| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| b) | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

**a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (No Impact)**

The proposed Project involves the construction and operation of a new PV solar facility within the existing Hellman Ranch OGPF property. The proposed Project would only require four to ten construction workers depending upon the project phase. The longest construction phase would last about 21 days with total construction lasting three to four months. No permanent workers would be required for operation of the facility. As such, the proposed Project would not result in any additional population growth that could increase demand for parks or other recreational facilities. The project would be exempt from park dedication fees or from dedicating land for park uses in keeping with the City's current parkland dedication requirements. Therefore, no impact on parks or recreational facilities would occur.

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (No Impact)**

The proposed Project does not include any recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts would occur.

### 3.4.17 Transportation

Would the project:

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| 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 § 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| c) | Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| d) | Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |

Access to the Hellman Ranch OGPF is from Pacific Coast Highway via a private road at the intersection of First Street. This intersection is controlled by an existing traffic signal. Secondary access to the site is provided to the Hellman Ranch OGPF site from Seal Beach Boulevard via Adolfo Lopez Drive. This access point is used for employees to access wells located on Seal Beach Boulevard. This access point is also available to emergency response vehicles. Traffic associated with the proposed Project would use the private road entrance from Pacific Coast Highway as the main access point to the project site.

No new employees would be needed for operation of the PV solar facility. The existing Hellman staffing would be adequate to monitor the facility. Maintenance work on the facility would be done by outside contracts and would require only eight visits per year (5 for general maintenance, 2 for vegetation control and one for solar panel washing).

Peak day construction trips would be about four round trips for trucks delivering material and supplies, and 11 round trips for workers and vendors. This peak would be expected to occur for about 20 days during the equipment installation phase. Table 3-12 provides a summary of the vehicle trips for each of the construction phases.

**Table 3-12 Construction Vehicle Trips**

| Activity | Duration (days) | Round Trips per Day | | | Peak Hourly One-Way Trips | | |
|---|---|---|---|---|---|---|---|
| | | Workers | Vendors | Delivery Trucks | Workers | Vendors | Delivery Trucks |
| Site Preparation | 3 | 6 | 0 | 2 | 6 | 0 | 2 |
| Support Pile Installation | 21 | 8 | 1 | 4 | 8 | 1 | 2 |
| Solar PV System, Equipment, and Conduit Installation | 20 | 10 | 1 | 4 | 10 | 1 | 2 |
| Testing and Commissioning | 20 | 4 | 2 | 0 | 4 | 2 | 0 |

Source: Newport Solar

### a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less Than Significant Impact)

The City of Seal Beach is not serviced by Amtrak or any other rail service. There is bus service along Pacific Coast Highway in Seal Beach, which is used for access to the project site. The nearest bus stop is located just south of 1st Street on Pacific Coast Highway. The Hellman site is accessed via 1st Street and Pacific Coast Highway. The limited traffic associated with the proposed Project would not impact on any of these bus stops.

Pacific Coast Highway in the vicinity of the project site has a Class II bike lane (on road, stripped lanes). The intersection of 1st and Pacific Coast Highway is signalized and has crosswalks with pedestrian signals. The limited traffic associated with the proposed Project would not impact the existing Class II bike lane.

As discussed above, the proposed Project will generate a small amount of traffic during construction with a peak average daily trip (ADT) of 15 round trips. For operations it would be a peak average daily trip of one round trip. This is less than the traffic impact analysis threshold (1,600 vehicle trips per day) specified in the Orange County 2023 Congestion Management Program (CMP) (OCTA, 2023). The temporary construction traffic and very limited operational traffic would not exceed the Orange County 2023 Congestion Management Program threshold for traffic impact analysis so impacts would be less than significant.

### b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? (Less Than Significant Impact)

Construction of the PV solar facility would generate a total of 22,342 Vehicle miles traveled (VMT) over the three to four months of construction. Operation of the facility would generate 480 VMT per year. This compares with 3.17 billion VMT in orange county during the first quarter of 2023 on urban area freeways (OCTA, 2023). As such, construction of the PV solar facility would have minimal impacts (if any) on Vehicle Miles Traveled (VMT) on the surrounding area.

The Governor's Office of Land Use and Climate Innovation (LCI) formerly known as the Office of Planning and Research (OPR), Technical Advisory on Evaluating Transportation Impact in CEQA with the new VMT requirement states the following: "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks (OPR 2018). OPR also indicates that "absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact" (OPR 2018).

According to LCI, lead agencies may generally assume that a project would not have significant VMT impacts if the project would either: (1) generate fewer trips than the level for studying consistency with the applicable congestion management program or (2) where the applicable congestion management program does not provide such a level, fewer than 110 vehicle trips per day. As discussed in item (a), the proposed Project would not exceed the Orange County CMP thresholds. Therefore, the Project uses the screening criterion of 110 net new peak hour vehicle trips as the level at which most projects would not typically generate a substantial increase in VMT. The proposed project would not exceed the 110 peak hour vehicle trips, and therefore, impact would be considered less than significant.

**c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (No Impact)**

The proposed Project would not require the construction of any new public roads or create any new incompatible uses for local roadways. No new private roads would need to be created for the proposed Project. Therefore, there would be no impact.

**d. Result in inadequate emergency access? (No Impact)**

The existing Hellman Ranch OGPF site has two access points for emergency service vehicles. The addition of the PV solar facility would not alert the existing emergency access to the site. Therefore, there would be no impact on emergency access.

## 3.4.18 Tribal Cultural Resources

Would the project:

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | ☐ | ☒ | ☐ | ☐ |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | | | | |