, CALIFORNIA – SYMPHONY OF THE FLOWERS PROJECT

State Clearinghouse #97091007

Prepared for
City of Huntington Beach

December 2024

ESA

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Prepared for
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Acronyms and Other Abbreviations

Abbreviation	Definition
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
AQMP	Air Quality Management Plan
BCER	Bolsa Chica Ecological Reserve
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Huntington Beach
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
County	Orange County
dB	decibels
dBA	A-weighted decibel
DOC	California Department of Conservation
ESA	Environmental Science Associates
FMEIR	Final Master Environmental Impact Report
GHG	greenhouse gas
HBFD	Huntington Beach Fire Department
HBPD	Huntington Beach Police Department
HCP	Habitat Conservation Plan
IPaC	Information for Planning and Consultation
kwh	kilowatt-hour
LED	light-emitting diode
Leq	Equivalent Continuous Sound Pressure Level
Master Plan	Master Plan of Recreation Uses for Hunting Central Park
MBTA	Migratory Bird Treaty Act
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Plan

Abbreviation	Definition
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NWI	National Wetland Inventory
OCTA	Orange County Transportation Authority
OS-P	Open Space-Park
OS-PR	Open Space-Parks and Recreation Subdistrict
Pacific Coast Highway	State Route 1
Park	Central Park East
PM10	respirable particulate matter
PM2.5	fine particulate matter
Project	Symphony of Flowers
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
Show	Symphony of Flowers
SOx	sulfur oxides
SWPPP	Storm Water Pollution Prevention Plan
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compounds
WQMP	Water Quality Management Plan

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Addendum EIR

Introduction

This document is an Addendum to the Final Master Environmental Impact Report (FMEIR) for Master Plan of Recreation Uses for Central Park, City of Huntington Beach, California (Certified 1999 FMEIR 1999) (State Clearinghouse No. 97091007). In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.), this Addendum to the EIR analyzes the Symphony of Flowers (or Project or Show) (defined below) and demonstrates the Symphony of the Flowers does not meet the standards for a Supplemental or Subsequent EIR pursuant to Public Resources Code Section 21166 or CEQA Guidelines Sections 15162 and 15163. Although the Symphony of the Flowers wasn't originally contemplated in the Certified 1999 FMEIR, the Project instead qualifies for use of an Addendum pursuant to CEQA Guidelines Section 15164 as the Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts or introduce new mitigation measures.

CEQA Authority for an EIR Addendum

CEQA and the CEQA Guidelines establish the type of environmental documentation that is required when changes to a project occur after an EIR is certified. Section 15164(a) states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

According to CEQA Guidelines Section 15162, once an EIR has been certified, no subsequent or supplemental EIR shall be prepared for a project unless the lead agency determines that one or more of the following occurs:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no Supplemental or Subsequent EIR shall be required by the lead agency or by any responsible agency:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis in this document, the Symphony of Flowers would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts associated with the Symphony of Flowers are within the envelope of impacts addressed in the Certified 1999 FMEIR and do not constitute new or substantially increased significant impacts. Therefore, the Symphony of Flowers does not meet the criteria for a Supplemental or Subsequent EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163.

Project Description

Project Location

Regionally, the Symphony of Flowers is located in the City of Huntington Beach (City), which is in coastal Orange County (County) in Southern California; refer to **Figure 1**, *Regional Map*. Locally, the Project is located within the Huntington Central Park, which is the largest City-owned park in the County with approximately 350 acres of land. Huntington Central Park is comprised of open grass fields, paved pathways for walking and biking, exercise stations, dirt trails meandering to open fields and nature areas, two lakes, playgrounds and picnic areas. Huntington Central Park is comprised of both Central Park West and Central Park East. Central Park West includes the Shipley Nature Center, Huntington Central Park Equestrian Center, Lake Huntington, Huntington Dog Park, Huntington Beach Disc Golf Course, the Senior Center, and Kathy May's Lakeview Café. Central Park East includes the Huntington Beach Central Library, Children's Library, Library Theater, Central Park Amphitheater, Central Park Bandstand, Huntington Beach Central Park Sports Complex, Adventure Playground, Talbert Lake, Secret Garden, Butterfly Garden, and Park Bench Café. Specifically, the Project is located within the northeastern portion of Central Park East (Project Site or Park), located at 18002 Goldenwest Drive, Huntington Beach, CA; refer to **Figure 2**, *Existing Site Vicinity Map*.

Existing Site Conditions and Surrounding Land Uses

The Project Site primarily consists of a grass surface, trees, and paved pathways. Land uses surrounding the Project Site comprise of the City's Park, Tree, and Landscape Maintenance Division office and facilities immediately adjacent to the north; additional park space, parking, Gothard Street, and commercial uses to the east; additional park space, the Central Park Amphitheater, Adventure Playground, and industrial uses to the south; and additional park space, Talbert Lake, Goldenwest Street, and residential uses to the west.

Land Use and Zoning Designations

According to the City's General Plan Land Use Plan, the Project Site is located within the Open Space-Park (OS-P) land use designation. The Park designation provides for public parks and recreational facilities and supporting ancillary uses (i.e., maintenance equipment storage). According to the City's Zoning Map, the Project Site is located within the Open Space-Parks and Recreation Subdistrict (OS-PR). This district provides areas for public or private use and areas for preservation and enhancement.

Project Objectives and Community Benefits

- Create temporary local jobs up to approximately 50 employees for Project operations and up to approximately 20 to 50 employees for Show set up and Show breakdown and generate additional positive economic impacts for the City as a result of spending by visiting Show attendees.
- Provide a family-oriented safe, fun, and entertaining experience for all communities and age groups.
- Create a show that integrates the park setting and is sensitive to the existing plant and wildlife resources within and adjacent to the Project Site.
- Provide community outreach by working with local charitable organizations to arrange for opportunities for disadvantaged groups and/or families to attend and experience the Show.

SOURCE: Esri, 2023; ESA, 2024

Huntington Beach Symphony of Flowers

Figure 1
Regional Map

ESA

SOURCE: Esri, 2023; ESA, 2024

Huntington Beach Symphony of Flowers

Figure 2
Existing Site Vicinity Map

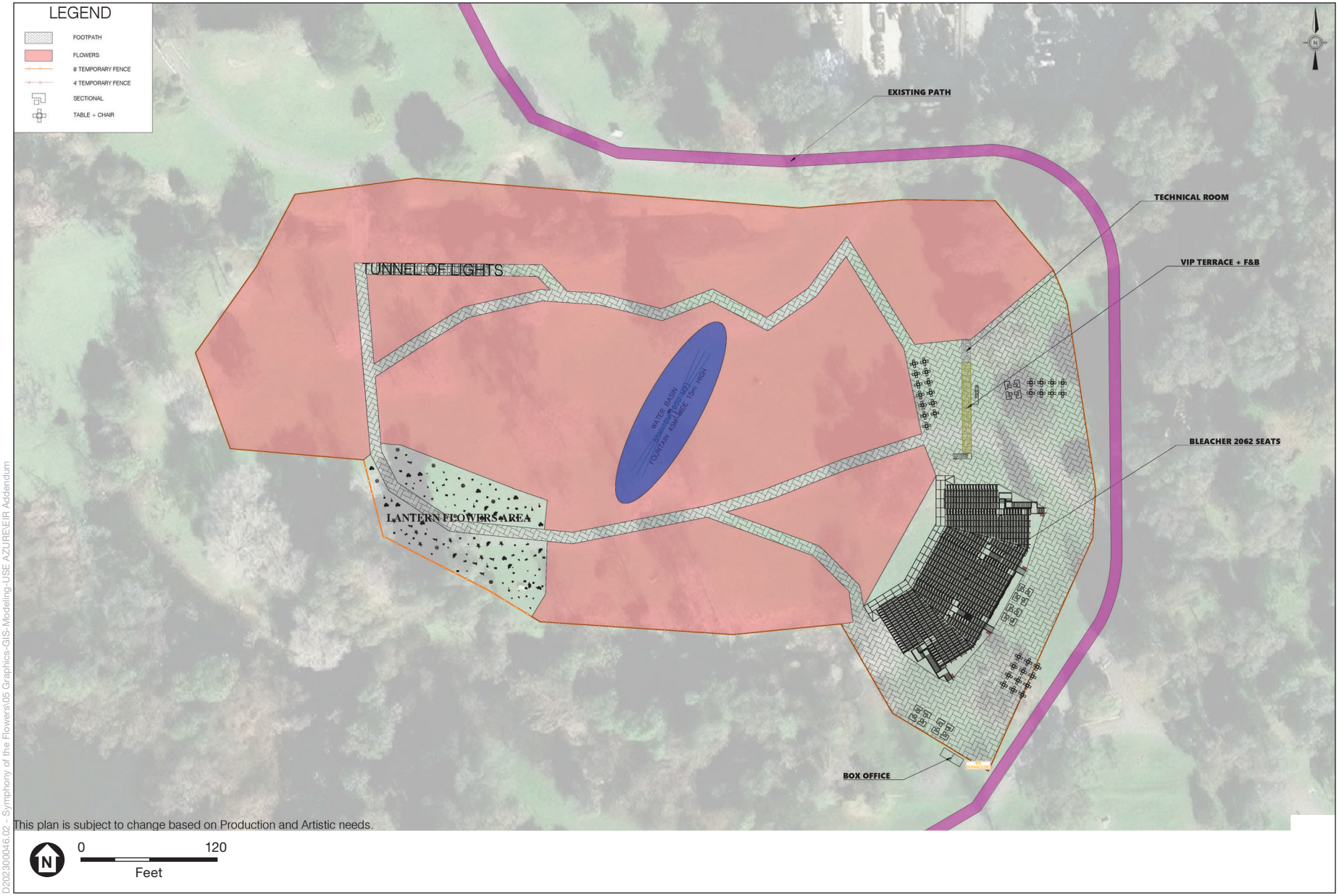
ESA

- Continue to provide a gathering place where locals and visitors can come together to enjoy a temporary multi-media light show choregraphed to symphony music.
- Provide increased visibility and visitor use for a portion of Central Park East during off peak hours (after dusk).
- Support and enhance the arts in the City of Huntington Beach by offering a world class arts presentation.

Project Characteristics

The Symphony of the Flowers includes a temporary multi-media show comprised of over 100,000 luminous flowers including roses, tulips, and lilies and over 500,000 light-emitting diode (LED) lights choregraphed to symphony music viewed from temporary bleachers. Following the Show, an optional self-guided interactive walking tour through designated pathways along the field of flowers is provided allowing visitors to engage with attractions and art installations within the Project Site; refer to **Figure 3**, *Site Plan.*

Temporary structures and features of the Project include bleachers, a box-office, concessions (including beverages, light snacks, and merchandise [i.e., no meals or table service]), show controls, restrooms, pathways, lighting and sound equipment, luminous flowers, and a water fountain/basin. The aluminum bleachers are installed above ground and can accommodate up to 2,062 spectators within an area of approximately 20,000 square feet. The concessions and show controls consist in sea containers of 40'x 8.5' while the box-office is 20'x8.5'. The temporary structures would be installed by two telehandler lifts. The Project Site provides a VIP terrace gathering area for all ticket holders to temporarily enjoy their concessions prior to taking their seats within the bleacher area. The pathways are composed of removable interlocking tiles which are deposited above ground over geotextile. Once the pathways are installed, the walkways have an approximate width of 8' across. The luminous flowers contained in the field of flowers portion of the Project Site consist of energy efficient LED programmable multimedia pieces which are manually planted into the ground a few inches in depth. The field of flowers includes a lantern flower garden area comprised of large "human height" flowers, and a multimedia tunnel of lights spanning over 100 feet. The field of flowers represents the largest portion of the Project Site, approximately 200,000 square feet. Centrally located within the field of flowers is a water fountain installed above ground within a water basin; refer to **Figure 4**, *Water Basin*. The water basin is approximately 180 feet in length and approximately 50 feet in width. Lights are projected onto the water fountain with a projection screen. Concrete blocks would be installed above ground to create the water basin. The Project Applicant would use recirculation pumps to prevent stagnant water and create the water screen effect. The water basin would be treated, as necessary, with natural algaecide safe for wildlife and subject to any recommendations and requirements of the City. The Project would not include any mechanical construction excavation, grading, or trenching activities and also would not remove, trim, or otherwise disturb any existing trees or habitat.

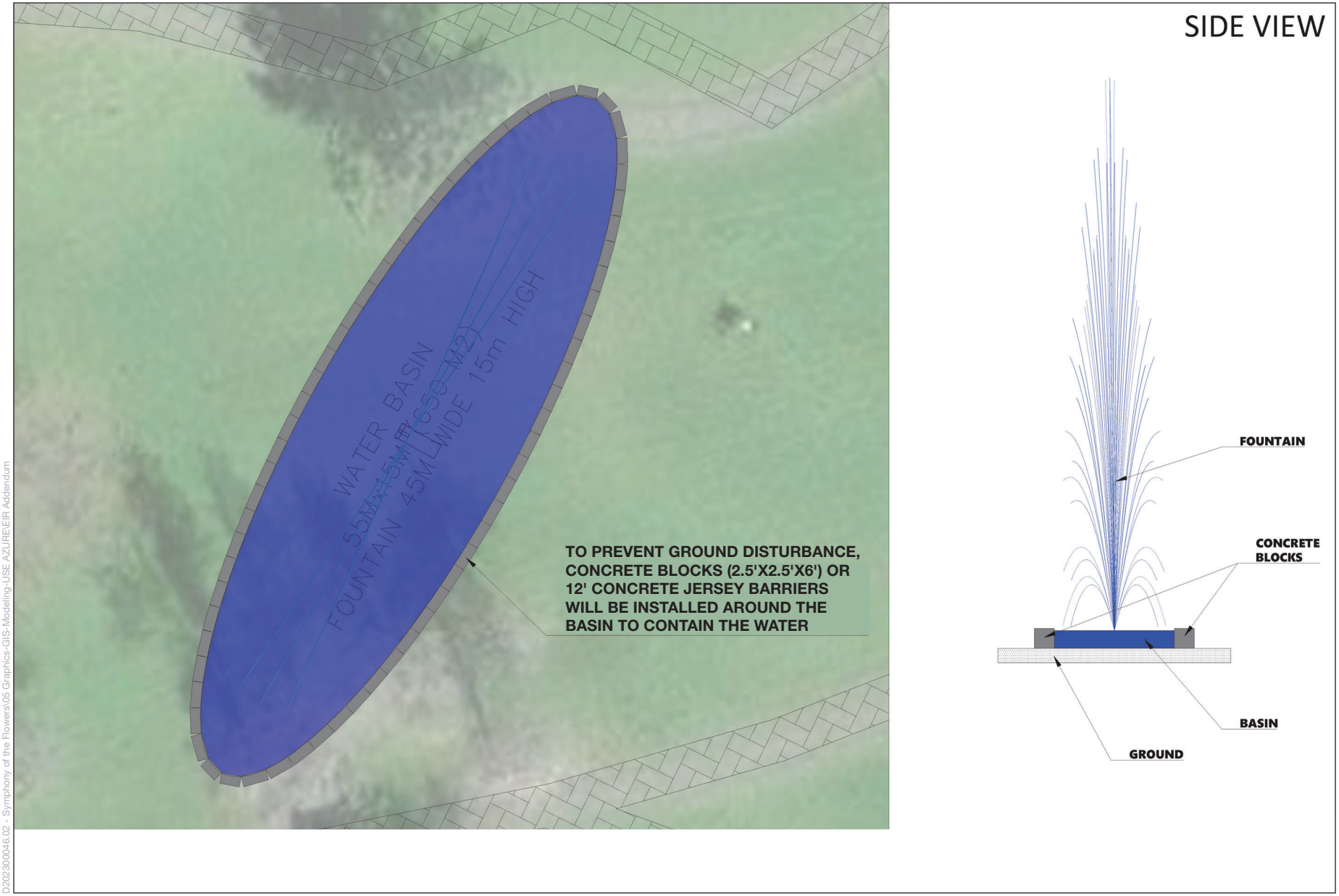


SOURCE: Becerra Strategies/Symphony of the Flowers, 2024

Huntington Beach Symphony of Flowers

Figure 3
Site Plan

ESA



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SOURCE: Becerra Strategies/Symphony of the Flowers, 2024

Huntington Beach Symphony of Flowers

Figure 4
Water Basin

ESA

Lighting

The Project would use the existing lighting at Central Park East but would provide additional lighting throughout the Project Site comprised of artificial flowers which would be illuminated using LED lights within the internal structures, pathway lighting, lights to be projected onto the water fountain with a projection screen, lighting associated with the bleachers for seating, lighting for the concession stand and VIP terrace gathering area, and overnight security lighting. All Project lighting would be angled away from sensitive habitat areas, including riparian habitats (i.e., arroyo willow thickets, cattail marsh, Goodding's willow-red willow riparian woodland, and ornamental vegetation within the wetlands) potentially used by special-status riparian bird species (least Bell's vireo, tricolored blackbird, yellow-breasted chat, and yellow warbler) for nesting, and eucalyptus grove potentially used by overwintering monarch butterflies for roosting (**Project Feature Biological Resources-1**).

Sound

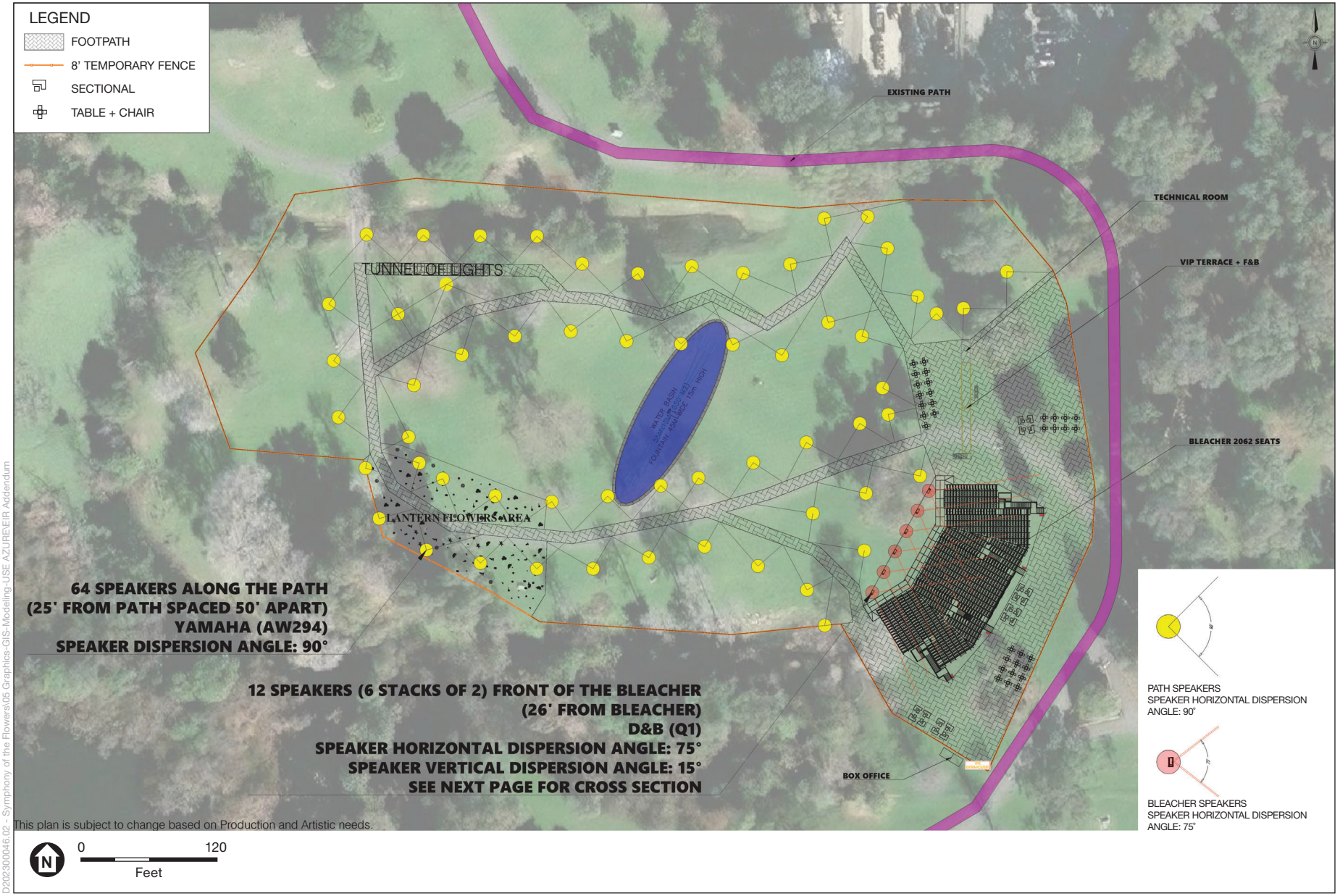
All Project speakers installed would be directed away from sensitive receptors, including the riparian habitat and eucalyptus groves (**Project Feature Biological Resources-2**). Approximately 12 speakers (6 stacks of 2 speakers) would be installed approximately 26 feet in front of the temporary bleachers. These speakers would include a speaker horizontal dispersion angle of 75 degrees and a speaker vertical dispersion angle of 15 degrees. Throughout the field of flowers, 64 speakers would be dispersed at approximately 25 feet from the pathways and spaced at approximately 50 feet apart. The speakers within the field of flowers would have a speaker dispersion angle of approximately 90 degrees. The speakers would project low-bass symphony music throughout the Project Site. Please refer to **Figure 5a**, *Speaker Location* and **Figure 5b**, *Bleacher Sound Dispersion* for the locations and sound dispersions of the speakers.

Voluntary Project Features Related to Biological Resources Protection

There are several voluntary project features the Project Applicant has proposed to protect biological resources. In addition to Project Feature Biological Resources-1 (related to lighting) and Project Feature Biological Resources-2 (related to sound), a qualified biologist will conduct nesting bird surveys within seven days prior to the start of the avian nesting season (generally defined as January 15 through September 15) (**Project Feature Biological Resources-3**). Further, pre-activity surveys for overwintering monarchs will be conducted prior to the start of the Project during overwintering season (October-February) within suitable eucalyptus grove habitat (**Project Feature Biological Resources-4**). Each of these project features are further discussed and described in the Biological Resources section of this Addendum.

Hours of Operation and Schedule

Operation of the Symphony of Flowers would maintain a flexible schedule to accommodate ticket demand and attendance, weather (i.e., no shows to occur on rainy days), and parking availability. The Show is planned to operate during evening hours (i.e., total darkness is required) from dusk to 11:00 P.M. during seasons of peak demand with up to 4 shows per evening. During times of lower demand, the Show is planned to operate from dusk to 9:00 P.M. or 10:00 P.M. with 2 to 3 shows per day. The Project would typically occur from Thursday through Sunday with up to 20 days of operation per month based on ticket sales for approximately 6 months. Shows have a duration of approximately 30 minutes while viewing from the temporary bleachers followed by approximately 30 minutes for the optional self-guided interactive walking tour through the field of flowers for a total expected visit time of approximately an hour. Visitors are expected to arrive approximately 15 to 30 minutes prior to the start of the Show and to depart within 15 to 60 minutes after the end of the Show depending on time spent on the walking tour.



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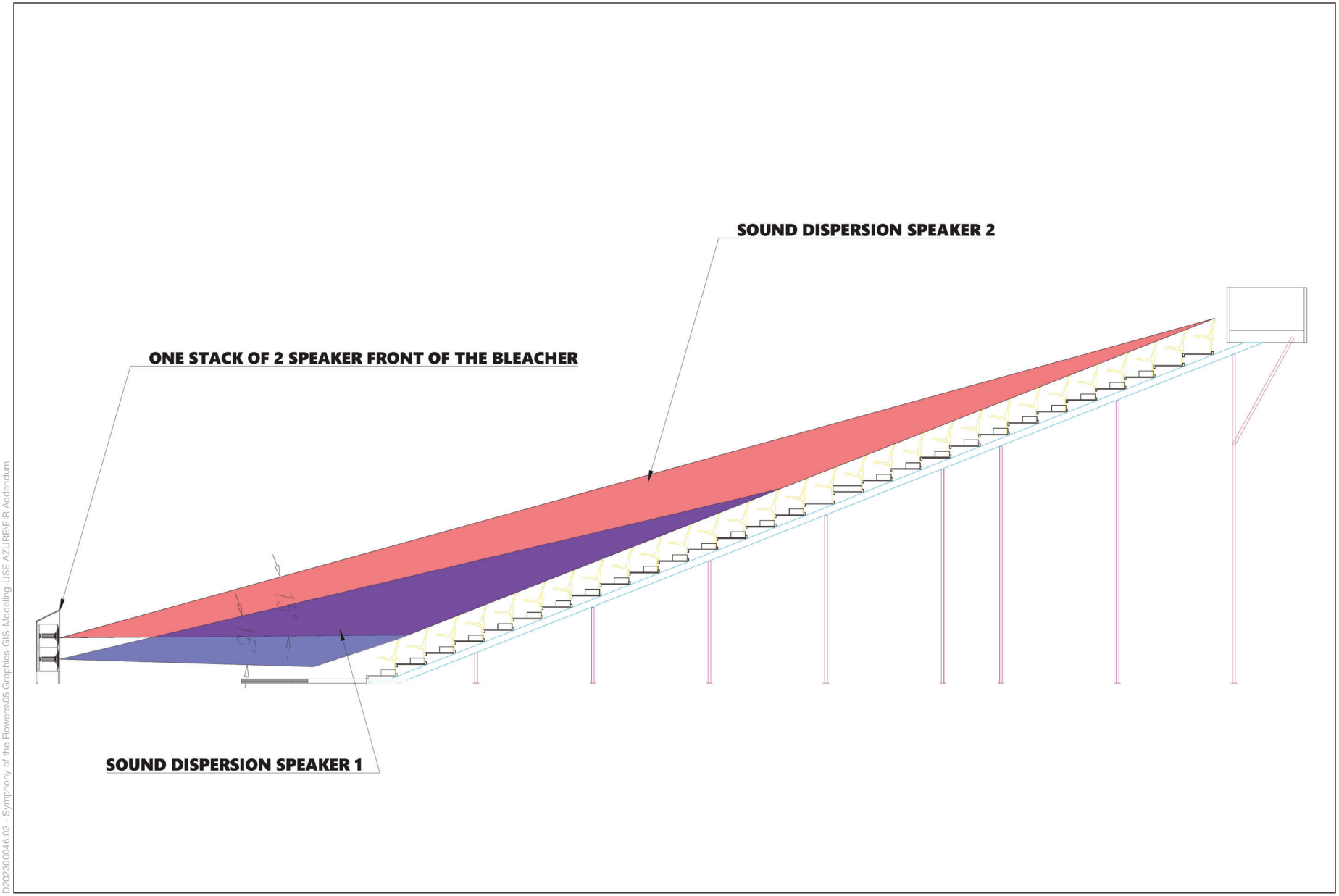
SOURCE: Becerra Strategies/Symphony of the Flowers, 2024

Huntington Beach Symphony of Flowers

Figure 5a
Speaker Location

ESA



D202300046.02 - Symphony of the Flowers\05 Graphics-GIS-Modeling-USE AZUREEIR Addendum

SOURCE: Becerra Strategies/Symphony of the Flowers, 2024

Huntington Beach Symphony of Flowers

Figure 5b
Bleacher Sound Dispersion

ESA

Project Attendance

The Symphony of Flowers is anticipated to attract an average of 900 visitors per show, approximately half of the maximum seating capacity. The Project Applicant anticipates the majority (approximately 70 percent) of visitors to originate from within a 30-mile radius of the City, with the remaining visitors (approximately 30 percent) to originate from beyond the 30-mile radius of the City. Given that the City frequently hosts a variety of special events and regularly draws regional tourists, it is likely that some visitors may attend the Show as part of other activities and events taking place within the City. In addition to the visitors of the Show, approximately 50 employees would be present each day of the Show for assistance with operations. Employees are anticipated to be onsite daily between the hours of 7:00 A.M. for Show preparation and up to midnight for Show conclusion. The Project Applicant is anticipated to hire employees locally.

Access, Ingress/Egress, Parking

Regional access to the Central Park East is provided by Interstate 405 (San Diego Freeway), State Route 1 (Pacific Coast Highway), and State Route 39 (Beach Boulevard). Local roadways providing access to Central Park East include Goldenwest Street, Gothard Street, Slater Avenue, Talbert Avenue, and Ellis Avenue. Huntington Beach Central Park East is surrounded by pedestrian facilities and Class II bicycle facilities that provide convenient access for park visitors. The Park is also served by Orange County Transportation Authority (OCTA) operated bus routes (i.e., Route 25, Route 76, and Route 29), which facilitate travel near the Project Site.

During evenings of the Show, portions of the existing parking lots within Central Park East would be temporarily designated for Show parking to accommodate visitors arriving in private vehicles. To enhance accessibility and provide adequate circulation, the Project would allocate specific areas for rideshare, facilitating the use of rideshare services as an alternative mode of transportation. Further, visitors would have the option to arrive via public transit, bicycle, or on foot, supported by the existing pedestrian and bicycle infrastructure of Central Park East, which connects to surrounding streets and the internal park trail network. The Show set up and breakdown would require approximately 20 to 50 daily employees with an expected 20 to 35 vehicles which would be parked offsite. The offsite parking would be located at the existing surface parking of the Frontier Communications building located on Slater Avenue adjacent to the Gothard Street and Slater Avenue intersection. Loading and unloading of mid-size equipment and concessions would occur at the existing parking lot along Gothard Street.

Event Security and Site Evacuation

The Project Applicant would provide private security The private security company would coordinate crowd control, internal and overnight security, venue safety, and emergency evacuation in coordination with the Huntington Beach Police Department (HBPD) and Huntington Beach Fire Department (HBFD). Within the Project's boundary, a site evacuation plan has been developed compliant with the City's Municipal Code fire and safety requirements; refer to **Figure 6**, *Site Evacuation Plan*. Although the Project would be enclosed by temporary security fencing, evacuation routes and exits would be maintained at multiple openings which align with existing pedestrian trails. Designated gathering points outside of the Project's immediate boundary would be maintained for evacuees and emergency personnel during emergencies.

SOURCE: Becerra Strategies/Symphony of the Flowers, 2024

Huntington Beach Symphony of Flowers

Figure 6
Site Evacuation Plan

ESA

Show Set Up and Show Breakdown

The Project requires up 4 to 6 weeks of set up and up to 4 weeks of breakdown. The Show set up would take place Monday through Saturday with weeks 1 through 3 occurring between 7:30 A.M. to 6:30 P.M., weeks 4 and 5 occurring between 7:30 A.M. and 10:30 P.M., and week 6 occurring between 7:30 A.M. and 2:00 A.M., with only show programming occurring with no noise involved. The Show breakdown would take place Monday through Saturday, from 7:30 A.M. to 6:30 P.M. Show set and breakdown operations would comprise of 20 to 50 daily employees. The flowers would be manually planted in the ground. The tip of the flower contains a spike ready to be planted. Manual electric battery drills would be applied when the soil is too solid to allow the spike to enter the ground. The pedestrian walkways and pond would be placed on the existing ground level. The Project would not include any mechanical construction excavation, grading, or trenching activities. The Project also would not remove, trim, or otherwise disturb any existing trees or habitat.

Utilities

The Project would use existing connections and facilities. For the proposed water basin and fountain, the Project Applicant would bring in water to fill the basin. Portable restrooms and Americans with Disabilities Act (ADA) bathrooms would be provided onsite. Each of the single portable restrooms would sit in a containment tray on top of plywood (or other suitable flooring) and would not be within 50 feet of an existing storm drain. Wastewater generated from the Project is hauled off by the Project Applicant's vendors (i.e., portable bathrooms). Consistent with the City's franchise agreement, the Project Applicant would contract and coordinate refuse needs with the City's waste management provider, Republic Services. Republic Services would provide cardboard general waste and recycling bins with lids to be located at the Project Site including the reserved parking lot areas and would place dumpster bins in accordance with expected attendance. Dedicated food waste bins would be placed near the concessions. The Project Applicant would be responsible to replace all full trash can liners throughout the venue and to place the trash from the bins into the dumpsters to then be removed by Republic Services following the conclusion of the Show each evening. The estimated power consumption for the Project is 700-800 kilowatt-hour (kwh) per day. The Project would not use generators.

Review and Approvals

This Addendum is provided in association with the City Council's consideration of the Service Agreement for management and operation of the Symphony of Flowers.

Evaluation of Environmental Impacts

Effects Found Not to be Significant

Following a review of the Certified 1999 FMEIR and the revised Project information, it was determined that only limited analysis was needed for the following resource areas: Agriculture and Forestry Resources, 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, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

Agriculture and Forestry Resources: The Project Site and surrounding areas do not contain agricultural uses or related operations and are not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (California Department of Conservation [DOC], 2022). No portions of the Project Site or surrounding land uses are zoned for agricultural, and no nearby lands are enrolled under the Williamson Act. No forest land or land zoned for timberland is present within the Project Site or in the surrounding areas. The Project would not involve the conversion of farmland or forestland to other uses, either directly or indirectly. As such, no impact would occur, and no further analysis of this issue is required.

Air Quality: The Project Site is located within the South Coast Air Basin (SCAB). Air quality planning for the SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD's 2022 Air Quality Management Plan (AQMP) provides the strategy and the underlying technical analysis for how the region would meet that National Ambient Air Quality Standards (NAAQS) by the required dates and continue progress to achieve the California Ambient Air Quality Standards (CAAQS). The Project is a temporary event and does not include residential or commercial development and would not generate a permanent increase in population or employment. Therefore, the Project would not conflict with growth projections in the AQMP. The Project would generate temporary emissions from the installation of the lighting and sound features, bleachers, and other support features. However, since the Project would not include any mechanical construction excavation, grading, or trenching activities and would not remove or trim any existing vegetation or disturb existing trees or habitat, heavy-duty construction equipment would not be used. Minor emissions would occur from workers commuting to the Project Site using automobiles and light-duty pick-up trucks. Operation of the Project would not include stationary sources of emissions. The Project lighting and sound features would be electric, and no fossil fuel combustion equipment would be used. Operation of the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of the Project compared to the prior and existing conditions. Up to approximately 300 trips per day are anticipated from primarily passenger vehicles. Occasional supply trucks would visit the Project Site to deliver day-to-day goods such as concessions; however, only a few supply truck trips would be required on a daily or weekly basis. Vehicle trips would generate mobile source emissions of ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), respirable particulate matter (PM10), and fine particulate matter (PM2.5). However, emissions would be minimal given the low number of daily vehicle trips and emissions would be below SCAQMD thresholds of significance. As the Project would not include any substantial sources of on-site emissions, the Project would not expose sensitive receptors to substantial pollutant concentrations. No exceedances of CO have been recorded at monitoring stations in the SCAB in recent years and the SCAB is currently designated as a CO attainment area for both the CAAQS and NAAQS. The minimal number of vehicle trips would not cause or contribute to the formation of CO hotspots. Furthermore, the Project would not include any sources of substantial odors. Thus, the Project would result in less-than-significant impact to air quality.

Cultural Resources: Any potential historical resources would not be impacted by the Project since only temporary event structures would be erected and removed following the end of the Project. In addition, the erection of the temporary event structures would be at or near-grade on the grass and no ground-disturbing activities would occur. The Project would not include any mechanical construction excavation, grading, or trenching activities that could cause a substantial adverse change in the significance of historical resources, archaeological resources, or human remains. As such, no impact would occur, and no further analysis of this issue is required.

Energy: The Project does not include new permanent development. Instead, the Project consists of temporary event structures, such as lighting and sound equipment and bleachers. The temporary event structures would require the use of small hand-held power tools (some of which may be battery or electric powered) and two telehandler lifts and would require temporary power demand. However, since the Project would not require the construction of any new facilities, there would be no potential for mechanical construction or construction-related ground disturbance resulting in wasteful, inefficient, or unnecessary consumption of energy resources. Operation of the Project would not result in substantial net new energy demand from on-site activities. The Show would include the use of amplified speakers and pathway lighting. However, energy demand would be periodic and only required for the portion of the evening in which the Show would occur. The Project would require temporary energy for general lighting, which would be used for security and wayfinding and turned off each night at the close of each Show night. The temporary energy demand for hand-tools, speakers, lighting, and fountain would be used to operate the Symphony of the Flower, which, would achieve City objectives for the community that would not render the energy demand as wasteful, inefficient, or unnecessary consumption of energy resources. Furthermore, the Project would use highly energy-efficient devices such as LEDs. Thus, the Project would not conflict with plans for energy efficiency or renewable energy. Operation of the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of the proposed Shows compared to the prior and existing conditions. Up to approximately 300 trips per day are anticipated from primarily passenger vehicles. Occasional supply trucks would visit the Project Site to deliver day-to-day goods such as concessions; however, only a few supply truck trips would be required on a daily or weekly basis. However, the increase in vehicle trips and vehicle miles traveled and associated transportation fuel demand would be temporary and limited to the temporary Symphony of the Flowers. The Shows would be planned in such a manner to promote alternative transportation uses such as public transportation.

The Project objectives include continuing to provide a family-oriented safe, fun, and entertaining experience; continuing to provide a gathering place where locals and visitors can come together to enjoy flowers, and music; and continuing to provide temporary jobs associated with the Project. Thus, while the Project would require energy and transportation fuels, the Project would achieve City objectives for the community that would not render the energy demand as wasteful, inefficient, or unnecessary consumption of energy resources. Energy impacts would be less than significant.

Geology and Soils: The Project Site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. However, no currently known active surface faults traverse the Project Site and the Site is not located within a designated Alquist-Priolo Earthquake Fault Zone. The nearest active fault, the Newport-Inglewood Fault, is an active right-lateral fault system consisting of a series of fault segments located mostly parallel to the coastline; refer to Figure 4.5-2, Local Fault Locations, of the City's General Plan EIR (Atkins, 2017). The Project proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed following the end of the Project. There would be no potential for mechanical construction, grading, or trenching activities that would discover liquefaction zones, encounter expansive soils, or create the potential for erosion to occur. The Project Site is located in a relatively flat and highly urbanized area of the City with no impacts related to landslides. According to Figure 4.5-3, Seismic Hazard Zones, the Project Site is located within an area of low liquefaction potential and is not located within an earthquake induced landslide zone (Atkins, 2017). Groundwater would not be extracted as part of the Project. No oil wells are located within the Project Site. According to Figure

4.5-5, Areas Prone to Subsidence, of the City's General Plan EIR, portions of the Project Site and areas adjacent to the Site are located within an area prone to minimal subsidence (Atkins, 2017). The Project proposes temporary restrooms and does not propose the use of septic tanks or alternative wastewater disposal systems. Overall, a less-than-significant impact would occur, and no further analysis of this issue is required.

Greenhouse Gas Emissions: The Project does not include new permanent development. Instead, the Project consists of temporary event structures, such as lighting and sound equipment and bleachers. The temporary event structures would require the use of small hand-held power tools (some of which may be battery or electric powered) and two telehandler lifts and would require temporary power demand.

The Project would generate temporary greenhouse gas (GHG) emissions from the installation of the lighting and sound features, bleachers, and other support features. However, since the Project would not include any mechanical construction excavation, grading, or trenching activities and would not remove or trim any existing vegetation or disturb existing trees or habitat, heavy-duty construction equipment would not be used. Minor emissions would occur from workers commuting to the Project Site using automobiles and light-duty pick-up trucks. Operation of the Project would generate minor amounts of GHG emissions from stationary sources. The Project lighting and sound features would be electric, but no fossil fuel combustion equipment would be used. The Show would include the use of amplified speakers and pathway lighting. However, energy demand and associated GHG emissions would be periodic and only required for the portion of the evening in which the Show would occur. The Project would require temporary energy for general lighting, which would be used for security and wayfinding and turned off each night at the close of each Show night. Operation of the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of the proposed Shows compared to the prior and existing conditions. Up to approximately 300 trips per day are anticipated from primarily passenger vehicles. Occasional supply trucks would visit the Project Site to deliver day-to-day goods such as concessions; however, only a few supply truck trips would be required on a daily or weekly basis. Vehicle trips would generate mobile source GHG emissions. However, emissions would be minimal given the low number of daily vehicle trips.

The Project would use highly energy-efficient devices such as LEDs. The Project would also be planned in such a manner to promote alternative transportation uses such as public transportation. The Project objectives include continuing to provide a family-oriented safe, fun, and entertaining experience; continuing to provide a gathering place where locals and visitors can come together to enjoy flowers, and music; and continuing to provide temporary jobs associated with the Project. Thus, while the Project would generate GHG emissions from energy and transportation fuels, the Project would achieve City objectives for the community that would not result in GHG emissions that would have a significant impact on the environment nor conflict with plans, policies, or regulations for reducing GHG emissions. GHG emission impacts would be less than significant.

Hazards and Hazardous Materials: Hazardous materials during the Project would be limited to use of small quantities of common commercial cleaning products that would be used in accordance with the manufacturer's instructions for use, storage, and disposal of such products. Republic Services would provide cardboard general waste and recycling bins with lids to be located at the Project Site including the reserved parking lot areas and would place dumpster bins in accordance with expected attendance. Dedicated food waste bins would be placed near the concessions. The Project Applicant would be responsible to replace all full trash can liners throughout the venue and to place the trash from the bins into

the dumpsters to then be removed by Republic Services following the conclusion of the Show each evening. The Project Site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. According to the City's General Plan EIR (Atkins, 2017), the Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. According to the Fire Hazard Severity Zones Map, the Project Site is not located in a wildfire area (CAL FIRE, 2022). As such, there is no potential of wildland fires. Overall, a less-than-significant impact would occur, and no further analysis of this issue is required.

Hydrology and Water Quality: There would be no potential for mechanical construction, grading, or trenching activities and, thus, does not need to comply with the water quality requirements of the National Pollutant Discharge Elimination System (NPDES) for preparation of a Storm Water Pollution Prevention Plan (SWPPP) or a Water Quality Management Plan (WQMP). Trash receptacles and dumpsters would be located throughout the Project Site and are currently located within public areas of the Central Park East. The Project Applicant would coordinate refuse needs with the City's waste management provider, Republic Services. The Project would not use groundwater supplies and is not located within a groundwater recharge area. The Project Site would temporarily increase impervious surfaces with the installation of the 8' wide pathways, composed of removable interlocking tiles which are deposited above ground over geotextile. Once the pathways are installed, the walkways have an approximate width of 8' across. However, these pathways are located within the existing flat grass area, therefore, won't substantially alter the existing drainage pattern and won't result in erosion or siltation. Further, where paved areas exist (e.g., parking lots and trails) within the Project Site, there is no potential of erosion or siltation and adequate storm drain systems currently exist. The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. According to Figure 4.8-2, Designated Floodplains within Planning, of the City's General Plan EIR, the Project Site is not located within a floodzone (Atkins, 2017). The Project Site is not located within a tsunami zone. The temporary event structures of the Project would be required to be designed and located to not violate water quality standards or waste discharge requirements. Overall, a less-than-significant impact would occur, and no further analysis of this issue is required.

Land Use and Planning: The Project is located within the Central Park East, a publicly accessible area and would continue to encourage pedestrian, bicycle, and vehicular access to the Park. The Project Site would not be accessible to the public for park use during the Show, including Show set up and Show breakdown; however, the Show is temporary, and the Project Site would return to pre-project conditions with full public accessibility at the conclusion of the Project. Further, the Project would not physically divide an established community.

According to the City's General Plan Land Use Plan, the Project Site is located within the OS-P Open Space-Park land use designation. The Park designation provides for public parks and recreational facilities and supporting ancillary uses (i.e., maintenance equipment storage). According to the City's Zoning Map, the Project Site is located within the OS-PR Open Space-Parks and Recreation Subdistrict. This district provides areas for public or private use and areas for preservation and enhancement. The Project is consistent with the OS-P Open Space-Park land use designation and the OS-PR Open Space-Parks and Recreation Subdistrict zoning designation. The Project does not include any developments or permanent structures or inconsistent land uses. The Project does not involve changes in the existing land use for the

Project Site or the surrounding area. As such, the Project would be consistent with the City's General Plan and Zoning Map. As such, no impact would occur, and no further analysis of this issue is required.

Mineral Resources: The Project proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed following the end of the Project. According to Figure ERC-5, Mineral Resource Zones (MRZ), of the City's General Plan, the Project Site is located within a mineral land classification MRZ-2, which identifies that adequate information is available to indicate significant construction aggregate deposits are present. Any potential mineral resources would not be impacted by the Project since only temporary event structures would be erected and removed following the end of the Project. The luminous flowers would be manually planted into the ground a few inches below-grade. There would not be excavation to depths that would impact mineral resources. No onsite oil drilling or oil extraction occurs within the Project Site or within the nearby vicinity. As such, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Further, the 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. As such, no impact would occur, and no further analysis of this issue is required.

Population and Housing: The Project proposes no new residential uses or permanent businesses and does not include the extension of roads or infrastructure. The Project consists of temporary event structures, all of which would be removed following the end of the Project. The Project is intended to accommodate existing residents and visitors to the area and would not induce substantial unplanned growth. The Project does not propose the removal of any existing structures or housing and therefore would not displace people or housing. As such, no impact would occur, and no further analysis of this issue is required.

Public Services: In addition to existing fire protection and police protection provided by the HBPD and HBFD, the Project Applicant would also provide private security The private security company would coordinate crowd control, internal and overnight security, venue safety, and emergency evacuation in coordination with the HBPD. Within the Project's boundary, a site evacuation plan has been developed compliant with the City's Municipal Code fire and safety requirements. Although the Project would be enclosed by temporary security fencing, evacuation routes and exits would be maintained at multiple openings which align with existing pedestrian trails. Designated gathering points outside of the Project's immediate boundary would be maintained for evacuees and emergency personnel during emergencies. Since the Symphony of Flowers is temporary and served by existing public emergency response personnel as well as private security provided by the Project Applicant, the Project would not interfere with the City's regular public safety patrol operations and emergency response times. The Project would not increase population, and therefore, would have no impact to schools, parks, and other public facilities. A less-than-significant impact would occur, and no further analysis of this issue is required.

Recreation: The Project would increase activity and users within a portion of Central Park East during off peak hours. The Project Site would not be accessible to the public for park use for the six-month duration of the Show, including Show set up (one month before the Show) and Show breakdown (one month after the Show); however, the Show is temporary, and the Project Site would return to pre-project conditions with full public accessibility at the conclusion of the Project. Further, since this activity would happen during off peak hours in the evenings, this activity would not impact most Central Park users who visit the Park during the day for various purposes, including, but not necessarily limited to, walking, running, and

birding. The Project Site would be cleaned after each public-use evening and would also be entirely restored following the end of the Project to pre-project conditions. As such, the Project would not result in a substantial or accelerated physical deterioration of the Park. Further, the recreational activities associated with the Project are temporary and would not require the construction or expansion of permanent recreational facilities that would have an adverse physical effect on the environment. As such, a less-than-significant impact would occur, and no further analysis is required. **Tribal Cultural Resources**: The Project proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed following the end of the Project. In addition, the erection of the temporary event structures would be at or near-grade on the grass. The luminous flowers would be manually planted into the ground a few inches in depth. There would not be mechanical construction excavation, grading, or trenching activities associated with the Project. Further, the Project is an addendum to the Certified 1999 FMEIR. Since the NOP for Certified 1999 FMEIR was filed before Assembly 52 (AB 52) came into effect on July 1, 2015, the current Project does not need to comply with AB 52. As such, a less-than-significant impact would occur, and no further analysis is required.

Utilities and Service Systems: The Project would use existing connections and facilities for water, wastewater, stormwater, electrical, natural gas, and telecommunications. For the proposed water basin and fountain, the Project Applicant would bring in water to fill the basin. The estimated power consumption for the Project is 700-800 kilowatt-hour (kwh) per day. Portable restrooms and ADA bathrooms would be provided. Each of the single portable restrooms would sit in a containment tray on top of plywood (or other suitable flooring) and would not be within 50 feet of an existing storm drain. Wastewater generated from the Project is hauled off by the Project Applicant's vendors (i.e., portable bathrooms). Republic Services would provide cardboard general waste and recycling bins with lids to be located at the Project Site including the reserved parking lot areas and would place dumpster bins in accordance with expected attendance. Dedicated food waste bins would be placed near the concessions. The Project Applicant would be responsible to replace all full trash can liners throughout the venue and to place the trash from the bins into the dumpsters to then be removed by Republic Services following the conclusion of the Show each evening. The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

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

CEQA Topics Evaluated in Detail

This Addendum focuses on the implementation of the Symphony of Flowers Project that would affect the following impact areas: aesthetics, biological resources, hazards and hazardous materials (emergency evacuation), noise, and transportation. These issue areas are evaluated in greater detail due to the potential effects resulting from implementation of the Symphony of the Flowers.

Aesthetics

Would the Project:

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

No Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors. Scenic vistas within the City include views of the Pacific Ocean and associated beaches and the Bolsa Chica Ecological Reserve (BCER), which covers approximately 1,400 acres of wetland marshes containing wildlife (Atkins, 2017).

The Symphony of the Flowers proposes no new permanent development; instead, the Project consists of temporary event structures and features such as bleachers, a box-office, concessions, show controls, restrooms, pathways, lighting and sound equipment, luminous flowers, and a water fountain/basin, all of which would be removed following the end of the Project. The Pacific Ocean and BCER are located approximately 2.5 miles south and southwest of the Project Site. As such, the Project would not block views. Therefore, no impact would occur.

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

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

Specifically, the Project is located within the northeastern portion of Central Park East. The Project Site primarily consists of a grass surface, trees, and paved pathways. As such, the Project Site is not visible from an eligible state scenic highway, Pacific Coast Highway, the Pacific Ocean, or associated beaches. The Project Site does not contain any rock outcroppings or historical buildings. The Symphony of the Flowers proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed following the end of the Project. The Project would not include any mechanical construction excavation, grading, or trenching activities. Further, the Project would not remove or trim any existing vegetation or disturb existing trees. Therefore, views of Pacific Coast Highway, the Pacific Ocean, or associated beaches would not be substantially altered by the Project. As such, no impact would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experiences from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Symphony of the Flowers is located in an urbanized area and proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed following the end of the Project. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

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

Less Than Significant Impact. The Project Site and immediate vicinity exhibits considerable ambient nighttime illumination levels due to the densely developed nature of the surrounding areas including residential uses, commercial uses, industrial uses, park lighting, parking lot lighting, security lighting, and incidental landscape lighting. Automobile headlights, streetlights, and stoplights along the adjacent roadways contribute to the overall ambient lighting levels as well. Additionally, the Central Park East itself contains lighting throughout (e.g., pathway lighting along walkways, lighting associated with existing buildings and parking lots).

The Symphony of Flowers proposes no new permanent development; instead, the Project consists of temporary event structures, all of which would be removed following the end of the Show. The Project would use the existing lighting at Central Park East but would provide additional lighting throughout the Project Site comprised of artificial flowers which would be illuminated using LED lights within the internal structures, pathway lighting, lights to be projected onto the water fountain with a projection screen, lighting associated with the bleachers for seating, lighting for the concession stand and VIP terrace gathering area, and overnight security lighting. All Project lighting, other than the water fountain lighting, would be angled away from sensitive receptors. The water fountain lighting would project upward but would not create light or glare beyond the boundary of the Park.

The Show is planned to operate during evening hours (i.e., total darkness is required) from dusk to 11:00 P.M. during seasons of peak demand with up to 4 shows per evening. During times of lower demand, the Show is planned to operate from dusk to 9:00 P.M. or 10:00 P.M. with 2 to 3 shows per day. The Project would typically occur from Thursday through Sunday with up to 20 days of operation per month based on ticket sales for approximately 6 months. As a result, the Project would not create a new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area.

Biological Resources

Methodology for Biological Resources Evaluation

Biological conditions were evaluated by reviewing applicable regulations, policies, and standards; reviewing biological literature and querying available databases pertinent to the Project area and vicinity including the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW 2024a), CDFW's California Sensitive Natural Communities List (CDFW 2024b), California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California

(CNPS 2024), Natural Resource Conservation Service's (NRCS) Web Soil Survey (NRCS 2023), U.S. Fish and Wildlife Service's (USFWS) Critical Habitat Portal (USFWS 2024a), USFWS's Information for Planning and Consultation (IPaC) (USFWS 2024b), and USFWS's National Wetland Inventory (NWI) (USFWS 2024b); and conducting a reconnaissance-level biological survey of the Project area.

The reconnaissance-level biological resources survey was conducted by ESA biologists Amanda French and Florence Chan on October 25, 2024, within the 49.45-acre Biological Study Area (BSA), which includes the approximately 6.29-acre Project area and a 500-foot buffer area surrounding the Project area. The survey was performed by walking meandering transects throughout the BSA to document existing site conditions and assess the potential for sensitive and/or regulated biological resources, including special-status plant and wildlife species, sensitive plant communities, aquatic resources, and habitat for nesting birds.

The following biological resource analysis relies on one mitigation measure from the Certified 1999 FMEIR to reduce impacts to a less-than-significant level, with clarifying, implementation language to address the specific components of the Symphony of Flowers project:

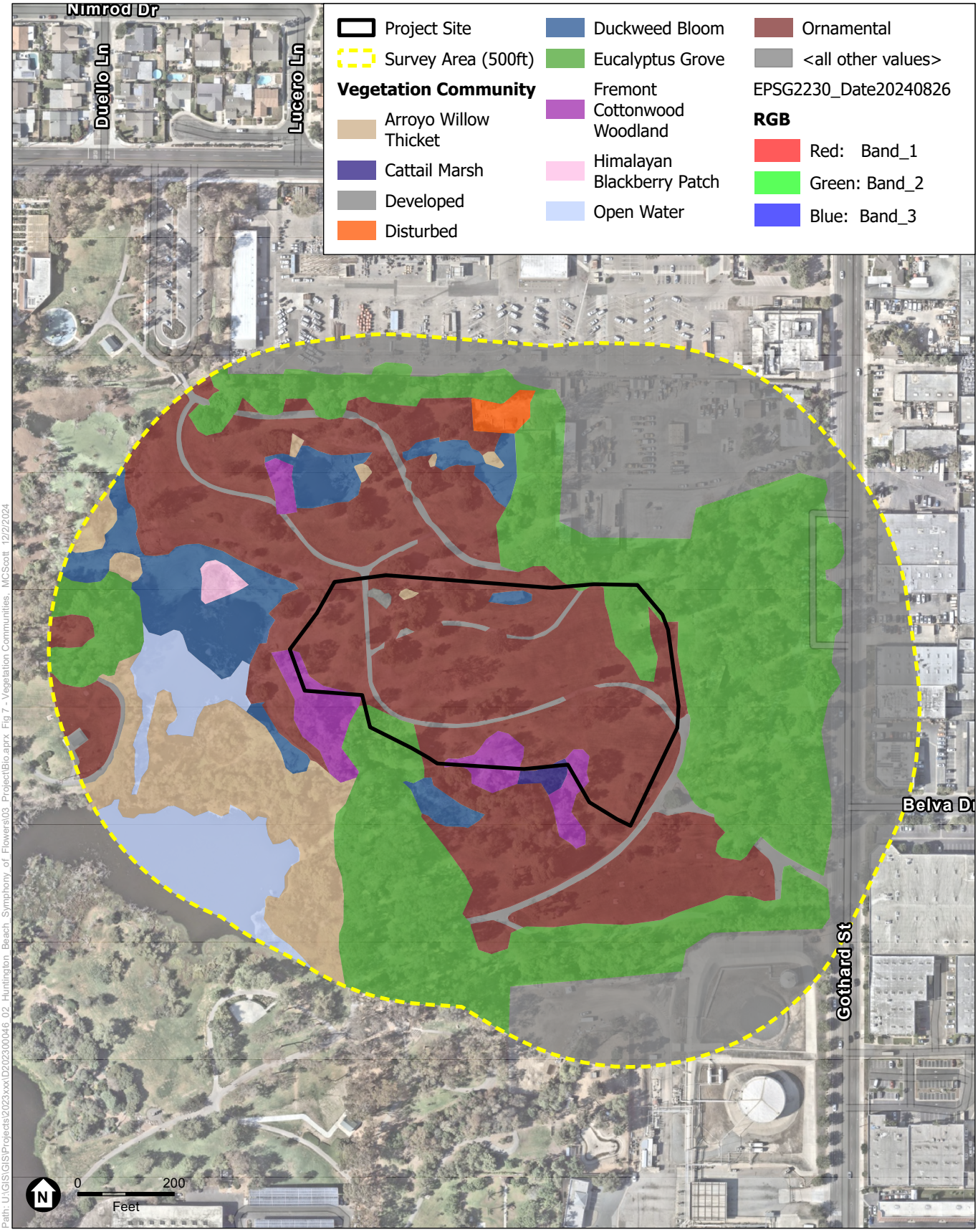
Measure Biological Resources 1 for Threshold (a) – Directed surveys for least Bell's vireo and southwestern willow flycatcher will be conducted prior to commencing any construction activities near disturbed riparian habitats. If the presence of either species is confirmed, construction and design plans will be modified to avoid impacts to these species.

In addition, there are several project features, as described in the Project Description, that would ensure that potential impacts to biological resources would remain less than significant. These are identified as "Project Features" in this analysis to clearly articulate what elements of the Project Description (related to project installation and/or operation) would ensure that impacts would remain less than significant.

As described in the Project Description, this analysis assumes that no grading activities would occur and no habitat would be removed.

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

Less Than Significant Impact with Existing Mitigation Incorporated. The Project is located within the northeastern portion of Central Park East, adjacent to public facilities and residential uses. The BSA contains 11 natural communities and land cover types that were identified during the reconnaissance survey, including arroyo willow thicket, cattail marsh, Fremont cottonwood woodland, Goodding's willow-red willow riparian woodland, duckweed bloom, eucalyptus grove, Himalayan blackberry patch, ornamental, open water, developed, and disturbed. All natural communities and land cover types identified within the BSA are shown in **Figure 7**, *Natural Communities and Land Cover Types*.



SOURCE: Esri, 2023; ESA, 2024

Huntington Beach Symphony of Flowers

Figure 7
Vegetation Communities

Special-Status Plants

A review of the CNDDB (CDFW 2024a) and the CNPS Inventory of Rare and Endangered Plants (CNPS 2024) revealed that many special-status plant species have been recorded within the Seal Beach and Newport Beach U.S. Geological Survey (USGS) 7.5-minute quadrangles and six surrounding quadrangles (i.e., Anaheim, Laguna Beach, Long Beach, Los Alamitos, Orange, and Tustin). Three special-status plant species have at least a low potential to occur within the BSA: southern tarplant (*Centromadia parryi ssp. australis*), Coulter's goldfields (*Lasthenia glabrata ssp. coulteri*), and Sanford's arrowhead (*Sagittaria sanfordii*). Although moderately suitable habitat conditions are present within the riparian habitats (i.e., arroyo willow thickets, Fremont cottonwood woodland, and Goodding's willow – red willow riparian woodland) located in the northern, western, and southern portions of the BSA, there is no suitable riparian habitat within the Project area to support these special-status species; therefore, these species are not expected to be present within the Project area. Thus, no impacts to special-status plants are expected as a result of the Project, and no mitigation measures would be required.

Special-Status Wildlife

A review of CNDDB (CDFW 2024a) revealed that 65 special-status wildlife species have been recorded within the Seal Beach and Newport Beach USGS 7.5-minute quadrangles and six surrounding quadrangles. Of those 65 special-status wildlife species, a total of 46 species do not have the potential to occur due to the lack of suitable habitat and are therefore omitted from further discussion in this report.

A total of 14 of those 65 special-status wildlife species have a low potential to occur within the BSA due to limited and/or marginal suitable habitat and lack of connectivity to other natural areas due to surrounding development, including southwestern pond turtle (*Actinemys pallida*), Crotch's bumble bee (*Bombus crotchii*), American bumble bee (*Bombus pensylvanicus*), western snowy plover (*Charadrius nivosus nivosus*), white-tailed kite (*Elanus leucurus*), southwestern willow flycatcher (*Empidonax traillii extimus*), western mastiff bat (Eumops perotis californicus), western yellow bat (*Lasiurus xanthinus*), silver-haired bat (*Lasionycteris noctivagans*), wandering skipper (*Panoquina errans*), Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), coastal California gnatcatcher (*Polioptila californica californica*), light-footed Ridgway's rail (*Rallus obsoletus levipes*), and California least tern (*Sternula antillarum browni*). Special-status wildlife species determined to have a low potential to occur in the BSA are not further evaluated in this Section.

Based on the presence of suitable riparian habitat within the BSA (arroyo willow thickets, Fremont cottonwood woodland, and Goodding's willow – red willow riparian woodland), there is moderate potential for three special-status wildlife species to forage and/or breed within the BSA: tricolored blackbird (*Agelaius tricolor*), yellow-breasted chat (*Icteria virens*), and least Bell's vireo (*Vireo bellii pusillus*). There is a high potential for two special-status species to occur within the Project area and BSA, including monarch - California overwintering population (*Danaus plexippus plexippus pop. 1*) and yellow warbler (*Setophaga petechia*). Riparian habitats provide suitable nesting habitat for these four avian species and eucalyptus groves provide suitable roosting habitat for monarchs.

Specifically, suitable nesting habitat for least Bell's vireo is present within the arroyo willow thickets located outside of the Project Site but within the BSA, approximately 100 feet southwest of the Project Site. The nearest known CNDDB occurrence is located approximately 4.3 miles southeast of the BSA within Fairview Park in Costa Mesa (CDFW 2024a). The citizen science platform, iNaturalist, mapped an

occurrence of least Bell's vireo from 2024 along the Santa Ana River within Huntington Beach approximately 3.6 miles southeast of the BSA (iNaturalist 2024). The citizen science platform, eBird, mapped occurrences of least Bell's vireo within the BSA (eBird 2024). eBird identifies multiple occurrences of least Bell's vireo in June and July 2015 and one to two records of least Bell's vireo in August 2017, March and April 2023, and September 2024. Due to the frequency of birding records for other species within Central Park East, the absence of least Bell's vireo occurrences during peak spring breeding season (e.g., April and May) seems to suggest that least Bell's vireo may have stopped over within the BSA in the past, but did not breed.

For tricolored blackbird, yellow warbler, and yellow-breasted chat, in addition to suitable habitat being present within the arroyo willow thickets, suitable nesting habitat is present within all riparian habitats, including cattail marsh, Goodding's willow-red willow riparian woodland, and ornamental vegetation within the wetlands. Eucalyptus groves present throughout the BSA provide suitable roosting habitat for overwintering monarch populations. In addition to two CNDDB occurrences from 2022 being present within the BSA, Xerces Society designates the eucalyptus groves within the eastern and southern portions of the BSA as western monarch overwintering sites (Xerces Society 2024). The eastern eucalyptus grove is located along the eastern edge of the Project area and the southern eucalyptus grove is located along the southwestern corner of the Project area. Monarch butterflies generally arrive at overwintering sites along the Pacific coast beginning in September and the first half of October (Pelton et al. 2016). Stable monarch butterfly aggregations persist through January into February (Pelton et al. 2016). The surviving monarchs breed at the overwintering site before dispersing in February and March (Pelton et al. 2016).

Light

Many wildlife species have evolved physiological and behavioral responses to light cues from day-night cycles, moon phases, and seasonal light levels. The intensity, duration, spectral quality (distribution of light spectrum colors emitted by light source), and periodicity of light exposure affects the biochemistry, physiology, and behavior of organisms (Royal Commission on Environmental Pollution 2009). Processes, such as movement patterns, breeding behavior, feeding, growth, and many more, can be affected by light for birds, mammals, and other wildlife species (de Molenaar et al. 2006). Therefore, it is suggested that increased ambient lighting, including artificial lighting, may interfere with these natural processes ultimately impacting wildlife populations (Royal Commission on Environmental Pollution 2009). It was found that habitat availability and quality was negatively affected by increased artificial lighting as it caused birds to avoid the well-lit areas (de Molenaar et al. 2006).

A recent study published in Nature showed that response to excess light varies by species and habitat type (open habitats like wetlands, fields, and farms versus closed habitats like forests) (Senzaki et al. 2020). Birds are highly sensitive to day length as a signal for when to begin breeding. The study showed that birds nesting in brighter, open habitats laid eggs about a month earlier than those in darker areas. Surprisingly, species adapted to low-light conditions saw improved nest success when exposed to more light, possibly due to better food hunting. However, the impact of light varied between species—while some benefited, others, like western bluebirds, experienced reduced nesting success.

A study by the University of Cincinnati revealed that artificial light can interfere with monarch butterflies' ability to navigate during migration (Parlin et al. 2022). Monarchs typically use natural light cues, such as the position of the sun and the Earth's magnetic field, to orient themselves. However, exposure to bright,

artificial lighting disrupts their internal compass, causing confusion and potentially leading them off course. For examples, when monarchs are exposed to nighttime light pollution, such as a streetlamp above their roost in a tree, it can cause a shift in their internal clock, making their body perceive the time as earlier or later than it actually is. This disrupts their sense of time.

Areas surrounding the Project Site are highly developed and urbanized with commercial and residential development, all of which contribute to increased nighttime illuminance. Additionally, the Central Park East itself contains lighting throughout (e.g., pathway lighting along walkways, lighting associated with existing buildings and parking lots). Although special-status wildlife species occurring within the BSA would be habituated to the existing park lighting and surrounding urbanized areas, if installation of the Project's lighting results in substantially greater increased nighttime illuminance, these species, and others using the BSA, could potentially be subject to altered physiological processes, decreased habitat availability, and increased predation.

For the Project, the Show's artificial flowers would be illuminated using LED lights within the internal structures of the flowers, which would emit very limited amount of light from each flower structure and are not expected to increase existing illuminance within the Project Site. In addition to the lighting of artificial flowers, additional lighting would include pathway lighting, lights to be projected onto the water fountain with a projection screen, lighting associated with the bleachers for seating, lighting for the concession stand and VIP terrace gathering area, and overnight security lighting. Although it is understood that increased ambient lighting can affect wildlife behavior, no quantitative increase in illuminance above ambient light is agreed upon as a threshold for significant impacts to wildlife. However, due to the limited low-level lighting that would be added from the Show, it is not expected that increased lighting levels resulting from the Project would result in significant impacts on the species inhabiting the Park including moderate and high potential to occur species like least Bell's vireo, monarch, tricolored blackbird, yellow warbler, and yellow-breasted chat. As discussed in the Project Description, the following **Project Feature Biological Resources-1** would result in a less-than-significant impact to least Bell's vireo, monarch, tricolored blackbird, yellow warbler, and yellow-breasted chat:

Project Feature Biological Resources-1: Lighting would be angled away from sensitive habitat areas, including riparian habitats (i.e., arroyo willow thickets, cattail marsh, Goodding's willow-red willow riparian woodland, and ornamental vegetation within the wetlands) potentially used by special-status riparian bird species (least Bell's vireo, tricolored blackbird, yellow-breasted chat, and yellow warbler) for nesting, and eucalyptus grove potentially used by overwintering monarch butterflies for roosting.

Therefore, the Project is not expected to substantially increase the amount of light exposure to special-status wildlife in the Park and impacts to special-status wildlife species from Project lighting is less than significant.

Sound

Noise from human activities affects bird behavior and population dynamics. Research has shown that noise disturbance can reduce pairing success (Habib et al. 2007), lead to smaller clutch sizes (Halfwerk et al. 2011), and lower population density (Reijnen and Foppen 1994). It can also interfere with bird communication by masking or distorting male songs (Habib et al. 2007), alter habitat selection, and trigger stress responses that harm bird fitness (Kleist et al. 2018). However, responses to noise are specific to

individual species due to varying physiology, so it is difficult to determine exact responses of specific species unless previous studies were conducted on them.

Some studies have even found no significant impact of noise disturbance on birds. For instance, Lackey et al. (2011) reported no connection between construction activities and territory placement, density, or reproductive success in golden-cheeked warblers (*Dendrioca chrysoparia*). Another study found that forest-nesting birds experienced reduced clutch sizes, higher clutch failure rates, and lower nest success in noisy areas compared to quieter ones (Senzaki et al. 2020); however, in contrast, birds in open habitats, like wetlands and fields, were unaffected (Senzaki et al. 2020). The negative effects of noise on forest birds may be due to their lower-pitched songs, which are more easily disrupted by low-frequency human noise, delaying nesting (Senzaki et al. 2020).

A 1991 study by the San Diego Association of Governments estimated that noise levels exceeding 60 dBA Leq in least Bell's vireo habitats could mask the bird's song, reducing its reproductive success and ability to defend its territory during the breeding season (mid-March to mid-September). That same year, the USFWS recommended keeping noise levels below 60 dBA to protect the coastal California gnatcatcher and other bird species. Thus, 60 dBA Leq is used as the threshold for assessing noise impacts on avian species resulting from the Project.

As discussed in the Project Description, the following **Project Feature Biological Resources-2** would result in a less-than-significant impact to least Bell's vireo, monarch, tricolored blackbird, yellow warbler, and yellow-breasted chat resulting from noise:

Project Feature Biological Resources-2: Speakers installed would be directed away from sensitive receptors, including the riparian habitat and eucalyptus groves.

Although the Project would occur at night when avian species are less likely to call or sing and move around, due to the potential for noise disturbance to least Bell's vireo, , indirect impacts due to noise would be potentially significant. Thus, **Measure Biological Resources-1** in Certified 1999 FMEIR, which requires directed surveys for least Bell's vireo and appropriate avoidance if the species is found, would reduce potential impacts from noise to less than significant with mitigation incorporated (Sapphos Environmental 1999). To satisfy the requirement for directed surveys and address modifications to construction and design plans to avoid impacts to these species, the following detailed measure is proposed to implement the Certified 1999 FMEIR Measure Biological Resources-1 for this Project:

Implementing Measure for Biological Resources-1 : Directed surveys for the federally and state-endangered least Bell's vireo will be conducted using similar methodology guidelines set forth in the 2001 USFWS Least Bell's Vireo Survey Guidelines (USFWS 2001). A total of 10 survey rounds should be conducted within suitable habitat beginning in mid-March between dawn and 11:00 a.m. within all potentially suitable habitat within the BSA.

If least Bell's vireo is observed within 500 feet of the Project Site, the Project shall maintain noise levels at or below 60 dBA Leq or existing pre-Project baseline noise levels, whichever is greater, as measured at the edge of the identified least Bell's vireo territory. If necessary, a qualified biologist may also recommend implementation of noise reduction measures, including installing noise barriers along the perimeter of the Project Site, which can also serve as visual barriers; a no activity buffer around the least Bell's vireo

territory up to 500-feet; biological monitoring (e.g., weekly or more frequently as needed); and/or advise that the Project be modified or temporarily shut down if needed to avoid disturbance to least Bell's vireo until either the territory has been deemed inactive or the Project is complete.

Although the Project would occur at night when avian species are less likely to call or sing and move around, due to the potential for noise disturbance to tricolored blackbird, yellow-breasted chat, and yellow warbler, indirect impacts due to noise would be potentially significant. Therefore, the following Project Feature will result in a less-than-significant impact to these species resulting from noise

Project Feature Biological Resources-3: A qualified biologist will conduct nesting bird surveys within seven days prior to the start of the avian nesting season (generally defined as January 15 through September 15). If an active nest is found, the nest should be avoided, and a suitable buffer zone delineated in the field where no impacts would occur until the chicks have fledged the nest or the nest has failed as determined by a qualified biologist. Avoidance buffers are generally 300 feet for non-listed passerines and 500 feet for listed avian species and raptors; however, avoidance buffers may be reduced for non-listed species at the discretion of the biologist, depending on the location of the nest and species tolerance to human presence and Project-related noises and vibrations. If necessary, the qualified biologist may also recommend implementation of noise reduction measures, visual and/or acoustic barriers or other protective measures, and/or advise that the Project be modified or temporarily shut down if needed to avoid disturbance to nesting birds until nesting is complete. If active nests are found, weekly monitoring will occur, or other frequency determined appropriate by the qualified biologist until either the nest has been deemed inactive or the Project is complete.

A study on monarch butterfly larvae exposed to simulated highway noise found that short-term exposure caused a significant increase in heart rate, indicating stress, but long-term exposure led to habituation, with no lasting heart rate elevation (Davis et al. 2018). According to the U.S. Department of Transportation, highway traffic noise levels typically range from 70 to 80 decibels (dB) when measured 50 feet from the highway (Corbisier 2003). If the Show is planned to occur after February 28th (of any year), outside of the peak overwintering season (October-February) for monarch butterflies, then no impact would occur to overwintering monarchs. If the Show begins prior to February 28th (of any year) within the peak overwintering season, then potentially significant impacts could occur to overwintering monarch due to increased noise exposure at night. As discussed in the Project Description, the following Project Feature will result in a less-than-significant impact to overwintering monarch:

Project Feature Biological Resources-4: Pre-activity surveys for overwintering monarchs will be conducted prior to the start of the Show during overwintering season (October-February) within suitable eucalyptus grove habitat. If overwintering monarch is observed, the Project shall maintain noise levels at or below 60 dBA Leq or existing pre-Project baseline noise levels, whichever is greater, as measured at the edge of the identified overwintering monarch habitat. If necessary, a qualified biologist may also recommend implementation of noise reduction measures, including installing noise barriers along the perimeter of the Project Site, which can also serve as visual barriers; a no activity buffer around the overwintering monarch habitat; and/or advise that the Project be modified or temporarily shut down if needed to avoid disturbance to overwintering monarchs until the end of the overwintering season.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No Impact. The BSA contains two sensitive communities: Fremont cottonwood woodland and Goodding's willow - red willow riparian woodland (CDFW 2023a). Fremont cottonwood woodland habitat is a sensitive natural community (CDFW California Code 61.130.06) that was observed throughout the BSA, including within the Project Site. Goodding's willow - red willow riparian woodland habitat is also a sensitive natural community (CDFW California Code 61.211.05) that is located within the central portion of the BSA. Equipment and facilities for the temporary setup of the Project would not remove or trim any vegetation or disturb these sensitive natural communities; therefore, no impacts would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. According to NWI (USFWS 2024), there are mapped freshwater ponds, freshwater forested/shrub wetlands, and freshwater emergent wetlands within the BSA which were observed during the reconnaissance survey. These aquatic resources support aquatic habitat that is regulated by the CDFW and Regional Water Quality Control Board (RWQCB). However, no impacts would occur to the wetlands as a result of the Project.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Wildlife corridors are features that exist as topographical or structural pinch points that, among other purposes, are utilized by wildlife for travel between one geographical area to the next. While these resources may support limited biological function and are perhaps utilized strictly for travel purposes, for example, a dry culvert under a roadway or bridge; more often, they contain natural vegetation and habitats that support foraging, roosting, and breeding activities, as well.

The Central Park East is a part of the larger Huntington Beach Central Park complex that was once connected to BCER. Today, the Central Park East and BCER are separated by two busy roadways, Goldenwest Street and Edwards Street, making it difficult for terrestrial wildlife to cross. Central Park East is also surrounded by residential, commercial, and industrial development to the immediate northwest, north, and east, which limits wildlife movement through the area. The Project is not anticipated to significantly restrict the limited movement of wildlife because the BSA would remain accessible to any wildlife movement during the installation of equipment and show operations. These Show operations are not anticipated to disrupt wildlife movement.

The Migratory Bird Treaty Act (MBTA) is the domestic law that affirms, or implements, a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. Under California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800, a project operator is not allowed to conduct activities that would result in the

taking, possessing, or destroying of any birds of prey; the taking or possessing of any migratory nongame bird as designated in the MBTA; the taking, possessing, or needlessly destroying of the nest or eggs of any raptors or nongame birds protected by the MBTA; or the taking of any nongame bird.

The Project includes **Project Feature Biological Resources-4** in the Project Description and thus would comply with the MBTA and the California Fish and Game Code for the protection of avian nests and their young. Thus, potential impacts would be less than significant.

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

No Impact. The City requires a permit for maintenance on trees located on any street, parkway, or public place (Chapter 13.50. Regulation of Trees). Since the Project does not plan to maintain or spray trees within the BSA, there will be no conflicts with tree preservation policies or tree ordinances. The Project will not remove or trim any vegetation or disturb existing trees. Therefore, there would be no impacts to local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As mentioned above under Issue A, the Central Park Final Master Plan EIR was prepared in 1999 as the environmental document supporting the Master Plan of Recreation Uses for Hunting Central Park (Master Plan). The purposes of the Master Plan are to plan for facilities and programs that will continue to provide diverse recreation opportunities for all citizens consistent with the goals of the 1996 City of Huntington Beach General Plan. The Master Plan involves planning to maintain existing facilities as well as improving 157.5 acres of park land. Project level elements of the Master Plan include construction of a sports field complex; park, tree, and landscape maintenance expansion area; outdoor music area, and consolidated camping area. Program level elements include low intensity recreation; middle area/urban forest trailhead; semi-active recreation; Sully Mille Lake group facility; and police/civilian gun range. The Project does not conflict with the Master Plan since it is temporary that will not impact the program and project level elements of the Master Plan.

f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site falls within the Orange County Transportation Authority M2 Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) (ICF 2016); however, the Project would not conflict with provisions of this adopted NCCP/HCP, or other approved local, regional, or state habitat conservation plan, as it is located outside of the plan area. Therefore, no impact would occur to provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

Hazards and Hazardous Materials (Emergency Evacuation)

Would the Project:

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

Less Than Significant Impact. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan to Central Park East. Within the

Project's boundary, a site evacuation plan has been developed compliant with the City's Municipal Code fire and safety requirements. Although the Project would be enclosed by temporary fencing, evacuation routes and exits would be maintained at multiple openings which align with existing pedestrian trails. Designated gathering points outside of the Project's immediate boundary would be maintained for evacuees and emergency personnel during emergencies; refer to Figure 6, Site Evacuation Plan. A less-than-significant impact would occur.

Noise

Would the Project:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction Noise

The Certified 1999 FMEIR contemplated the construction and operation of a Consolidated Camping Area in the general location of the proposed Symphony of the Flowers Project. As discussed, and evaluated in the Certified 1999 FMEIR, the Consolidated Camping Area was contemplated to include mobilization, grading and drainage, electrical, asphaltic concrete and concrete placement, minor structure assembly, a telephone line, security lighting, water facilities, a picnic/group meeting area, complete automatic irrigation system, site furniture, and installation of plant material. The Symphony of the Flowers Project proposes no new permanent development, unlike the development contemplated in the Certified 1999 FMEIR. Instead, the Project would consist of temporary event structures, all of which would be removed following the conclusion of the Show. The Project would generate noise related to the assembly and disassembly of temporary structures such as bleachers, perimeter fencing, and speaker installations within the walkways and by the bleachers, in addition to the installation of a water basin/fountain at the center of the Project. The Project would not require heavy-duty off-road construction equipment, such as dozers, excavators or pile drivers, and would not generate noise from such equipment. Noise associated with assembly and disassembly of temporary structures would be generally confined to the Project Site and would not conflict with the City's Noise Ordinance, Chapter 8.40 Noise Control, Section 8.40.090 Special Provisions, which exempts noise associated with construction between the hours of 7:00 A.M. and 7:00 P.M. Monday through Saturday, as long as construction noise does not exceed 80 dBA L_{eq} at nearby sensitive receptors. Construction noise during these hours would not exceed the 80 dBA threshold as construction equipment used for Project-related above-ground structures would include pneumatic tools, pickup trucks, and forklifts which would have a maximum noise level of 85 dBA at 50 feet. At the nearest off-site sensitive receptor, approximately 900 feet to the north, noise levels would be below the 80 dBA threshold as the doubling of distance reduces noise levels by 6 dBA. Thus, even at 100 feet operation of these pieces of equipment would be below the 80 dBA threshold.

Construction activities with the Project that occur outside of the hours set forth in Section 8.40.090 would be limited to programming activities, which is not expected to exceed 50 dBA L_{eq}. As stated, previously at each doubling of distance from the source of the noise, noise levels would be reduced by 6 dBA. Therefore, nighttime activities associated with the Project would be barely perceptible to the interior environment of

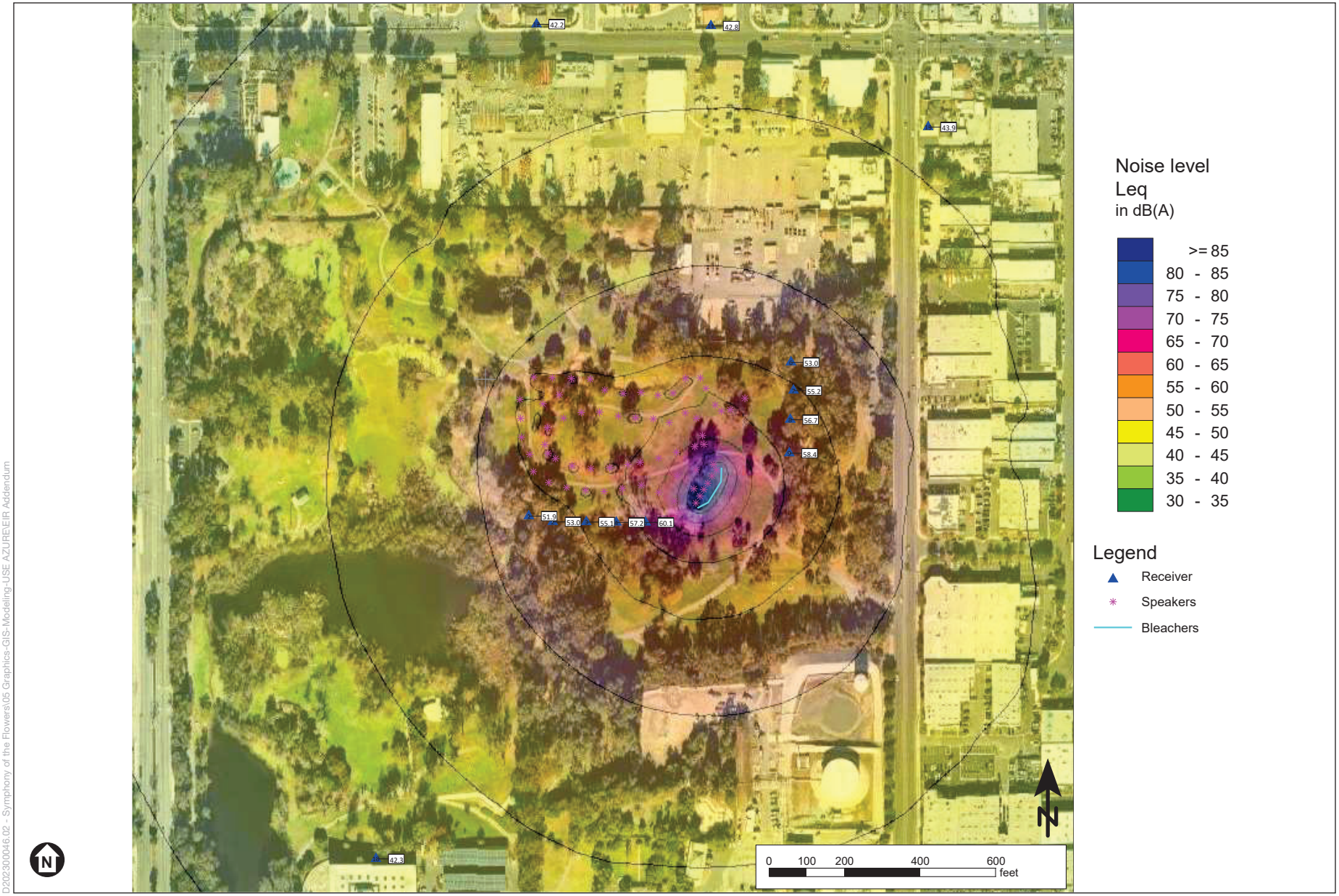
nearby sensitive receptors at 900 feet or greater from the Project site. In addition, nighttime activities would not result in an exceedance of the State of California's 45 dBA interior noise threshold for residential land uses because at 100 feet noise levels would already be reduced to 44 dBA L_{eq}. Noise levels would be lower than this at the nearest sensitive receptor, which is located approximately 900 feet away from the Project. Noise levels would be further reduced in an interior environment as the exterior of a residential building with windows closed reduces exterior noise levels by approximately 25 dBA L_{eq}. Thus, there would be no potential for mechanical construction excavation, grading, or trenching activities that could cause a substantial adverse change in ambient noise compared to the findings of the Certified 1999 FMEIR. Therefore, construction noise impacts from the proposed Symphony of the Flowers project would not result in new or substantially more severe significant impacts compared to the findings in the Certified 1999 FMEIR, and impacts would be less than significant.

Stationary Noise

The Symphony of the Flowers would result in the installation and operation of 76 speakers for the duration of the Project. While intermittent, the noise analysis assumes that all the speakers would be playing at the same time with 64 low-volume speakers located throughout the Project pathways and 12 speakers located on the west side of the proposed bleachers and oriented towards the bleachers. Noise from the operation of the speakers was evaluated using the SoundPLAN model, which calculates noise dispersion from the Project multiple speakers and generates noise contour lines at nearby sensitive receiver locations. Sensitive receiver locations include biological resource areas within the Central Park East, residential uses to the west of the Project along the west side of Goldenwest Street, and residential uses to the north of the Project along the north side of Slater Avenue. The Huntington Beach Central Library is located to the south of the Project.

As discussed in the Biological Resources section of this document, biological resource areas are located to the east and southwest of the Project Site. The nearest biological resource areas include suitable nesting habitat for least Bell's vireo present within the arroyo willow thickets located outside of the Project Site but within the BSA, approximately 100 feet southwest of the Project Site. In addition, the eucalyptus groves present throughout the BSA provide suitable roosting habitat for overwintering monarch populations. The eastern eucalyptus grove is located along the eastern edge of the Project area and the southern eucalyptus grove is located along the southwestern corner of the Project area. As shown in **Figure 8**, *Symphony of Flowers Noise Model,* noise levels at the biological resource areas near the Project Site would approach and potentially exceed 60 dBA L_{eq}, As discussed in under Biological Resources, the Project would include several project features, as described in the Project Description, that would ensure that potential impacts to biological resources would remain less than significant.

