

5.12 Traffic and Transportation

This section addresses the potential effects of the Huntington Beach Energy Center Project (HBEP) on traffic and transportation. Section 5.12.1 describes the affected environment of the local and regional traffic and transportation routes surrounding the project site. Section 5.12.2 presents the environmental analysis of the project's effects on local traffic volumes and patterns. Section 5.12.3 evaluates potential cumulative effects on traffic and transportation because of other, simultaneous projects. Section 5.12.4 describes mitigation measures for the project. Section 5.12.5 describes applicable laws, ordinances, regulations, and standards (LORS). Section 5.12.6 lists the applicable regulatory agencies and contacts. Section 5.12.7 discusses traffic and transportation permits required, and Section 5.12.8 lists the references used to prepare this section. Based on the analysis in this section, HBEP is not expected to have any significant adverse effects on the environment and is expected to be built and operated in accordance with applicable LORS.

5.12.1 Setting and Affected Environment

The HBEP site is located in an industrial area of Huntington Beach at 21730 Newland Street, just north of the intersection of the Pacific Coast Highway (Highway 1) and Newland Street. The project will be located entirely within the existing Huntington Beach Generating Station, an operating power plant. The HBEP site is bounded on the west by a manufactured home/recreational vehicle park, on the north by a tank farm, on the north and east by the Huntington Beach Channel and residential areas, on the southeast by the Huntington Beach Wetland Preserve / Magnolia Marsh wetlands, and to the south and southwest by the Huntington Beach State Park and the Pacific Ocean. The site is located on a gently sloping coastal plain.

HBEP is a 939-megawatt combined-cycle power plant, consisting of two power blocks. Each power block is composed of three combustion turbines with supplemental fired heat recovery steam generators (HRSG), a steam turbine generator, an air-cooled condenser, and ancillary facilities. HBEP will reuse existing onsite potable water, natural gas, stormwater, process wastewater, and sanitary pipelines and electrical transmission facilities. No offsite linear developments are proposed as part of the project.

The project will use potable water, provided by the City of Huntington Beach, for construction and operational process and sanitary uses. During operation, stormwater and process wastewater will be discharged to a retention basin and then ultimately to the Pacific Ocean via an existing outfall. Sanitary wastewater will be conveyed to the Orange County Sanitation District via the existing City of Huntington Beach sewer connection. Two 230-kilovolt (kV) transmission interconnections will connect HBEP Power Blocks 1 and 2 to the existing onsite Southern California Edison 230-kV switchyard.

HBEP construction will require the removal of the existing Huntington Beach Generating Station Units 1, 2, and 5. Demolition of Unit 5, scheduled to occur between the fourth quarter of 2014 and the end of 2015, will provide the space for the construction of HBEP Block 1. Construction of Blocks 1 and 2 are each expected to take approximately 42 and 30 months, respectively, with Block 1 construction scheduled to occur from the first quarter of 2015 through the second quarter of 2018, and Block 2 construction scheduled to occur from the first quarter of 2018 through the second quarter of 2020. Removal/demolition of existing Huntington Beach Generating Station Units 1 and 2 is scheduled to occur from the fourth quarter of 2020 through the third quarter of 2022.

Existing Huntington Beach Generating Station Units 3 and 4 were licensed through the California Energy Commission (00-AFC-13C) and demolition of these units is authorized under that license and will proceed irrespective of the HBEP. Therefore, demolition of existing Huntington Beach Generating Station Units 3 and 4 is not part of the HBEP project definition. However, to ensure a comprehensive review of potential project impacts, the demolition of existing Huntington Beach Generating Station Units 3 and 4 is included in the cumulative impact assessment. Removal/demolition of existing Huntington Beach Generating Station Units 3 and 4 will be in advance of the construction of HBEP Block 2.

HBEP construction will require both onsite and offsite laydown and construction parking areas. Approximately 22 acres of construction laydown will be required, with approximately 6 acres at the Huntington Beach Generating Station used for a combination of laydown and construction parking, and 16 acres at the AES Alamitos Generating

Station (AGS) used for construction laydown (component storage only/no assembly of components at AGS). During HBEP construction, the large components will be hauled from the construction laydown area at the AGS site to the HBEP site as they are ready for installation.

Construction worker parking for HBEP and the demolition of the existing units at the Huntington Beach Generating Station will be provided by a combination of onsite and offsite parking. A maximum of 330 parking spaces will be required during construction and demolition activities. As shown on Figure 2.3-3 in Section 2.0, Project Description, construction/demolition worker parking will be provided at the following locations:

- Approximately 1.5 acres onsite at the Huntington Beach Generating Station (approximately 130 parking stalls)
- Approximately 3 acres of existing paved/graveled parking located adjacent to HBEP across Newland Street (approximately 300 parking stalls)
- Approximately 2.5 acres of existing paved parking located at the corner of Pacific Coast Highway and Beach Boulevard (approximately 215 parking stalls)
- 225 parking stalls at the City of Huntington Beach shore parking west of the project site.
- Approximately 1.9 acres at the Plains All American Tank Farm located on Magnolia Street (approximately 170 parking stalls)

5.12.1.1 Existing Regional and Local Transportation Facilities

The surrounding regional and local roadway networks are shown in Figures 5.12-1 and 5.12-2. Regional access to the HBEP site is provided from the north via Beach Boulevard (State Route 39) and from the east, south, and west via Pacific Coast Highway (PCH). Local access to the project site is primarily provided from Newland Street, just north of the intersection of PCH and Newland Street. Construction workers and HBEP employees (for operations) traveling to the HBEP site will primarily use the roadways noted below (City of Huntington Beach, 2006). Construction materials for direct delivery to the HBEP site will also use the roadways noted below.

5.12.1.1.1 Newland Street

Newland Street is a two- to four-lane north-south secondary arterial that connects PCH in the south to the city boundary in the north. The speed limit along Newland Street is 35 miles per hour (mph) and on-street bike lanes are provided. Traffic volumes along Newland Street average up to 12,000 vehicles per day.

5.12.1.1.2 Pacific Coast Highway (State Highway 1)

PCH is a four- to six-lane major arterial that connects to Interstate 5 in Dana Point and to cities and counties along the Pacific coast to the north. The speed limit along PCH near the project site is 50 mph and off-street and on-street bicycle facilities are provided. Traffic volumes along PCH in the vicinity of the HBEP site average from 33,000 to 42,000 vehicles per day.

5.12.1.1.3 Magnolia Street

Magnolia Street is a four-lane north-south primary arterial that connects PCH in the south to I-405 and destinations to the north. The speed limit along Magnolia Street is 40 mph and on-street bike lanes are provided. Traffic volumes along Magnolia Street average from 6,000 vehicles per day near the project site to 22,000 vehicles per day near Garfield Avenue.

5.12.1.1.4 Brookhurst Street

Brookhurst Street is a six-lane north-south major arterial that connects PCH in the south to I-405 and Fountain Valley to the north. The speed limit along Brookhurst Street is 50 mph. No bicycle facilities are provided along Brookhurst Street near the project site. Traffic volumes along Brookhurst Street average from 12,000 vehicles per day near the project site to 36,000 vehicles per day near Garfield Avenue.



Offsite Construction Laydown Area at AGS

Project Location

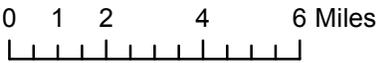
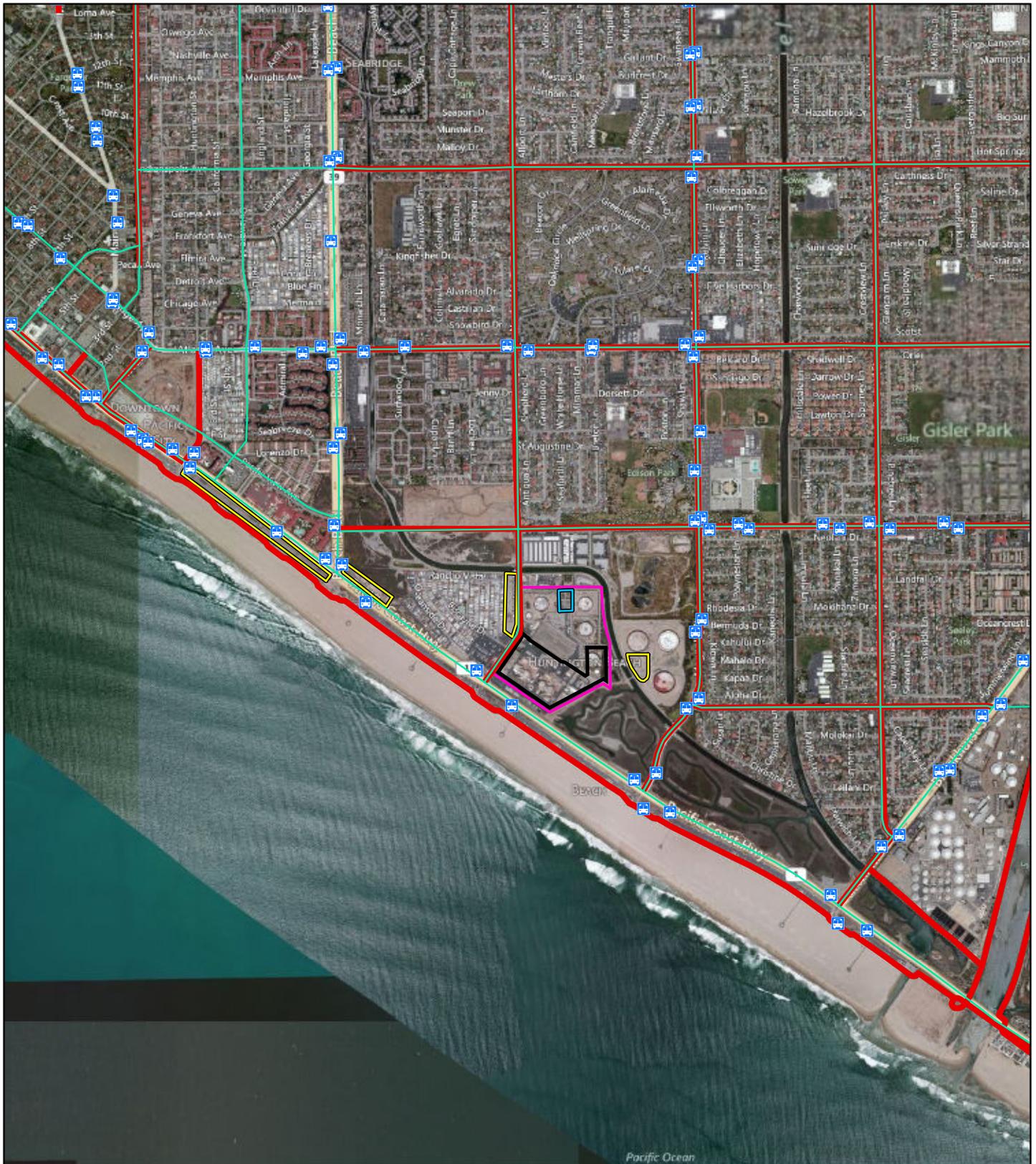


FIGURE 5.12-1
Regional Transportation Setting
 AES Huntington Beach Energy Project
 Huntington Beach, California



Legend

- Bus Routes
- Master Plan of Arterial Highways
- Bike Routes
- AES Huntington Beach Generating Station
- AES Huntington Beach Energy Project
- Onsite Construction Parking
- Offsite Construction Parking

0 2,000 4,000 Feet

1:24,000



Source: The Orange County Transportation Authority (OCTA). Users shall assume the responsibility for verifying the accuracy and correctness of the data and for safeguarding against unintended or inappropriate use of the data.

FIGURE 5.12-2
Local Transportation Setting
 AES Huntington Beach Energy Project
 Huntington Beach, California

CH2MHILL

5.12.1.1.5 Beach Boulevard/State Route 39

Beach Boulevard/State Route 39 is a six- to eight-lane principal arterial that connects PCH in the south to I-405 and Westminster to the north. The speed limit along Beach Boulevard is 50 mph. No bicycle facilities are provided along Beach Boulevard. Traffic volumes along Beach Boulevard average from 29,000 vehicles per day near the project site up to 69,000 vehicles per day near I-405.

5.12.1.1.6 Hamilton Avenue

Hamilton Avenue is a two- to four-lane east-west primary arterial that connects Newland Street in the west to Victoria Street and Costa Mesa in the east. The speed limit on Hamilton Avenue is 45 mph and on-street bike lanes are provided. Traffic volumes along Hamilton Avenue average from 9,000 vehicles per day near the project site up to 17,000 vehicles per day near Brookhurst Street.

5.12.1.1.7 Atlanta Avenue

Atlanta Avenue is a four-lane east-west primary arterial that connects downtown Huntington Beach in the west to the Brookhurst Street in the east. The speed limit along Atlanta Avenue is 45 mph and on-street bike lanes are provided. Traffic volumes along Atlanta Avenue average from 10,000 to 18,000 vehicles per day.

5.12.1.1.8 Adams Avenue

Adams Avenue is a six-lane east-west major arterial that connects downtown Huntington Beach in the west to Fairview Road in the City of Costa Mesa in the east. The speed limit along Adams Avenue is 45 mph. No bicycle facilities are provided along Adams Avenue near the project site. Traffic volumes along Adams Avenue average from 18,000 up to 38,000 vehicles per day.

5.12.1.2 Heavy/Oversized Loads Haul Route

Large and heavy components of the electrical generator sets for HBEP (combustion turbine generators, components of the HRSGs, transformers and other oversize and heavy components) will be transported by ship or rail to the Port of Long Beach. Because of space limitations at the existing Huntington Beach Generating Station site for construction laydown area to support construction of HBEP, large and heavy components for HBEP will be transported by truck (with appropriate heavy/oversize permits from Los Angeles County and/or the California Department of Transportation [Caltrans]) along the heavy haul route shown on Figure 5.12-3 to the offsite construction laydown area at AGS. This portion of the heavy/oversized haul route is within Los Angeles County and has previously been permitted by Los Angeles County, except for the portion of the route directly accessing the AGS offsite construction laydown area (see Appendix 5.12A for the heavy/oversize permit for the portion of the route approved by Los Angeles County). The Los Angeles County Department of Public Works (DPW) has the authority to issue oversize/overweight vehicular permits. DPW also issues permits for some incorporated cities within Los Angeles County. Within the City of Long Beach, DPW does not issue permits within the designated "Overweight Corridor/Harbor District." The City of Long Beach requires a permit for oversized vehicles on its streets.

From the AGS offsite construction laydown area, heavy/oversize components will be transported by truck along the proposed route shown on Figure 5.12-3 to HBEP. A short portion of the route will be in Los Angeles County with the remainder in Orange County. The portion of the proposed heavy/oversize route in Orange County will be permitted by Orange County. Depending on the heavy/oversize permit issued by Orange County, the heavy/oversize route in Orange County may be different than the route depicted on Figure 5.12-3.

For HBEP construction, the heavy/oversize loads are expected to be permitted for late night deliveries. Late night transport of heavy/oversize loads is common practice to minimize conflicts with general traffic. The volume of these heavy/oversize trips for HBEP (and the background traffic in late-night hours) will be low enough that traffic analysis was not conducted for the heavy/oversize loads transport activities.

The final route will be determined when the heavy/oversize load permits are submitted to the appropriate jurisdictions; however, preliminary discussions with Los Angeles County and Orange County indicate that the proposed heavy/oversized route appears reasonable.

5.12.1.3 Existing Traffic Conditions and Level of Service Analysis

The traffic analysis for HBEP was conducted according to the methodologies and procedures outlined in the Highway Capacity Manual (HCM) (Transportation Research Board, 2010), and applicable provisions from the California Environmental Quality Act (CEQA). Average daily traffic for the study area local streets was used in the analysis, as well as peak-hour traffic on state roadways. Morning and afternoon peak-hour turning movement counts were used to assess intersection level of service (LOS).

5.12.1.3.1 Existing Roadway Conditions

The volume/capacity (V/C) ratio is an indicator of traffic conditions, speeds, and driver maneuverability. Table 5.12-1 is a summary of traffic flow characteristics for LOS at intersections and on roadway segments in Huntington Beach.

TABLE 5.12-1
Level of Service Criteria for Intersection Operations and Roadway Segments

LOS	Delay per Vehicle (Seconds)		Traffic Flow Characteristics
	Signalized	Un-Signalized	
A	≤ 10.0	≤10.0	insignificant delays
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Stable operation; minimal delays
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Stable operation; acceptable delays
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Below average operating conditions. Drivers may wait more than one cycle to proceed through an intersection.
E	>55.0 and ≤80.0	>35.0 and ≤50.0	“At-capacity”
F	>80.0	>50.0	Jammed conditions

Source:

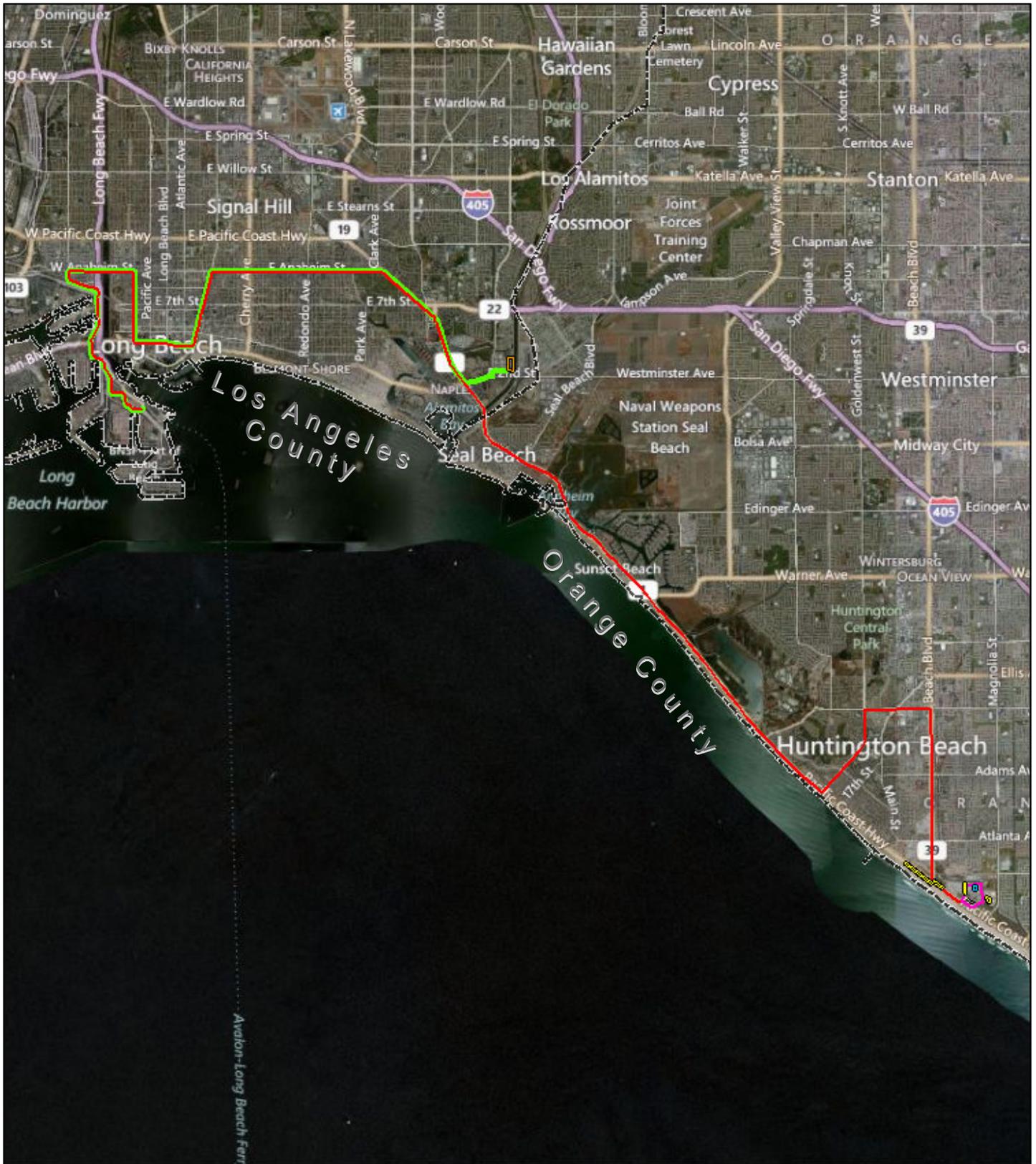
Transportation Research Board. 2000. Highway Capacity Manual.
City of Huntington Beach, 1996

Table 5.12-2 is a summary of V/C ratios for multi-lane highway and local roadway segments. These criteria were applied to Beach Boulevard and PCH, assuming a capacity of 1,800 vehicles per hour per lane. Table 5.12-3 is a summary of local roadway capacities by roadway classification. These criteria were applied to Newland Street, Magnolia Street, Brookhurst Street, Hamilton Avenue, Atlanta Avenue, and Adams Avenue.

TABLE 5.12-2
Level of Service Criteria for Multi-lane Highway and Local Roadway Segments

LOS	V/C Ratio	Traffic Flow Characteristics
A	0.00 – 0.60	Free flow; insignificant delays
B	0.61 – 0.70	Stable operation; minimal delays
C	0.71 – 0.80	Stable operation; acceptable delays
D	0.81 – 0.90	Approaching unstable flow; queues develop rapidly but no excessive delays
E	0.91 – 1.00	Unstable operation; significant delays
F	> 1.00	Forced flow; jammed conditions

Source: Transportation Research Board. 2000. Highway Capacity Manual.



Legend

- Port of Long Beach to AGS
- Port of Long Beach to HBEP
- AES Huntington Beach Generating Station
- AES Huntington Beach Energy Project
- Offsite Construction Laydown Area at AGS
- Onsite Construction Parking
- Offsite Construction Parking
- County Boundary



**FIGURE 5.12-3
Heavy Haul Route**

AES Huntington Beach Energy Project
Huntington Beach, California

CH2MHILL

TABLE 5.12-3
Daily Volume Capacities by Road Type

Road Classification	Study Facilities	Daily Vehicle Capacity
Major Arterial	Brookhurst Street, Adams Avenue, Beach Boulevard, PCH	45,000
Primary Arterial	Magnolia Street, Hamilton Avenue, Atlanta Avenue	30,000
Secondary Arterial	Newland Street	20,000
Collector Arterial	N/A	10,000

Source: City of Huntington Beach General Plan 1996.

N/A = Not Applicable

As stated in the City of Huntington Beach General Plan Circulation Element (City of Huntington Beach, 1996), the City defines acceptable operations as LOS D or better for intersections and LOS C or better for roadway segments. Caltrans does not have an official LOS threshold for state highways, but LOS D is commonly used by Caltrans as the threshold for planning purposes.

Average daily traffic (ADT) volumes from 2006 were provided by the City of Huntington Beach for local and state roadways. On local streets, traffic counts were performed in 2006 by the City of Huntington Beach (Escutia, 2012). Comparing Caltrans traffic data from 2006 and 2010 reveals vehicle volumes along highways near the project in 2006 to be similar to, or greater than, vehicle volumes in 2010 (Caltrans) so no growth rate was applied to the 2006 ADT or turning movement counts. For peak hour operational analysis, only PM peak hour has been analyzed, as this provides the most conservative traffic operations analysis.

Existing roadway conditions analysis was conducted for the following roadways:

- Beach Boulevard (SR 39)
- PCH
- Newland Street
- Magnolia Street
- Brookhurst Street
- Hamilton Avenue
- Atlanta Avenue
- Adams Avenue

Table 5.12-4 is a summary of the daily traffic volumes and V/C ratios for existing conditions on state and local facilities. All segments operate at LOS C or better, except for PCH.

5.12.1.3.2 Existing Conditions at Intersections

The following intersections were studied for existing conditions:

- Beach Boulevard and PCH (signalized)
- Newland Street and PCH (signalized)
- Newland Street and Hamilton Avenue (signalized)
- Brookhurst Street and PCH (signalized)

The HCM 2000 methodology has been used to determine the intersection LOS at intersections within the study area. The resulting delay is expressed using LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. The results of the existing intersection conditions analysis are summarized in Table 5.12-5. The intersections of Brookhurst Street/PCH and Beach Boulevard/PCH operate at an unacceptable LOS.

TABLE 5.12-4
Existing Roadway Segment LOS Analysis Summary

Local Facilities	Between	And	Classification	Number of Lanes	Annual Average Daily Volume*	Daily Vehicle Capacity	V/C Ratio	LOS	Acceptable?
Beach Boulevard	Adams Avenue	Indianapolis	Major Arterial	6	29,000	45,000	0.64	B	Yes
PCH	Beach Boulevard	Newland Street	Major Arterial	6	41,000	45,000	0.91	E	No
Newland Street	Adams Avenue	Indianapolis Avenue	Secondary Arterial	4	12,000	20,000	0.60	A	Yes
Magnolia Street	Garfield Avenue	Yorktown Avenue	Primary Arterial	4	22,000	30,000	0.74	C	Yes
Brookhurst Street	Garfield Avenue	Yorktown Avenue	Major Arterial	6	36,000	45,000	0.80	C	Yes
Hamilton Avenue	Brookhurst Street	Bushard Street	Primary Arterial	4	17,000	30,000	0.57	A	Yes
Atlanta Avenue	Newland Street	Beach Boulevard	Primary Arterial	4	18,000	30,000	0.60	A	Yes
Adams Avenue	Brookhurst Street	Bushard Street	Major Arterial	6	34,000	45,000	0.76	C	Yes

*Vehicle volumes are for two-way operations

TABLE 5.12-5
Existing Intersection LOS Summary

Intersection	Traffic Control Type	PM Peak Hour	
		Delay (seconds)	LOS
Beach Boulevard and PCH	Signalized	57	E
Newland Street and PCH	Signalized	8	A
Newland Street and Hamilton Avenue	Signalized	15	B
Brookhurst Street and PCH	Signalized	121	F

Bold = Does not meet City of Huntington Beach LOS criteria

5.12.1.4 Truck Routes

The California Vehicle Code (CVC) Sections 35550–35559 regulates the use of trucks on state facilities, including PCH and Interstate 405. The City of Huntington Beach and City of Long Beach regulate the use of trucks on city roadways (City of Huntington Beach, 1996; City of Long Beach, 1991). Project-related trucks (construction, demolition, and operations) will travel along permitted truck routes. Within Huntington Beach, north/south truck routes near the project site include Golden West Street, Beach Boulevard, Newland Street from PCH to Atlanta Avenue, Magnolia Street from PCH to Garfield Avenue, and Brookhurst Street from PCH to Garfield Avenue. East/west truck routes near the project site include Adams Avenue from Brookhurst Street to Beach Boulevard, Atlanta Street from Newland Street to Beach Boulevard, Hamilton Avenue from Brookhurst Street to Newland Street, and PCH.

In addition to the designated truck routes above, as discussed in Section 5.12.1.2, a heavy/oversize haul route from the Port of Long Beach to the offsite construction laydown area at AGS and from the offsite construction laydown area to the HBEP site is shown on Figure 5.12-3. See Appendix 5.12B, Heavy Haul Transportation Survey, for details on heavy/oversize truck routes.

5.12.1.5 Other Projects

The Orange County Transportation Authority (OCTA) 2010 Long Range Transportation Plan, Destination 2035, identifies the following recommended roadway improvements:

- Six additional lanes (three in each direction) on I-405 north of the project site
- Additional lanes along Beach Boulevard, Newland Street, and Banning Avenue

These improvements have not yet been constructed and are at varying stages of planning and funding.

5.12.1.6 Local Comprehensive Transportation Plans

The last update to the City of Huntington Beach's Comprehensive Transportation Plan was in 1996 and there are currently no near-term plans for an update. Currently planning for major roadway improvement projects in the vicinity of the project site is ongoing and includes: Newland Street Widening, Beach Boulevard/Edinger Corridors Specific Plan, and the Downtown Specific Plan which includes roadway improvements.

5.12.1.7 Pedestrian/Bicycle Facilities

The OCTA defines bicycle facilities by three classes: Class I facilities are separated from motorized travel, such as a trail; Class II facilities are striped lanes for one-way travel on a street; and Class III facilities are signed for shared travel with motorized vehicles, without any striping. Near the project site, there is a Class I facility along the Huntington Beach State Park and the Huntington Beach City Park. There are Class II facilities on Newland Street, Magnolia Street, Atlanta Street, Hamilton Street, and Banning Street. A Class III facility is located between PCH and the project site. See Figure 5.12-2 for designated bicycle routes in the vicinity of the project site.

5.12.1.8 Public Transportation

The City of Huntington Beach is served by OCTA. Within the city, 16 bus routes operate with varying levels of service. See Figure 5.12-2 for the OCTA bus routes in the vicinity of the project site.

5.12.1.9 Rail Traffic

Within Huntington Beach, the only rail facility is located east of Gothard Street and extends from the northern City limits to its endpoint just north of Acadia Street. Presently, there is no plan to provide passenger service, but the corridor is being reserved by the City for a future, but not yet planned, transportation facility.

5.12.1.10 Air Traffic

Federal Aviation Administration (FAA) Regulations, 14 Code of Federal Regulations (CFR) Part 77, establish standards for determining obstructions in navigable airspace and set forth requirements for notification of proposed construction. These regulations require FAA notification for construction over 200 feet above ground level. Notification also is required if the obstruction is lower than specified heights but falls within restricted airspace in the approaches to public or military airports and heliports. For airports with runways longer than 3,200 feet, the restricted space extends 20,000 feet (3.3 nautical miles) from the runway. For airports with runways measuring 3,200 feet or less, the restricted space extends 10,000 feet (1.7 nautical miles).

There are no airports within 20,000 feet or heliports within 5,000 feet of the HBEP site. The following is a list of the three nearest airports and the average number of operations (also see Figure 5.12-1) (AirNav, 2012):

- Long Beach Airport (FAA Identifier LGB) is located about 15 miles northwest of the project site. For a 12-month period ending December 2010, there was an average of 905 operations per day.
- Los Alamitos Army Airfield (FAA Identifier SLI) is located about 11 miles northwest of the project site. Los Alamitos Army Airfield is a private airport. Information regarding daily aircraft operations is not currently available.
- John Wayne-Orange County Airport (FAA Identifier SNA) is located about 6.5 miles east of the project site. For a 12-month period ending January 31, 2011, there was an average of 550 aircraft operations per day.

In addition to the three airports, there are also six public or private heliports in the vicinity of HBEP. For public or private heliports, the restricted space extends 5,000 feet (0.8 nautical mile) from the heliport. The six heliports are as follows:

- Onshore Heliports (approx. distance from HBEP)
 - Huntington Beach Police Department 3.6 miles
 - Boeing Huntington Beach Heliport 7.6 miles
 - Civic Center Heliport 2.5 miles
 - Area Energy LLC Heliport 3.6 miles
- Near Off-Shore Heliports (approx. distance from HBEP)
 - Union Eva Heliport 4.5 miles
 - Platform Emmy Heliport 3.5 miles

5.12.2 Environmental Analysis

This section assesses the traffic and transportation effects associated with HBEP construction/demolition and operation activities. This analysis examines potential effects on roadway LOS expected during HBEP construction/demolition and operation.

During the peak construction period for HBEP, construction will require up to 331 workers to access and egress the project site during the AM and PM peak hours. During operations, the project is expected to require a workforce of 33 on average during weekdays. To evaluate the worst-case scenario, traffic impacts associated with peak construction traffic were analyzed. A quantitative traffic analysis was not conducted for the operations of HBEP because the operational workforce will generate a low volume of daily trips that will have a relatively minor impact on the study area roadways.

5.12.2.1 Significance Criteria

The significance criteria have been developed using guidance provided in CEQA Appendix G (California Code of Regulations (CCR) Title 14 §15000 et seq.) and relevant local policies. Effects of the construction, demolition and long-term operation of HBEP on transportation and circulation will be considered significant if one or more of the following criteria are met:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system
- Exceed, either individually or cumulatively, an LOS standard established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards because of a design feature or incompatible uses
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans, or programs supporting alternative transportation

For LOS requirements, the City of Huntington Beach’s requirements (LOS D or better) have been applied. The analysis of the “with project” traffic scenario was conducted for the peak HBEP construction traffic volume.

5.12.2.1.1 Construction Traffic Generation

Estimates of the project’s peak construction traffic during the onsite construction period were developed based on the projected size of the HBEP construction workforce. During the peak construction month, the estimated number of construction workers daily one-way trips is 662 (331 workers X 2 trips per worker = 662 total trips). It was assumed for the conservative case analysis that none of the construction workers will carpool. The greatest number of truck trips expected during construction of the project in the peak construction month is approximately 48 daily one-way truck trips; it was assumed that six deliveries would be made during each peak hour. The construction trip estimates are presented in Table 5.12-6.

TABLE 5.12-6
Construction Trip Generation Estimate

Trip Type	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Delivery/Haul Trucks	48	3	3	6	3	3	6
PCE (1.5)	72	5	5	10	5	5	10
Workers	662	331	—	331	—	331	331
Total Construction Traffic in PCE	734	338	5	734	5	338	734

PCE = Passenger Car Equivalents

Peak construction traffic during the peak month was used to analyze the worst-case LOS scenario. In the analysis, truck trips were converted to PCE units at a ratio of 1.5 passenger cars for each truck, consistent with the 2000 HCM guidelines.

Large and heavy components of the generating units (such as turbines and other large components) will arrive by ship or rail at the Port of Long Beach. These components will be stored offsite at the AGS construction laydown area (located 13 miles northwest of the HBEP site) until needed for installation at the HBEP site. The haul route from the Port of Long Beach to the construction laydown area at the AGS and the route from the AGS laydown

area to the HBEP site are shown in Figure 5.12-3. This route is consistent with truck routes identified by Caltrans, the City of Long Beach, and the City of Huntington Beach.

5.12.2.1.2 Construction Traffic Distribution

Given the HBEP location and surrounding transportation facilities, the following assumptions were used to distribute construction traffic over the study area network:

- 33 percent of trips would come from Long Beach and communities located northwest of the HBEP site
- 33 percent would come from Garden Grove, Anaheim, and communities located to the north of the HBEP site
- 33 percent would come from Irvine and communities located to the southeast of the HBEP site

In addition to the personal vehicles of the construction workers, shuttle buses will likely be used to transport the construction workers between the parking areas and HBEP site. The discussion of parking impacts and these shuttle routes is provided in Section 5.12.2.6.

5.12.2.1.3 Roadway LOS with Construction Traffic

The daily traffic volumes generated during the HBEP peak construction period were added to the existing traffic volumes on each roadway segment. The daily traffic volumes for the study area roadway segments in the existing condition and with the addition of construction traffic are summarized in Table 5.12-7. Based on the analysis, all roadway segments are forecasted to operate at an acceptable LOS, except PCH, which will continue to operate at an unacceptable LOS. The HBEP construction workforce traffic along PCH will account for a one percent increase in daily traffic. The City of Huntington Beach does not define this level of increase in traffic along already unacceptably operating roadways as an impact (City of Huntington Beach, 1996). As such, this increase in construction traffic to these roadways is not considered significant.

5.12.2.1.4 Intersection LOS with Construction Traffic

The PM peak-hour traffic generated during the peak construction period was added to the existing turning movement counts at the analyzed intersections within the study area. The results of the existing and “with project” PM peak-hour LOS analysis for all study area intersections is summarized in Table 5.12-8.

As shown in the table, two of the study area intersections will continue to operate at an acceptable LOS in the PM peak hour with the addition of the project construction traffic. The other two intersections will continue to operate at an unacceptable LOS.

The intersection of Beach Boulevard and PCH is projected to operate at LOS E during the PM peak hour. The intersection of Brookhurst Street and PCH is projected to operate at LOS F during the PM peak hour. Both of these intersections have the same LOS with and without construction traffic and the construction traffic accounts for a one percent increase in traffic volume. The City of Huntington Beach does not define this level of increase in traffic at already unacceptably operating intersections as an impact (City of Huntington Beach, 1996). As such, the addition of project-related traffic during construction to these intersections is not considered significant.

5.12.2.2 Transport of Hazardous Materials

Some of the hazardous materials produced during project demolition, construction and operations include oil, oily rags, lead batteries, asbestos waste, solvents, and paint. Transportation of hazardous materials will comply with Caltrans, U.S. Environmental Protection Agency, California Department of Toxic Substances Control, California Highway Patrol (CHP), and California State Fire Marshal regulations.

TABLE 5.12-7
Construction Roadway Segment LOS Analysis Summary

Local Facilities	Between	And	Number of Lanes	Annual Average Daily Volume	Construction Volume	Total Construction Volume	Construction V/C Ratio	Construction LOS	Acceptable?	Existing LOS
Beach Boulevard	Adams Avenue	Indianapolis	6	29,000	294	29,294	0.65	B	Yes	B
PCH	Beach Boulevard	Newland Street	6	41,000	442	41,442	0.92	E	No	E
Newland Street	Adams Avenue	Indianapolis Avenue	4	12,000	734	12,734	0.64	B	Yes	A
Magnolia Street	Garfield Avenue	Yorktown Avenue	4	22,000	220	22,220	0.74	C	Yes	C
Brookhurst Street	Garfield Avenue	Yorktown Avenue	6	30,000	257	30,257	0.67	B	No	C
Hamilton Avenue	Brookhurst Street	Bushard Street	4	17,000	220	17,220	0.57	A	Yes	A
Atlanta Avenue	Newland Street	Beach Boulevard	4	18,000	147	18,147	0.60	A	Yes	A
Adams Avenue	Brookhurst Street	Bushard Street	6	34,000	74	34,074	0.76	C	Yes	C

TABLE 5.12-8
Construction Intersection LOS Summary

Intersection	PM Peak Hour			
	With Project		Existing	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Beach Boulevard and Highway 1	61	E	57	E
Newland Street and Highway 1	8	A	8	A
Newland Street and Hamilton Avenue	23	C	15	B
Brookhurst Street and Highway 1	122	F	121	F

Bold = Does not meet City of Huntington Beach LOS criteria

During operation of HBEP, aqueous ammonia (19 percent), a regulated substance, will be delivered to the facility and transported in accordance with California Vehicle Code (CVC) Section 32100.5, which regulates the transportation of hazardous materials that pose an inhalation hazard. Additionally, the aqueous ammonia will only be transported along approved transportation routes. For a complete list of materials, quantities, estimated number of trips, routes, means of transportation, and any hazards associated with such transport see Section 5.5, Hazardous Materials Management, and Section 5.14, Waste Management. Hazardous waste generated at the HBEP facility will be stored at the facility for less than 90 days. The waste will then be transported to an offsite treatment, storage, and disposal facility by a permitted hazardous waste transporter.

The HBEP will have truck traffic associated with the delivery of ammonia, various cleaning chemical, diesel fuel, lubricants, sulfuric acid and other hazardous material associated with HBEP operation. It is expected that there will be approximately 10 to 12 truck deliveries per month to HBEP during operations. The truck route used to transport hazardous materials to the HBEP site will be via by I-405 to Beach Boulevard, south onto PCH and then north on Newland Street. Removal of hazardous wastes would occur along the same route in the reverse direction.

Compliance with applicable regulations will ensure that impacts from the transportation of hazardous materials and hazardous waste will be less than significant.

5.12.2.3 Public Safety

Truck trips, including delivery of hazardous materials and removal of wastes, pose potential hazards for the public. The transporter will be required to obtain a Hazardous Material Transportation License in accordance with CVC Section 32105 and will be required to follow appropriate safety procedures when transporting and handling such materials. There are no at-grade railroad crossings in the vicinity of the project site.

5.12.2.4 Air Traffic

The project will not increase air traffic levels nor change air traffic patterns.

As discussed in Section 15.12.1.10, FAA Regulations, 14 CFR Part 77, establish standards for determining obstructions in navigable airspace and set forth requirements for notification of proposed construction. These regulations require FAA notification for construction over 200 feet above ground level. Notification also is required if the obstruction is lower than specified heights but falls within restricted airspace in the approaches to public or military airports and heliports. For airports with runways longer than 3,200 feet, the restricted space extends 20,000 feet (3.3 nautical miles) from the runway. For airports with runways measuring 3,200 feet or less, the restricted space extends 10,000 feet (1.7 nautical miles). The nearest public airport to the HBEP is the John Wayne Airport, which is approximately 5.9 miles to the east. The nearest military airport is the Los Alamitos Army Airfield, which is approximately 10.5 miles to the north.

In addition to the two airports, there are also six public or private heliports in the vicinity of HBEP. For public or private heliports, the restricted space extends 5,000 feet (0.8 nautical mile) from the heliport. The six heliports are as follows:

- Onshore Heliports (approx. distance from HBEP)
 - Huntington Beach Police Department 3.6 miles
 - Boeing Huntington Beach Heliport 7.6 miles
 - Civic Center Heliport 2.5 miles
 - Area Energy LLC Heliport 3.6 miles
- Near Off-Shore Heliports (approx. distance from HBEP)
 - Union Eva Heliport 4.5 miles
 - Platform Emmy Heliport 3.5 miles

The HBEP structures, including transmission structures design, are less than 200 feet tall, and fall outside of the restricted airspace for the above airports and heliports. The FAA air navigation hazard review is unlikely to find that the project could cause a hazard to air navigation. However, as part of the analysis for HBEP, the FAA Notice Criteria Tool has been used to determine whether the HBEP may meet Federal Aviation Regulation 77.13 (FAR §77.13) requirements regarding the need to notify FAA of HBEP construction. As shown in Appendix 5.12C, the results of the FAA criteria tool indicates the HBEP structures, including the onsite transmission towers and the six exhaust stacks will not exceed a height of 200 feet; therefore, an FAA air navigation hazard review is unlikely to find that HBEP would have the potential to cause a hazard to air navigation. Based on the findings of the FAA Notice Criteria Evaluation a FAA Form 7460-1, a Notice of Proposed Construction or Alteration is not necessary as the onsite transmission towers or the exhaust stacks will not exceed the Notice Criteria. See Section 5.6, Land Use, for additional information regarding aviation.

At the time of final design, if the structure height exceeds 200 feet, the Property Owner will coordinate with the FAA to determine if an air navigation review is required and, if required, the Property Owner will provide applicable information and data to the FAA for review and approval.

5.12.2.5 Emergency Vehicle Access

Emergency vehicles will be able to access the project site through the entrance off Newland Street. There will be no impacts to emergency vehicle access.

5.12.2.6 Parking

Construction workers will park at the onsite parking area, or at one of the four offsite parking areas. The location and size of the parking areas, as well as shuttle routes to/from the parking areas are depicted by Figure 5.12-4. The number of stalls described for each parking site is estimated based on the area available for parking, as the current use of each site varies, and only the City of Huntington Beach parking site is currently used for parking. Parking within each site would be restricted to HBEP construction workers, with the exception of the City of Huntington Beach parking site. The individual parking sites are described below.

- The onsite area is located on the northern portion of project site and provides up to 130 parking stalls.
- Based on the Applicant's discussion with the City of Huntington Beach, the City of Huntington Beach will make available up to 225 parking stalls for HBEP construction worker parking at the City of Huntington Beach parking site (see Appendix 5.12D). Parking would be allowed Monday through Friday during peak summer months, and Monday through Saturday during off-peak months. Workers parking at the City of Huntington Beach parking lot west of the Beach Boulevard/PCH intersection would park in stalls nearest PCH, and would not park in the stalls nearest the beach, even if no other stalls are available. A shuttle from the Huntington Beach parking site would travel to the HBEP site south on PCH and then north on Newland Street, with the shuttle returning to the parking site along the same route in the reverse direction. Assuming a shuttle capacity of 18 to 20 persons, this would require approximately 13 round trips at the start and end of each work day.

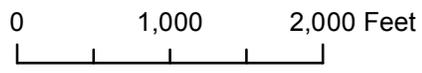
- Approximately 215 parking stalls may be provided at an existing privately owned paved 2.5-acre site on the northeast corner of the Beach Boulevard/PCH intersection. Access to or from this parking site is available via northbound PCH. A shuttle from this parking site to the HBEP site would travel north on PCH to Beach Boulevard, east on Beach Boulevard to Atlanta Avenue, east on Atlanta Avenue to Newland Street, and west on Newland Street to the project site. A shuttle traveling from the HBEP site to this privately owned paved site would travel south on Newland Street and then northbound on PCH to the paved site. Assuming a shuttle capacity of 18 persons, this would require approximately 13 round trips at the start and end of each work day.
- Approximately 300 parking stalls may be provided at an existing, privately owned, graded, 3-acre site west of Newland Street. Access to or from this parking site is available northbound or southbound on Newland Street. Because this site is across Newland Street from the project site, construction workers would cross Newland Street and enter the project site. The construction worker crossing of Newland Street would be controlled.
- Approximately 170 parking stalls may be provided at the graded 1.9-acre Plains All American Tank Farm site east of the project site, across the Huntington Beach Canal. A shuttle from the Plains All American Tank Farm to the HBEP site would travel south on Magnolia Street, north on PCH, and west on Newland Street, with the shuttle returning to the parking area along the same route in the reverse direction. Assuming a shuttle capacity of 18 persons, this would require approximately 10 round trips at the start and end of each work day.

The total number of construction worker parking stalls available from these combined five parking areas is 1,040. With a peak construction workforce of 331 workers, the five parking sites combined have over three times more spaces than what will be required during the peak construction period. This additional parking has been identified in the event that, over the construction period, non-project related activity on one or more of the offsite parking areas changes, and construction workforce parking may no longer be allowed on a specific site. Given that excess parking is available, no on-street parking is anticipated and all workers are expected to park within the identified parking areas. No impact to parking is expected.

5.12.3 Cumulative Effects

A cumulative impact refers to a proposed project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (Public Resources Code § 21083; CCR, Title 14, §15064(h), 15065(c), 15130, and 15355). Cumulative traffic impacts may occur when more than one project has an overlapping construction schedule that generates excessive construction-related traffic.

Projects that could affect traffic conditions in the vicinity of the HBEP site include the Edison Park Master Plan near Hamilton Avenue, the Brethren Christian School Gymnasium near Atlanta Avenue, and the demolition of the Huntington Beach Generating Station Units 3 and 4 within the HBEP site. The trips generated by the Brethren Christian School Gymnasium would not increase from the current level, as the project is intended to only provide an upgrade from existing facilities. Trips generated by the construction of HBEP, the demolition of existing Units 3 and 4 of the Huntington Beach Generation Station, and development of the Edison Park Master Plan would likely use similar roadway facilities as construction/demolition worker and materials trips to and from the HBEP site. However, the peak trip generation periods of these projects would not likely occur simultaneously because the peak trip generation of the Edison Park Master Plan would occur only after completion of all four phases. The roadways and intersections north of PCH would be able to handle the projected traffic from all three projects. During HBEP operation, traffic volumes associated with the project will be low, and will not cause any additional traffic impacts beyond those associated with the Brethren Christian School Gymnasium and Master Planned Edison Park. Therefore, no cumulative impact is expected.



Legend

- AES Huntington Beach Generating Station
- AES Huntington Beach Energy Project
- Onsite Construction Parking
- Offsite Construction Parking
- Construction Parking Shuttle Route



FIGURE 5.12-4
HBEP Construction Parking Areas
 AES Huntington Beach Energy Project
 Huntington Beach, California

5.12.4 Mitigation Measures

The addition of HBEP construction and demolition-related traffic would not result in significant impacts to the roadway operations at the affected roadway segments and intersections. To ensure these less-than-significant potential impacts remain less than significant, the following mitigation measure is included in the project.

The construction and demolition contractors will be required to prepare a Construction and Demolition Transportation Management Plan (TMP). The TMP will address the potential to reroute and reschedule construction/demolition traffic to reduce traffic volumes at affected intersections and along PCH. The TMP will also include provisions for monitoring intersection operations, particularly at the Beach Boulevard/PCH and Brookhurst Street/PCH intersections, to determine if unacceptable delays are occurring as a result of construction or demolition traffic. If this is the case, other mitigation measures (for example, temporary restriping or a flagpersons) may be required.

The TMP also will address timing of heavy equipment and building material deliveries, potential street or lane closures, signing, lighting, and traffic control device placement. Damage to any roadway caused by project construction traffic will be restored to or near its preexisting condition based on the procedures established by the TMP. The construction and demolition contractors will work with the local agencies to prepare a schedule and mitigation plan for the roadways along the construction routes in accordance with the procedures established by the TMP.

With implementation of the TMP, the project's impacts on traffic and transportation will be less than significant.

5.12.5 Laws, Ordinances, Regulations, and Standards

LORS related to traffic and transportation are summarized in the following subsections. Table 5.12-9 summarizes all applicable federal, state, and local LORS and administering agencies, and describes how the Applicant will comply with all LORS pertaining to traffic and transportation impacts.

5.12.5.1 Federal LORS

- 49 CFR 172, 173, and 179. These regulations provide standards for labels, placards, and markings on hazardous materials shipments by truck (Part 172), standards for packaging hazardous materials (Parts 173), and for transporting hazardous materials in tank cars (Part 179). The administering agencies for the above authority are the CHP and U.S. Department of Transportation.
- 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- 14 CFR 77.13(2)(i) requires an applicant to notify the FAA of the construction of structures within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet. John Wayne Airport is the closest airport to the site and is located more than 20,000 feet south of the HBEP site; therefore, this requirement is not applicable.
- 14 CFR 77.17 requires an applicant to submit a Notice of Proposed Construction or Alteration (FAA Form No. 7460-1) to the FAA for construction within 20,000 feet of the nearest runway of an airport with at least one runway longer than 3,200 feet. This requirement is not applicable.
- 14 CFR 77.21, 77.23, and 77.25 outlines the criteria used by the FAA to determine whether an obstruction would create an air navigation conflict. The HBEP is more than 5 nautical miles from the nearest airport. Because of the distance, these requirements are not applicable.

5.12.5.2 State LORS

- CVC Sections 13369, 15275, and 15278 address the licensing of drivers and classifications of licenses required to operate particular types of vehicles.
- CVC Sections 32100.5 addresses the transportation of hazardous materials that pose an inhalation hazard. Aqueous ammonia, a regulated substance, will be delivered to the facility and transported in accordance with this section by following the designated access routes, as described previously in Section 5.12.2.2
- CVC, 13 CCR 1160, et seq. provides the CHP with authority to adopt regulations for the transportation of hazardous materials in California. The CHP can issue permits and specify the route for hazardous material delivery.
- California Scenic Highway Program: The California Scenic Highway Program protects and enhances the natural scenic beauty of California highways and adjacent corridors through special conservation treatment (Caltrans, 2008). A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The status of a proposed state scenic highway changes from eligible to "officially designated" when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. At present, the segment of the PCH that extends through Huntington Beach and borders the existing Huntington Beach Generating Station is designated as eligible for listing as a state scenic highway, but it has not been formally adopted as an officially designated State Scenic Highway.
- California S&HC, Sections 660, 670, 1450, 1460 et seq. 1470, and 1480, regulate right-of-way encroachment and granting of permits for encroachments on state and county roads.
- S&HC Sections 117 and 660–711 and CVC Sections 35780 et seq., require permits to transport oversized loads on county roads. S&HC Sections 117 and 660 to 711 require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way. CVC Section 35780 requires approval for a permit to transport oversized or excessive loads over state highways.
- Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in CVC Sections 35550 to 35559. The following provisions, from the CVC, apply to all roadways and are therefore applicable to this project.
- General Provisions:
 - The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.
 - The maximum wheel load is the lesser of the following: (a) the load limit established by the tire manufacturer, or (b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.
- Vehicles with Trailers or Semi-trailers:
 - The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.
- California State Planning Law, Government Code Section 65302, requires each city and county to adopt a General Plan, consisting of seven mandatory elements, to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements.
- All construction in the public right-of-way will need to comply with the *Manual on Uniform Traffic Control Devices* (Caltrans, 2003; Federal Highway Administration, 2003).