Noise levels at residential uses and the Huntington Beach Central Library would be lower than at the biological resource areas near the Project Site due to distance attenuation. The nearest residential uses are located approximately 900 feet to the north and to the west from the Project Site. The Huntington Beach Central Library is located approximately 1,500 feet to the south of the Project. As shown in Figure 8, noise levels at these off-site receptors would be less than 45 dBA L_{eq} from Project operational noise. The ambient noise levels based on noise measurements conducted by ESA are shown in **Figure 9**, *Ambient Noise Monitoring,* and indicate that the Huntington Beach Central Library had noise levels which approached 54.1 dBA L_{eq} at ST-4. The noise levels to the north had noise levels that approached 67.7 dBA L_{eq} at LT-1.



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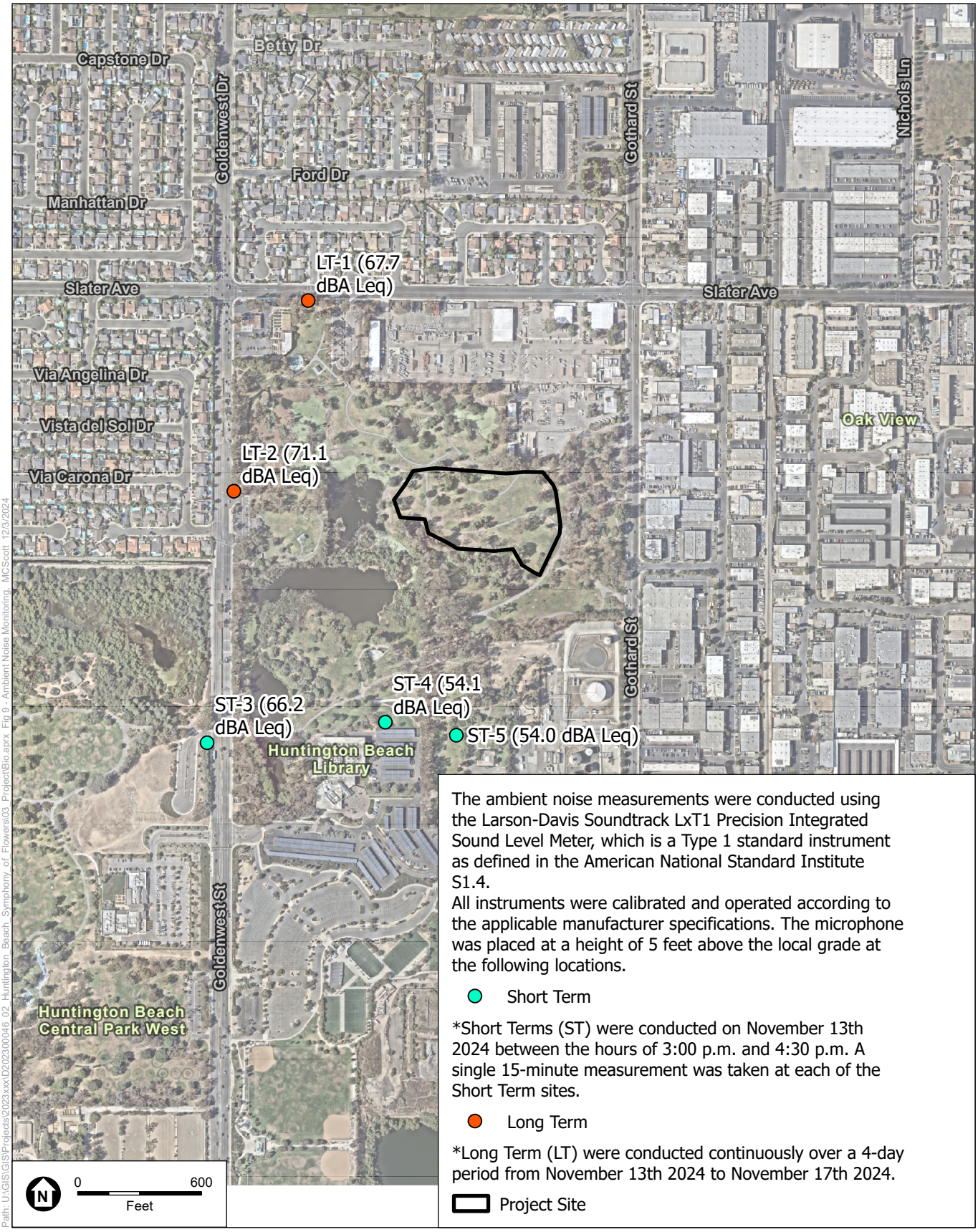
SOURCE: ESA, 2024

Huntington Beach Symphony of Flowers

Figure 8
Noise Model

ESA



SOURCE: Esri, 2023; ESA, 2024

Huntington Beach Symphony of Flowers

Figure 9
Ambient Noise Monitoring

ESA

Based on the existing ambient noise levels shown in Figure 9, the project operation at the off-site noise sensitive residences and library would not contribute to a clearly noticeable 5 dBA increase over existing ambient conditions. In addition, project operations would not exceed the City of Huntington Beach's allowed exterior noise limits for residences and libraries as set forth in Section 8.40.050 in the City of Huntington Beach Noise Ordinance. For single-family residences the max exterior noise level permitted by the City is 55 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 50 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. For libraries the City permits an exterior noise level of 60 dBA L_{eq} during the library's hour of operations. Given that the noise levels from speaker operations would result in a maximum increase of approximately 43.9 dBA L_{eq} at the off-site residences; project operations would not result in excessive noise beyond those set forth by the City of Huntington Beach. Impacts at residential and library uses would be less than significant.

Mobile Noise

As discussed, under Transportation, the Project may result in an increase in vehicle trips and vehicle miles traveled as a result of the Project compared to the existing conditions along local roadways. According to the Transportation Assessment for the Project, it is estimated that up to 900 visitors would attend a Symphony of the Flowers, which would result in approximately 300 vehicle trips per Show. Conservatively assuming that all vehicle trips occur within the same hour, traffic noise levels from 300 vehicle trips would approach approximately 59 dBA L_{eq}. Ambient noise measurements conducted by ESA showed levels along the project roadways approaching 67.7 dBA L_{eq} and 71.1 dBA L_{eq} as shown in Figure 9 by LT-1 and LT-2, respectively. The nearest area within the park which had a noise measurement taken to the east was at ST-5 which had a noise level of 54.0 dBA L_{eq}. However, it is important to note that ST-5 was approximately 800 feet away from Gothard Street and was in a relatively low pedestrian area. Therefore, ST-5 would not properly catch traffic noise levels from Gothard Street. It can be assumed that at Gothard Street the L_{eq} would be similar to those at LT-1 (67.7) and LT-2 (71.1). Thus, when incorporating the hourly noise average from the increase in traffic from the Project to the lowest known roadway noise level at LT-1 which is 67.7 dBA L_{eq} the total output would result in 68.2 dBA L_{eq}. Therefore, noise from the Project would result in a less than 1 dBA increase as it would only increase the noise on the lowest known existing traffic noise level by 0.5 dBA. A 1 dBA increase is considered a hardly perceptible change to the human ear and is overall difficult to distinguish, therefore, impacts would be less than significant in regard to project related traffic. The Project would not result in a new or more severe impact than that analyzed in the EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction Vibration

The Project proposes no new permanent development unlike the Certified 1999 FMEIR; instead, the Project consists of temporary event structures, all of which would be removed following the conclusion of the Project. There would be no potential for mechanical construction excavation, grading, or trenching activities that could cause the generation of excessive groundborne vibration or groundborne noise levels.

Operational Vibration

During the Show, the Project would have soft instrumental music consisting of no vocals that would play throughout the Project Site at over 76 speakers across the Project Site. Of the total speakers, 64 would be

placed across the walkable areas of the Project Site and would be played in a manner to not impede normal human speech. Therefore, most of the speakers would not cause excessive vibration beyond the immediate vicinity. However, 12 speakers which would be placed in front of the bleachers at ground level would be playing louder than normal human speech. As a result, vibrations from these speakers would be more perceptible than the 64 low-volume speakers located throughout the pathways of the Project Site. The 12 speakers oriented towards the proposed bleachers are approximately 925 feet away from the nearest residential use. Groundborne vibration rapidly attenuates from the source as the distance from the source is increased. Therefore, human annoyance would not be of concern from speaker operations at this distance. The nearest structure, which can be structurally damaged from intense vibration is approximately 400 feet to the north of the Project Site. At this distance heavy duty construction equipment would not result in structural damage due to vibration; therefore, commercial speaker operation for an event would most likely not occur either. Therefore, in regards to Certified 1999 FMEIR, the Project would not result in any new or more severe impacts than previously identified for vibration impacts in regards to human annoyance and structural damage from construction and operation. Therefore, impacts are less than significant.

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

No Impact. The Project is located approximately 7.7 miles to the northwest of the nearest airport which is the John Wayne International Airport in the City of Santa Ana. Given that the Project is not located within two miles of an airport/airstrip and the distance to the nearest airport; the Project would not result in exposing people residing or working in the Project area to excessive noise levels due to airport/airstrip operations. Therefore, no impact would occur in regards to excessive air-travel noise.

Transportation

Would the Project:

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

No Impact. As the Project would operate entirely within the boundaries of the Central Park East and does not propose any permanent change to the existing transportation system, the Project would not conflict with the City's Circulation Element of the General Plan. The Project, as a temporary event, is subject to the Special Events policies as described in the City's Municipal Code Section 13.54. Approval of the Project's operation would require full compliance with the requirements within the City's Specific Event Permit Application process. As such, no impact would occur.

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

Less Than Significant Impact. Section 15064.3 of the State CEQA Guidelines identifies the need for evaluating vehicle miles traveled (VMT) changes associated with either a land development project or a permanent change in transportation infrastructure. The State CEQA Guidelines do not identify whether and how VMT should be measures or evaluated for a temporary or seasonal event. Although temporary, the

Project would result in an increase in visitors to Central Park East. The majority (approximately 70 percent) of visitors are expected to travel from within a 30-mile radius, while the remainder (approximately 30 percent) are likely to travel further. Visitors who travel by passenger car would be encouraged to carpool, while others who travel by transit or non-motorized modes would be supported by the existing circulation network. Based on the expected attendance and travel characteristics, VMT generated by the Project would be lower than periodic fluctuations in Citywide VMT for season and planned special events including travel as measured during the past Thanksgiving holiday, the Pacific Airshow, and the U.S. Open of Surfing. Further, the Project does not introduce any permanent changes to land use or transportation infrastructure. Under the State CEQA Guidelines Section 15064.3, subdivision (b), VMT assessments prioritize long-term impacts, whereas the Project is temporary and utilized existing infrastructure. Due to the temporary nature of the Project, support by existing infrastructure, and that the estimated VMT is fewer in comparison to fluctuations in daily VMT during other activities, the Project is considered to have a less than significant impact on VMT and is consistent with the State CEQA Guidelines Section 15064.3, subdivision (b). Please refer to **Attachment B**, *Transportation Assessment*.

c) 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)?

No Impact. The Project would not result in any permanent changes to the transportation system and no structures or other features would block access or change geometric conditions. As such, no impact would occur.

d) Would the Project result in inadequate emergency access?

No Impact. The State CEQA Guidelines do not provide a protocol or threshold of significance to evaluate evacuation conditions for a temporary gathering of people (only permanent land use change). As such, an evaluation of the Project's operation and evacuation plans was conducted to ensure consistency with applicable plans regarding emergencies. The Project would not result in modifications to existing access to Central Park East, and emergency access routes would be maintained through the existing network of roadways and internal pathways. The Project's operation would comply with fire and safety requirements as mandated by the City's Special Event Permit process. Additionally, the Project has coordinated with appropriate response agencies in preparation of a site evacuation plan which includes evacuation routes for visitors and gathering locations for visitors and emergency response personnel; refer to Figure 6, Site Evacuation Plan. These measures ensure the Project would not impede emergency response or evacuation plan. As such, no impact would occur.

Conclusions Regarding Addendum as an Appropriate Mechanism

As demonstrated by the discussion above, impacts associated with the Symphony of the Flowers would be similar to or less than the impacts addressed in the Certified 1999 FMEIR. No substantial changes would occur with respect to the circumstances under which the Project is undertaken that will require major revisions of the Certified 1999 FMEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no new information of substantial importance has become available relative to any of the environmental topic

categories that would result in new or more severe significant environmental impacts. In addition, the applicable mitigation measure included as part of the Certified 1999 FMEIR would continue to be implemented under the Project. Although the Symphony of the Flowers wasn't originally contemplated in the Certified 1999 FMEIR, none of the conditions described in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163 requiring a Supplemental or Subsequent EIR would occur. Additionally, there are no known mitigation measures or Project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Certified 1999 FMEIR. Therefore, implementation of the Symphony of the Flowers would not create any potential adverse impacts beyond those evaluated in the Certified 1999 FMEIR. As such, the preparation of an Addendum for the Project is appropriate and fully complies with the requirements of Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164.

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Appendix A
Ambient Noise Measurement Data

Summary

File Name on Meter	LxT_Data.038.s
File Name on PC	LxT_0007057-20241113 145142-LxT_Data.038.ldbin
Serial Number	0007057
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-11-13 14:51:42
Stop	2024-11-17 14:13:48
Duration	95:22:06.313
Run Time	95:22:06.313
Pause	00:00:00.0
Pre-Calibration	2024-11-13 08:43:54
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	A Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	145.2 dB		
	A	**C**	**Z**
Under Range Peak	**101.2**	98.2	103.2 dB
Under Range Limit	**38.3**	38.0	45.1 dB
Noise Floor	29.2	28.9	35.9 dB
	First	**Second**	**Third**
Instrument Identification			

Results

L_{ASeq}	67.7 dB	
LASE	123.1 dB	
EAS	224.628 mPa^2h	
EAS8	18.843 mPa^2h	
EAS40	94.215 mPa^2h	
$L_{Apk\ (max)}$	2024-11-13 15:51:37	122.4 dB
L_{ASmax}	2024-11-13 15:51:37	108.9 dB
L_{ASmin}	2024-11-15 02:52:40	33.9 dB
SEA	136.5 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	88	321.0 s
LAS > 115.0 dB	0	0.0 s
L_{Apk} > 135.0 dB	0	0.0 s
L_{Apk} > 137.0 dB	0	0.0 s
L_{Apk} > 140.0 dB	0	0.0 s

L_{CSeq}	73.5 dB
L_{ASeq}	67.7 dB
L_{CSeq} - L_{ASeq}	5.8 dB
L_{AIeq}	70.1 dB
L_{Aeq}	67.7 dB
L_{AIeq} - L_{Aeq}	2.4 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	67.7					
$L_{S(max)}$	108.9	2024/11/13 15:51:37				
$L_{S(min)}$	33.9	2024/11/15 2:52:40				
$L_{pk(max)}$	122.4	2024/11/13 15:51:37				

Overload Count	0
Overload Duration	0.0 s

Dose Settings

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results

Dose	0.80	1.72 %
Projected Dose	0.07	0.14 %
TWA (Projected)	37.3	42.8 dB
TWA (t)	55.2	60.7 dB
Lep (t)	78.5	78.5 dB

Ln Percentiles

LAS 5.00	72.6 dB
LAS 10.00	70.7 dB
LAS 33.30	64.6 dB
LAS 50.00	59.7 dB
LAS 66.60	54.3 dB
LAS 90.00	45.3 dB

Summary

File Name on Meter	LxT_Data.294.s
File Name on PC	LxT_0004983-20241113 150921-LxT_Data.294.ldbin
Serial Number	0004983
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-11-13 15:09:21
Stop	2024-11-17 14:29:12
Duration	95:19:50.313
Run Time	95:19:50.313
Pause	00:00:00.0
Pre-Calibration	2024-10-31 18:38:31
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamplifier	PRMLxT1			
Microphone Correction	Off			
Integration Method	Exponential			
Overload	144.0 dB			
	A		**C**	**Z**
Under Range Peak	**100.0**		97.0	102.0 dB
Under Range Limit	**37.2**		36.9	43.9 dB
Noise Floor	28.1		27.7	34.8 dB
	First		**Second**	**Third**
Instrument Identification				

Results

LA_{Seq}	71.1	dB
LASE	126.5	dB
EAS	491.238	mPa^2h
EAS8	41.224	mPa^2h
EAS40	206.120	mPa^2h
$LA_{pk\ (max)}$	2024-11-17 14:27:16	132.0 dB
LAS_{max}	2024-11-15 13:46:02	102.6 dB
LAS_{min}	2024-11-15 00:16:48	36.8 dB
SEA	143.9	dB

	Exceedance Counts	**Duration**	
LAS > 85.0 dB	81	270.4	s
LAS > 115.0 dB	0	0.0	s
LA_{pk} > 135.0 dB	0	0.0	s
LA_{pk} > 137.0 dB	0	0.0	s
LA_{pk} > 140.0 dB	0	0.0	s

LC_{Seq}	74.5	dB
LA_{Seq}	71.1	dB
LC_{Seq} - LA_{Seq}	3.4	dB
LAI_{eq}	72.6	dB
LA_{eq}	71.1	dB
LAI_{eq} - LA_{eq}	1.5	dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	71.1					
$L_{S(max)}$	102.6	2024/11/15 13:46:02				
$L_{S(min)}$	36.8	2024/11/15 0:16:48				
$L_{pk(max)}$	132.0	2024/11/17 14:27:16				

Overload Count	0	
Overload Duration	0.0	s

Dose Settings

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results

Dose	0.32	1.79 %
Projected Dose	0.03	0.15 %
TWA (Projected)	30.6	43.1 dB
TWA (t)	48.5	61.0 dB
Lep (t)	81.9	81.9 dB

Ln Percentiles

LAS 5.00	76.7	dB
LAS 10.00	75.5	dB
LAS 33.30	70.9	dB
LAS 50.00	66.8	dB
LAS 66.60	60.9	dB
LAS 90.00	46.4	dB

Summary

File Name on Meter	LxT_Data.012.s
File Name on PC	LxT_0004161-20241113 160816-LxT_Data.012.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-11-13 16:08:16
Stop	2024-11-13 16:23:16
Duration	00:15:00.0
Run Time	00:00:00.2
Pause	00:14:59.8
Pre-Calibration	2024-11-13 10:02:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.9 dB

	A	**C**	**Z**
Under Range Peak	**100.7**	97.7	102.7 dB
Under Range Limit	**37.9**	37.6	44.7 dB
Noise Floor	28.8	28.5	35.5 dB

	First	**Second**	**Third**
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LASeq	64.0 dB	
LASE	57.0 dB	
EAS	0.056 µPa²h	
EAS8	8.038 mPa²h	
EAS40	40.190 mPa²h	
LApk (max)	2024-11-13 16:08:16	77.8 dB
LASmax	2024-11-13 16:08:16	64.3 dB
LASmin	2024-11-13 16:08:16	63.7 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LApk > 135.0 dB	0	0.0 s
LApk > 137.0 dB	0	0.0 s
LApk > 140.0 dB	0	0.0 s

LCSeq	72.0 dB
LASeq	64.0 dB
LCSeq - LASeq	8.0 dB
LAIeq	68.1 dB
LAeq	66.2 dB
LAIeq - LAeq	1.9 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	66.2					
LS(max)	64.3	2024/11/13 16:08:16				
LS(min)	63.7	2024/11/13 16:08:16				
Lpk(max)	77.8	2024/11/13 16:08:16				

Overload Count	0
Overload Duration	0.0 s

Dose Settings

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	12.4	12.4 dB

Ln Percentiles

LAS 5.00	64.3 dB
LAS 10.00	64.2 dB
LAS 33.30	64.1 dB
LAS 50.00	63.9 dB
LAS 66.60	63.9 dB
LAS 90.00	63.8 dB

Summary

File Name on Meter	LxT_Data.010.s
File Name on PC	LxT_0004161-20241113 152550-LxT_Data.010.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-11-13 15:25:50
Stop	2024-11-13 15:40:50
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-11-13 10:02:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.9 dB

	A	**C**	**Z**
Under Range Peak	**100.7**	97.7	102.7 dB
Under Range Limit	**37.9**	37.6	44.7 dB
Noise Floor	28.8	28.5	35.5 dB

	First	**Second**	**Third**
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LASeq	54.1 dB	
LASE	83.6 dB	
EAS	25.704 µPa²h	
EAS8	822.526 µPa²h	
EAS40	4.113 mPa²h	
LApk (max)	2024-11-13 15:27:49	95.4 dB
LASmax	2024-11-13 15:27:49	66.0 dB
LASmin	2024-11-13 15:32:23	48.0 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LApk > 135.0 dB	0	0.0 s
LApk > 137.0 dB	0	0.0 s
LApk > 140.0 dB	0	0.0 s

LCSeq	65.4 dB
LASeq	54.1 dB
LCSeq - LASeq	11.3 dB
LAIeq	56.7 dB
LAeq	54.1 dB
LAIeq - LAeq	2.6 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	54.1					
LS(max)	66.0	2024/11/13 15:27:49				
LS(min)	48.0	2024/11/13 15:32:23				
Lpk(max)	95.4	2024/11/13 15:27:49				

Overload Count	0
Overload Duration	0.0 s

Dose Settings

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	39.0	39.0 dB

Ln Percentiles

LAS 5.00	57.7 dB
LAS 10.00	56.3 dB
LAS 33.30	53.9 dB
LAS 50.00	53.0 dB
LAS 66.60	52.3 dB
LAS 90.00	50.5 dB

Summary

File Name on Meter	LxT_Data.011.s
File Name on PC	LxT_0004161-20241113 154242-LxT_Data.011.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-11-13 15:42:42
Stop	2024-11-13 15:57:42
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-11-13 10:02:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.9 dB

	A	**C**	**Z**
Under Range Peak	**100.7**	97.7	102.7 dB
Under Range Limit	**37.9**	37.6	44.7 dB
Noise Floor	28.8	28.5	35.5 dB

	First	**Second**	**Third**
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LASeq	54.0 dB	
LASE	83.5 dB	
EAS	25.119 µPa²h	
EAS8	803.804 µPa²h	
EAS40	4.019 mPa²h	
LApk (max)	2024-11-13 15:49:01	92.4 dB
LASmax	2024-11-13 15:45:02	65.7 dB
LASmin	2024-11-13 15:51:49	49.7 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LApk > 135.0 dB	0	0.0 s
LApk > 137.0 dB	0	0.0 s
LApk > 140.0 dB	0	0.0 s

LCSeq	64.8 dB
LASeq	54.0 dB
LCSeq - LASeq	10.8 dB
LAIeq	56.4 dB
LAeq	54.0 dB
LAIeq - LAeq	2.4 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	54.0					
LS(max)	65.7	2024/11/13 15:45:02				
LS(min)	49.7	2024/11/13 15:51:49				
Lpk(max)	92.4	2024/11/13 15:49:01				

Overload Count	0
Overload Duration	0.0 s

Dose Settings

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	38.9	38.9 dB

Ln Percentiles

LAS 5.00	57.2 dB
LAS 10.00	55.4 dB
LAS 33.30	53.6 dB
LAS 50.00	52.8 dB
LAS 66.60	52.3 dB
LAS 90.00	51.3 dB

Noise Calculation Worksheets

TRAFFIC NOISE ANALYSIS TOOL

Project Name: Symphony of Flowers

ESA

Analysis Scenario: Operational
Source of Traffic Volumes: Project Assumptions

Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
Trafic Trips / Event Goers	Hard	30	30	30	25	300	0	0	58.8	59.1

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

Receiver	Land Use	Leq
Bird Habitat (south of Site)	Bio Habitat	51.9
Bird Habitat (south of Site)	Bio Habitat	53.0
Bird Habitat (south of Site)	Bio Habitat	55.1
Bird Habitat (south of Site)	Bio Habitat	57.2
Bird Habitat (south of Site)	Bio Habitat	60.1
Butterfly Habitat (east of Site)	Bio Habitat	53.0
Butterfly Habitat (east of Site)	Bio Habitat	55.2
Butterfly Habitat (east of Site)	Bio Habitat	56.7
Butterfly Habitat (east of Site)	Bio Habitat	58.4
Library	Library	42.3
Residence (north of Site)	Residential	42.8
Residence (north of Site)	Residential	42.2
Residence (northeast) of Site)	Residential	43.9

Notes:

Receiver locations were placed at the edge of the relevant properties closest to the Project Site

Reference Noise Levels	Leq	Citation
Ice rink with loudspeaker music	75.0	SoundPLAN Library
Outdoor public address systems (presentation and music)	100.0	WHO

Notes: World Health Organization recommends a limit of 100 dB for outdoor concerts and festivals. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5187664/

Appendix B
Transportation Assessment

FEHR PEERS

Transportation

Fehr & Peers was retained to examine the proposed Symphony of Flowers project (Project) with respect to the transportation concerns associated with temporary events, including parking demand and intersection queuing at Project access points, and the potential environmental impacts defined in Appendix G of the California Environmental Quality Act (CEQA), which identifies for specific questions:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) – w*hich relates to vehicle-miles-travelled*?
c) Substantially increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d) Result in inadequate emergency access?

Existing Transportation System

Regional Travel

Access to Huntington Beach Central Park (Park) is provided by Interstate 405 (San Diego Freeway), State Route 1 (Pacific Coast Highway), and State Route 39 (Beach Boulevard). The San Diego Freeway generally extends northwest to southeast, serving as a major freeway that connects Orange County and Los Angeles County. The Pacific Coast Highway is located approximately two miles south of the Park and provides regional access via Goldenwest Street. Beach Boulevard, a regional connector, is a six-lane roadway extending from Pacific Coast Highway in the City of Huntington Beach north to Whittier Boulevard in La Habra.

Local Roadways

- Goldenwest Street – A primary north-south arterial, ranging from five to six lanes. Between Slater Avenue and Ellis Avenue, it is classified as an augmented Primary with three lanes in each direction and a raised center median. The adopted speed limit is 50 mph, with daily traffic volumes around 27,000 vehicles adjacent to the Central Park.

- Gothard Street – Bordering the park on the east, Gothard Street is a four-lane divided roadway. It has a speed limit of 40 mph and handles approximately 19,000 vehicles daily south of Talbert Avenue. Surrounding land uses include industrial and residential areas further from the park.

- Slater Avenue – This east-west arterial north of Central Park stretches from the Bolsa Chica Wetlands east to Santa Ana. It is a four-lane divided road with a speed limit of 45 mph, carrying around 21,000 daily vehicles west of Golden West Street.

- Talbert Avenue – Extending east from Huntington Central Park, this road becomes MacArthur Boulevard in Santa Ana. West of Gothard Street, Talbert Avenue is a two-lane undivided street, functioning as a parking lot connector. East of Gothard, it expands to four lanes with a 35-mph speed limit, handling 17,000 daily vehicles.

- Ellis Avenue – South of the park, Ellis Avenue is a three-lane road west of Golden West Street (one lane westbound and two lanes eastbound), expanding to four lanes east of Goldenwest Street to Gothard Street. The speed limit is 45 mph, with a daily traffic count of 9,000 vehicles near Central Park.

Pedestrian and Bicycle Facilities

Huntington Beach Central Park is surrounded by pedestrian facilities (**Figure 1**) that facilitate convenient access for visitors.

- Along Goldenwest Street, sidewalks are present south of Slater Avenue and connect to the park's pedestrian trail network at multiple entry points.

- Slater Avenue, situated to the north of the park, features sidewalks extending from Goldenwest Street to Gothard Street. Along the northern boundary of Central Park East, the sidewalk connects to the internal pedestrian trail of the Park, east of Duello Lane.

- Gothard Street, located along the eastern boundary of Central Park East, has a sidewalk south of Slater Avenue and ends at the northeast parking lot of Central Park East. Sidewalk along the west side of Gothard Street continues south from the intersection of Gothard Street and Talbert Avenue to Ellis Ave.

- Along Talbert Avenue, sidewalks connect to the Central Park East pedestrian trails and park facilities at its terminus near the east Central Park East parking lot entrance, creating an accessible route for pedestrians traveling to and from Gothard Street.

In addition to pedestrian facilities, all roadway segments immediately adjacent to Central Park East provide Class II bicycle facilities.

EXISTING SIDEWALK

PEDESTRIAN ACCESS TO
PARK INTERNAL TRAIL SYSTEM

Figure 1

Sidewalk and Pedestrian Trail Connections

Not to Scale

Public transportation

The Project area is served by several Orange County Transportation Authority (OCTA) operated bus routes, which facilitate travel near the park for attendees relying on public transit. Key bus routes serving Central Park East include the following,

- Route 25 provides north-south connectivity between Fullerton and Huntington Beach, operating along Goldenwest Street adjacent to Central Park East. This route offers direct service to the park's vicinity.

- Route 76 travels east-west between Huntington Beach and Irvine, offering connectivity to a variety of residential, commercial, and employment hubs. This route intersects with north-south transit corridors, facilitating connections for riders traveling from inland areas to the park, with stops near the park's eastern boundary.

- Route 29 operates along Beach Boulevard, a regional connector providing service from La Habra to Huntington Beach. Although Beach Boulevard is located further east of the park, it intersects with local arterial roads such as Talbert Avenue, providing indirect connectivity to Central Park East.

Bus Route Map **Figure CIRC-4**

City of Huntington Beach General Plan

Project Summary

The Project is a temporary event to be held at Huntington Beach Central Park East, offering an immersive evening experience featuring a water and light show, music, and art installations along pedestrian pathways as shown in the site plan **(Figure 3)**. The event is designed to operate between dusk and approximately 11:00 PM during seasons of peak demand, with flexible scheduling to accommodate attendance, weather, and parking availability. The Project anticipates hosting up to four shows per evening, with an average attendance of 900 visitors per show and a maximum of 20 show nights per month over six months. Parking will be temporarily designated within the Central Park East lots, with accommodations for rideshare, public transit, bicycles, and pedestrian access.

Figure 3 – Project Site Plan

Project Operation

The Project is planned to operate during evening hours from dusk to 11:00 PM during seasons of peak demand (up to 4 shows per day), and from dusk to 9:00 PM or 10:00 PM during times of lower demand (2 to 3 shows per day). Show schedules are adaptable based on anticipated attendance, weather conditions, and available parking. Programming will typically occur from Thursday through Sunday, up to 20 days of operation monthly based on ticket sales. Operation of

the Project will be contingent on favorable weather, as the viewing area of shows is exposed to elements, and shows will not take place during adverse conditions.

Experience of each show includes a seated viewing of approximately 25-30 minutes in duration, followed by an optional self-guided walking tour through designated pathways, allowing visitors to engage with attractions and art installations within the Project site. Visitors are expected to arrive 15-30 minutes prior to showtime and depart within 15-60 minutes after the end of a show (depending on time spent walking through the attractions).

During show days of the Project, portions of the existing parking lots within Central Park East will be temporarily designated for event parking to accommodate visitors arriving in private vehicles. To enhance accessibility and efficient circulation, the Project will also allocate specific areas for rideshare, facilitating the use of rideshare services as an alternative mode of transportation. Additionally, visitors will have the option to arrive via public transit, on foot, or by bicycle, supported by the park's existing pedestrian and cycling infrastructure, which connects to surrounding streets and the internal trail network.

Project Attendance

The Project is anticipated to attract an average of 900 visitors each show, roughly half of the maximum seating capacity. Although the travel behavior of visitors cannot be predicted precisely, the show promoters anticipate the majority (~70%) of visitors to originate from within a 30-mile radius, while some (~30%) are likely to originate from beyond the 30-mile radius. Given that the City of Huntington Beach frequently hosts a variety of special events and draws regional tourists, it is likely that some visitors may attend the Project as part of other activities in the city.

In addition to visitors, approximately 50 employees would be present for each show day. Workers are expected between the hours of 7:00 am for show preparation and the conclusion of shows each day around midnight. The Project plans to hire employees locally who will travel only a short distance to and from the Project.

Project Trip Generation

Due to the unique nature of the Project, traditional trip generation data, such as those provided by the ITE Trip Generation Manual, is not relevant. In order to estimate the number of trips that would be generated by the Project, Fehr & Peers referenced data provided by the Project applicant related to the anticipated attendance. The Project expects approximately 900 visitors per show, who will travel to the Project site by a variety of modes including driving, rideshare, public transit, bicycling, and walking. Through managed parking and encouragement to carpool, the Project expects a maximum of 300 vehicle trips per show. This estimate does not account for further potential of reduced vehicle trips from transit and non-motorized travel.

Due to staggered showtimes and gradual arrival and departure, vehicle trips to and from the Project would be distributed across several hours. Based on these factors, a maximum of approximately 500 peak-hour trips (including overlapping of ingress and egress of visitors for different showtimes) is expected during the busiest periods.

Project- Generated Vehicle Miles Traveled (VMT)

This section addresses the VMT implications of the Project to support the second question in the CEQA Appendix G, which is summarized at the end of this study.

Evaluation Criteria and Methodology

Since July 1, 2020, Level of Service (LOS), which is a measurement of the degree of congestion, is no longer allowable in determining a project's effects on transportation under CEQA, and, instead, Vehicle Miles Traveled (VMT) was adopted as the appropriate metric to evaluate transportation impacts. The City of Huntington Beach follows the recommendations provided by the California Office of Planning and Research (OPR) in determining the significance of a project's potential impacts on a project-by-project basis using a VMT methodology. However, those guidelines are applicable only to long-term changes in land use or infrastructure. Neither CEQA Guidelines (Section 15064.3) nor OPR's recommendations[1] identify whether or how VMT should be quantified or evaluated for a seasonal or temporary event. In the absence of applicable guidance, we evaluated the Project's VMT compared to citywide conditions during other temporary events hosted by the City.

The City of Huntington Beach is home to a wide variety of special events each year, regularly attracting visitors across the region. To understand historic travel during planned special events, we collected data in the form of anonymized location-based data (from 3rd party sources) to calculate the change in daily total VMT within the City of Huntington Beach. This data is sourced from cell phones and GPS units on individual vehicles. All trips beginning or ending within the City Boundary[2] were first identified for periods during historic special events of a considerable attendance, then the average trip length of such trips was identified. By multiplying the number of trips and the average trip length, the total Citywide Daily VMT is calculated. In 2022, travel data during the various activities were analyzed to provide baseline estimates of citywide daily VMT (**Table 1**).

[1] OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.
[2] Including all internal trips, which begin and end within the City boundary.

Table 1 – Citywide Daily VMT (2022)

Condition	Average Trip Length (Miles)	VMT/Day (Thousands)	VMT/Day Relative to Baseline
Mon-Thurs Non-Summer (Baseline)	6.75	8,065	100%
Mon-Thurs in Summer (no event)	7.58	7,995	-1%
Friday in Summer (no event)	7.42	8,801	+9%
Saturday in Summer (no event)	9.33	9,132	+13%
July 4th Weekend	8.40	7,906	-2%
US Open of Surfing Weekend	9.13	8,866	+10%
International Surfing Association (ISA) Surfing and Para surfing Weekend	8.15	8,178	+1%
Association of Volleyball Professionals (AVP) Open Tournament Weekend	8.05	9,324	+16%
Weekdays prior to Thanksgiving (Mon-Wed)	7.20	9,739	+21%
Thanksgiving Weekend	8.60	9,021	+12%
Pacific Airshow Weekend	9.15	9,815	+22%

Source: Streetlight data for trips beginning and/or ending in Huntington Beach
Note:
1. Summer data include an average of 2 consecutive weeks without special events in the month of July.

Fluctuations in citywide daily VMT compared to non-summer weekdays range from a decrease of 2% to an increase of 22%.

Project VMT can be estimated based on anticipated attendance (trips) and travel characteristics (trip distances). Each show is projected to draw approximately 900 visitors, with a maximum of 300 passenger vehicles expected per show. The Project proponents anticipate that 70% of visitors will originate from within a 30-mile radius, with an average of 15 miles per trip, while 30% will travel from beyond 30 miles, with an average trip length of up to 45 miles.

Table 2 includes Project specific attributes to derive Project VMT. With a maximum of four shows per night, the Project would result in 28,800 VMT per show day.

Table 2 – Project VMT

Project Specifics	Quantity	Unit
Total Vehicles per Show	300	Cars
% of Visitors Within 30-Miles Radius	70%	%
Average Trip Length	15	Mile
% of Visitors Beyond 30-Mile Radius	30%	%
Average Trip Length	45	Mile
Total VMT per Show	7,200	VMT
Maximum Shows per Night	4	Shows
Total VMT per Show Day	28,800	VMT

VMT Findings

Citywide VMT, with the addition of Project VMT, would be approximately 8,094,000 (miles/day) during a non-summer weekday. This would be within the range of other events as described in **Table 1** and would be less than that measured during past seasonal events, such as Thanksgiving holidays, Pacific Airshow, and the US Open of Surfing, which have caused temporary fluctuations in citywide daily VMT up to 9,815,000 (miles/day).

Site Access and Parking

Study Intersections

While temporary, excessive congestion at intersections can pose operational hazards. To assess the effects of Project trips on the operation of nearby intersections, Fehr & Peers conducted a queuing assessment for all intersections and driveways providing access to the Central Park Library and Huntington Beach Sports Complex parking lot to evaluate their current operations. The list of study intersections are as follows,

1. Gothard Street & Talbert Avenue
2. Goldenwest Street & Talbert Avenue
3. Goldenwest Street & Driveway 1 (South of Talbert Avenue)
4. Goldenwest Street & Driveway 2 (South of Driveway 1)

Data Collection

To assess the existing conditions at the study intersections, turning movement counts were conducted on Friday, November 8th, between 6:00 PM and 10:00 PM. This data collection timeframe aligns with the typical evening period of the Project, concurrently with a production presented at the 318-seat Library Theater between 8:00 PM and 9:30 PM and while all the facilities at the Sports Complex were reserved with the latest booking at 9:00 PM to 10:00 PM, which contributed to localized traffic activity.

As this data collection was conducted on a weekday, the observed traffic volumes likely reflect worst-case estimates of the typical evening period for the area. These conditions provide a robust baseline for analyzing the proposed event by capturing a realistic range of evening traffic activity in the study area, including periods of heightened use associated with existing programming. **Table 3** describes the patterns of inbound and outbound trips over the 4-hour data collection period. Similar distribution patterns are assumed for trips to and from the Project.

Table 3 – Existing Trip Distribution

Intersection No.	Intersection	Inbound	Outbound
1	Gothard Street & Talbert Ave	68.1%	50.9%
2	Goldenwest Street & Talbert Ave	20.4%	31.5%
3	Goldenwest Street & Driveway 1	10.1%	14.2%
4	Goldenwest Street & Driveway 2	1.3%	3.4%

Intersection Queuing with the Project

The intersection queuing assessment accounts for visitor arrival within a 30-minute window before each show, and gradual departure over a 60-minute time window, resulting in a maximum overlap of 500 vehicle trips within a peak period. As a worst-case analysis, we evaluated a condition with all arrival and departure trips (600) overlapping and occurring within the peak period of ingress and egress **(Table 4).** Trips to and from the Project were proportionally added to existing turning movements according to existing ingress and egress patterns of Central Park East.

The queuing analysis finds that the Project's peak traffic conditions would not exceed the available storage lengths for any studied movements. At the intersection of Gothard Street & Talbert Avenue, the eastbound left-turn queue is projected to increase to 20 feet under the 95th percentile conditions with the Project, well within the available storage length of 80 feet. Similarly, the eastbound through queue at this intersection is anticipated to reach 55 feet, which does not conflict with through-lane capacities. At Goldenwest Street & Talbert Avenue, the southbound left-turn queue may extend to 20 feet, but this remains significantly below the 240-foot storage capacity. Overall, none of the analyzed movements show queuing impacts that exceed the designated storage lengths, ensuring the Project does not contribute to queuing spillbacks or operational inefficiencies during ingress or egress.

Table 4 – Queuing at Intersections With Project Trips

Intersection No.	Movement	Existing 95th Percentile Queue (ft)*	With Project 95th Percentile Queue (ft)*	Storage Length (ft)
1	Eastbound Left Turn (Egress)	20	20	80
1	Eastbound Through (Egress)	20	60	-
1	Eastbound Right Turn (Egress)	0	20	80
1	Westbound Through (Ingress)	40	80	-
1	Northbound Left Turn (Ingress)	20	20	125
1	Southbound Right Turn (Ingress)	20	20	-
2	Eastbound Through/Right (Ingress)	20	20	100
2	Westbound Left Turn (Egress)	20	20	60
2	Westbound Through (Egress)	20	20	60
2	Westbound Right Turn (Egress)	20	40	60
2	Northbound Right Turn (Ingress)	0	20	-
2	Southbound Left Turn (Ingress)	20	20	240
3	Westbound Right Turn (Egress)	-	20	100
3	Southbound Left Turn (Ingress)	-	20	185
4	Northbound Right Turn (Ingress)	-	0	-
4	Westbound Right Turn (Egress)	-	20	100

* Values rounded up to the nearest 20 feet to represent a single passenger vehicle when 95th percentile queues are shorter then 20 feet

Parking

To estimate the availability of parking for the Project, an inventory was conducted on Friday, November 8th, between 8:00 PM and 8:30 PM. Timing of the data collection was selected to coincide with the theater production at the Library Theater between 8:00 PM and 9:30 PM. The production, combined with evening reservations at the Sports Complex, represented a period of heightened parking utilization during the evening period. The parking assessment found that 91 of 645 parking spaces adjacent to the Central Library were utilized, and of the 1,483 total parking spaces (combined with the Sports Complex), a total of 206, or roughly 14%, were occupied.

Parking Demand Estimates

Based on project show times, arrival and departure of visitors, and the number of workers present each day, **Table 5** represents the anticipated parking demand of the Project over the course of a

typical evening, with a maximum demand of 429 spaces between shows. This demand would amount to approximately 30% of all designated parking spaces within the Central Park Library & Sports Complex parking lots.

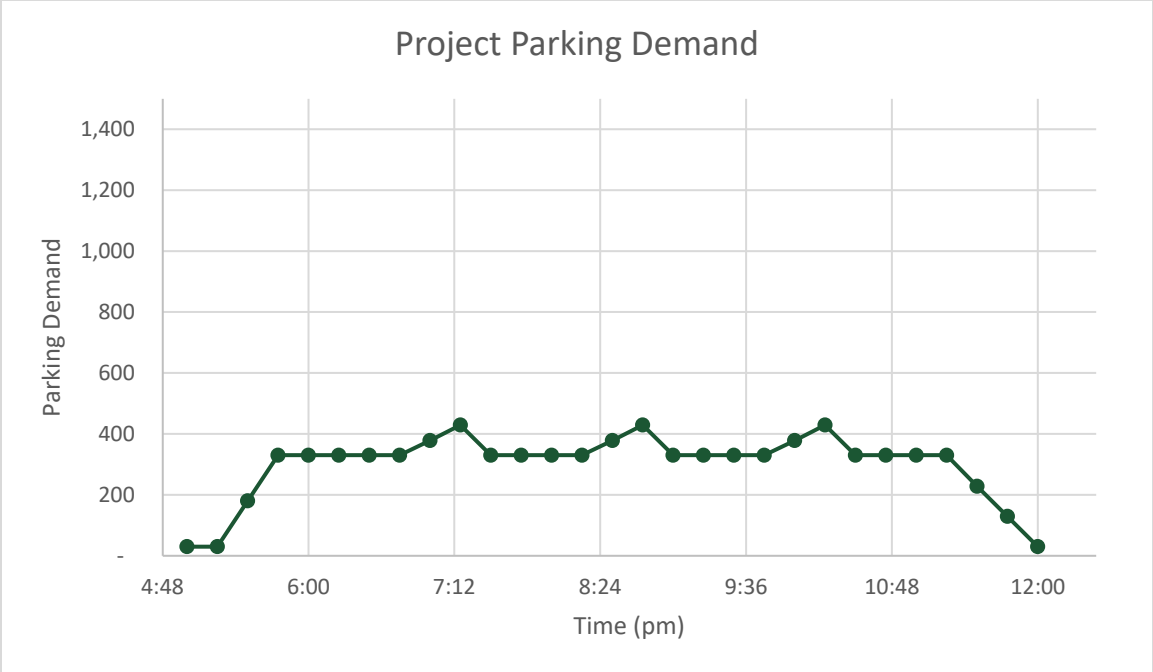
Table 5 – Project Parking Demand

Time of Day		Workers (30)	Visitor (300)				Total Parking Demand	% of Total Parking Spaces (1,483)
			1st Show	2nd Show	3rd Show	4th Show		
5:30	pm	30	50%				180	12%
5:45	pm	30	100%				330	22%
6:00	pm	30	100%				330	22%
6:15	pm	30	100%				330	22%
6:30	pm	30	100%				330	22%
6:45	pm	30	100%				330	22%
7:00	pm	30	66%	50%			378	25%
7:15	pm	30	33%	100%			429	29%
7:30	pm	30	0%	100%			330	22%
7:45	pm	30		100%			330	22%
8:00	pm	30		100%			330	22%
8:15	pm	30		100%			330	22%
8:30	pm	30		66%	50%		378	26%
8:45	pm	30		33%	100%		429	29%
9:00	pm	30		0%	100%		330	22%
9:15	pm	30			100%		330	22%
9:30	pm	30			100%		330	22%
9:45	pm	30			100%		330	22%
10:00	pm	30			66%	50%	378	26%
10:15	pm	30			33%	100%	429	29%
10:30	pm	30			0%	100%	330	22%
10:45	pm	30				100%	330	22%
11:00	pm	30				100%	330	22%
11:15	pm	30				100%	330	22%
11:30	pm	30				66%	228	15%

11:45	pm	30				33%	129	9%
12:00	pm	30				0%	30	2%

Figure 6 provides a visualized representation of the Project's parking demand over a typical evening.

Table 6 – Project Parking Demand Visualized



Considering the Project's projected demand and current parking usage, visitor parking will be adequately accommodated at the existing Central Park Library and Huntington Beach Sports Complex parking lots. These facilities are primarily used for daytime activities and can thus provide complementary parking for nighttime events. In instances where activities at the Sports Complex overlap, the Project's peak parking requirement of 429 spaces can still be met within the allocated parking spaces at the Central Park Library, thereby maintaining the availability of most spaces at the Sports Complex.

Emergency Access

Existing Emergency Access Infrastructure

Central Park East is bordered by several arterial roadways, including Goldenwest Street, Gothard Street, Talbert Avenue, and Ellis Avenue, which collectively provide robust regional and local access to the Project site. These roadways, as noted in the City's General Plan Circulation Element, are key components of the City's transportation network to accommodate emergency response

vehicles. The park's internal circulation system, including multiple entry points and pathways, further enhances accessibility for emergency services.

Project-Specific Emergency Access Measures

During the Project's operations, emergency access will be maintained through designated ingress and egress points to ensure unobstructed movement of emergency vehicles. Temporary fencing installed around the Project site will include dedicated access points reserved for emergency use, which are aligned with the existing internal pathways within Central Park East. These pathways will remain accessible to accommodate emergency response vehicles.

As prescribed by the specific events application process, approval of the Project would be contingent on compliance with "fire and safety requirements or standards of all of the ordinances of the City of Huntington Beach or the State of California applicable[3], and the activity must not "interfere with or unreasonably obstruct the free flow of vehicular traffic or other means of travel on any public street, or with pedestrian traffic on the sidewalk". The Project's evacuation plan is provided as **Figure 4**.

Consistency with Existing Plans

The City of Huntington Beach General Plan Circulation Element emphasizes the importance of maintaining roadway operations that support safe and efficient emergency access. The Project aligns with this objective by utilizing the existing roadway network, maintaining clear access routes, and avoiding any permanent modifications to the circulation system that could impede emergency response times. Furthermore, the Local Hazard Mitigation Plan (LHMP) identifies the need to ensure emergency access in areas prone to natural disasters, such as wildfires or flooding. The Project's operational hours, maintenance of clear travel paths, and weather-contingent programming reduce the likelihood of such risks impacting emergency access.

[3] City of Huntington Beach Municipal Code Section 13.54.140

Symphony of Flowers

ILLUMI DIRECTORS:

PROJECT MANAGER:

DRAFTER: Alex

SCALE: 1" = 25'

UNIT: FT (m)

PAPER SIZE: ARCH FULL BLEED E (36"x48")

CONVERSION TABLE:
Foot - Meter = 0.3048m (30.48cm)
Meter - Foot = 3.2808399' (3' 3- 3/8") (39 3/8")

Foot² - Meter² = 0.092900304
Meter² - Foot² = 10.76391

SITE: SYMPHONY OF FLOWERS HUNTINGTON BEACH (CA) 2025

LAYOUT: SITE EVACUATION PLAN

SERIE: E100

CIVIC ADDRESS: ---- ---- ----

SURVEY SOURCE: ---

TYPE OF TERRAIN: ---

ALTITUDE: ---

ZONING: ---

COORDINATES: ---

PERIMETER: ---

STAGE: PRELIMINARY

CREATION DATE: (dd/mm/yyyy) 19/09/2024

VERSION DATE: (dd/mm/yyyy) 22/11/2024

VERSION: V01

REVISION: r01

Impact Analysis

Appendix G – Hazards & Hazardous Materials

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project would not result in alteration or obstruction of existing emergency access to Central Park East. Within the Project's boundary, a site evacuation plan has been developed compliant with City's Municipal Code fire and safety requirements. Although the Project would be enclosed by temporary fencing, evacuation routes and exits will be maintained at multiple openings which align with existing pedestrian trails. Designated gathering points outside of the Project's immediate boundary will be maintained for evacuees and emergency personnel during emergencies.

Appendix G – Transportation

Would the Project:

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

No Impact. As the Project would operate entirely within the boundaries of the Central Park and does not propose any permanent change to the existing transportation system, it would not conflict with the City's Circulation Element of the General Plan. The Project, as a temporary event, is subject to the Special Events policies as described in the City of Huntington beach Municipal Code section 13.54. Approval of the Project's operation would require full compliance with the requirements within the City's Specific Event Permit Application process and all relevant ordinances by extension.

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

No Impact. Section 15064.3 of the CEQA Guidelines identifies the need for evaluating VMT changes associated with either a land development project or a permanent change in transportation infrastructure. The Guidelines do not identify whether and how VMT should be measured or evaluated for a seasonal or temporary event.

Although temporary, the Project would result in an increase in visitors to Central Park East. The majority (~70%) of visitors are expected to travel from within a 30-mile radius, while some (~30%) are likely to travel further. Visitors who travel by passenger car would be encouraged to carpool, while others who travel by transit or non-motorized modes would be supported by the existing circulation network. Based on expected attendance and travel characteristics, VMT generated by

the Project would be lower than periodic fluctuations in citywide VMT for seasonal and planned special events including travel as measured during past Thanksgiving holiday, Pacific Airshow, and the US Open of Surfing.

Furthermore, the Project does not introduce any permanent changes to land use or transportation infrastructure. Under CEQA Guidelines Section 15064.3, subdivision (b), VMT assessments prioritize long-term impacts, whereas this Project is temporary and utilizes existing infrastructure. Due to the Project's temporary nature, support by existing infrastructure, and that the estimated VMT is fewer in comparison to fluctuations in daily VMT during other activities, the Project should be considered to have a *less than significant impact on VMT and consistent with CEQA Guidelines Section 15064.3 subdivision (b)*.

c) Would the Project substantially increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project would not result in any permanent changes to the transportation system and no structures or other features would block access or change geometric conditions.

d) Would the Project result in inadequate emergency access?

No Impact. The CEQA Guidelines do not provide a protocol or threshold-of-significance to evaluate evacuation conditions for a temporary gathering of people (only permanent land use change). As such, an evaluation of the Project's operation and evacuation plans was conducted to ensure consistency with applicable plans regarding emergencies.

The Project would not result in modifications to existing access to Central Park East, and emergency access routes will be maintained through the existing network of roadways and internal pathways. The Project's operation will comply with fire and safety requirements as mandated by the City's Special Event Permit process. Additionally, the Project has coordinated with appropriate response agencies in development of a site evacuation plan which includes evacuation routes for visitors and gathering locations for visitors and emergency response personnel. These measures ensure that the Project would not impede emergency response or evacuation plans.