TABLE 5.12-9
Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
Federal			
49 CFR, Section 172, 173 and 179	Requires proper handling and storage of hazardous materials during transportation.	U.S. Department of Transportation and Caltrans	Project and transportation will comply with all standards for the transportation of hazardous materials. (Section 5.12.2.2)
14 CFR, Section 77.13(2)(i), 77.17, 77.21, 77.23, and 77.25	Requires an applicant to notify the FAA of the construction or alterations of structures within certain distance from an airport, in order to avoid air navigation conflicts.	U.S. Department of Transportation and Federal Aviation Administration	No airports are within 20,000 feet of the project site; therefore, this requirement is not applicable (Section 5.12.2.4)
State			
CVC §13369, 15275, and 15278	Addresses the licensing of drivers and classifications of licenses required for the operation of particular types of vehicles.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §32100.5	Addresses the safe transport of hazardous materials.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.5.2)
S&HC §660, 670, 1450, 1460 et seq., 1470, and 1480	Regulates right-of-way encroachment and the granting of permits for encroachments on state and county roads.	Caltrans	The project will conform to these sections in the S&HC. (Section 5.12.5.2)
S&HC §117, 660–711	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Caltrans	Encroachment permits will be obtained by transporters, as required. (Section 5.12.7)
CVC §35780; S&HC §660–711	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Caltrans	Transportation permits will be obtained by transporters for all overloads, as required. (Section 5.12.7)
CVC §35550–35559	Regulates weight and load limitations.	Caltrans	The project will conform to these sections in the CVC. (Section 5.12.5.2)
California State Planning Law, Government Code Section 65302	Project must conform to the General Plan.	Caltrans	The project will comply with the City of Huntington Beach’s General Plan. (Section 5.12.5.3)
California Scenic Highway Program	Protects and enhances the natural scenic beauty of California highways and adjacent corridors through special conservation treatment	Caltrans	The segment of the PCH that extends through Huntington Beach and borders the existing Huntington Beach Generating Station is designated as eligible for listing as a state scenic highway, but it has not been formally adopted as an officially designated State Scenic Highway. (Section 5.12.5.2)
CVC, 13 CCR 1160, et seq.	Provides the CHP with authority to adopt regulations for the transportation of hazardous materials in California. The CHP can issue permits and specify the route for hazardous material delivery.	California Highway Patrol	The project will conform to these sections in the CVC. (Section 5.12.5.2)

TABLE 5.12-9
Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
Local			
Circulation Element of the City of Huntington Beach General Plan	Specifies long-term planning goals and procedures for transportation infrastructure system quality in the City of Huntington Beach.	City of Huntington Beach	The project will have no significant impact on the City's traffic and transportation infrastructure. (Section 5.12.5.3)
City of Long Beach Municipal Code	Requires a special permit for overweight vehicles (greater than 80,000 pounds, but no more than 95,000 pounds).	City of Long Beach	The project will conform to these sections in the municipal code. (Section 5.12.5.3)
Los Angeles County Code; Chapter 16.22 MOVING PERMITS	Requires a permit for vehicles or vehicle combinations exceeding statutory limitations (as to size, weight, and loading of vehicles) on County roadways, and roads on some local jurisdictions	Los Angeles County	The project will conform to these sections in the County code. (Section 5.12.5.3)

S&HC = California Streets and Highways Code

5.12.5.3 Local LORS

This section reviews compliance with relevant local traffic/transportation LORS without regard to their applicability as a matter of law, or as to whether the CEC has the authority to supersede the authority for issuance of traffic/transportation permits that would otherwise be required by a local jurisdiction. These LORS include the following:

- The City of Huntington Beach’s General Plan Circulation Element, which is a part of the City of Huntington Beach’s General Plan, sets LOS D as the minimum acceptable LOS on City roadways.
- The City of Huntington Beach’s permit from the Public Works Department before operating any heavy or oversized loads on city roads. The project will comply with the transportation permit requirements by obtaining any applicable haul route or oversize vehicle permits before operating any heavy or oversized loads on city roads, or from the CEC if the CEC has the authority to supersede the authority for issuance of traffic/transportation permits that would otherwise be required by a local jurisdiction
- The City of Long Beach’s Municipal Code Section 10.41 requires a special permit for overweight vehicles (greater than 80,000 pounds, but no more than 95,000 pounds). The permit allows for travel on designated streets, and special conditions may be imposed. It may include restrictions on the number of trips, seasonal or time limitations, security, damage, and other provisions.
- Los Angeles County has permit authority for County roadways and some local jurisdictions to authorize the movement of vehicles or vehicle combinations exceeding statutory limitations (as to size, weight, and loading of vehicles) per Division 15 of the California Vehicle Code and Los Angeles County Code; Chapter 16.22 Moving Permits.
- The OCTA 2010 Long Range Transportation Plan, Destination 2035, lays out the future transportation priorities for the county. Three key goals are presented:
 - Expand Transportation System Choices
 - Improve Transportation System Performance
 - Ensure Sustainability

5.12.6 Agencies and Agency Contacts

Table 5.12-10 lists the agency contacts related to traffic and transportation.

TABLE 5.12-10

Agency Contacts for Traffic and Transportation

Issue	Agency	Persons Contacted
Transportation Permit for Oversized Loads	Caltrans	Eric Gunn Caltrans Transportation Permit Transportation Permits Office 1823 14th Street Sacramento, CA 95811 (916) 322-4116
Transportation Permit for Oversized or Overweight Loads	Orange County	Juanita Smithey Orange County Community Development 300 N. Flower Street Santa Ana, CA 92703 (714) 667-8891

TABLE 5.12-10
Agency Contacts for Traffic and Transportation

Issue	Agency	Persons Contacted
Overweight Vehicle Special Permit	City of Long Beach	Wing Ma City of Long Beach Department of Public Works, Traffic and Transportation Bureau 333 West Ocean Boulevard, 10th floor Long Beach, CA 90802 (562) 570-6676
Transportation Permit for Haul Route and Oversized Loads	City of Huntington Beach	Eric Powell City of Huntington Beach Department of Public Works 2000 Main Street Huntington Beach, CA 92648 (714) 536-5431
Hazardous Material Transportation License	California Highway Patrol	Liz Silva California Highway Patrol Hazardous Material Licensing Program (916) 843-3445

5.12.7 Permits and Permit Schedule

Table 5.12-11 lists the permits related to traffic and transportation and the permit schedule. The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the CVC, Sections 117 and 660-711 of the California State Highway Code, and Sections 1411.1 to 1411.6 of the CCRs. Affected vehicles will be required to obtain transportation permits from Caltrans, Los Angeles County and Orange County, City of Long Beach, and the City of Huntington Beach, or from the CEC if the CEC has the authority to supersede the authority for issuance of traffic/transportation permits that would otherwise be required by a local jurisdiction.

Transport route arrangements would be required with Caltrans and CHP officials for permitting and escort, as applicable. Transportation of hazardous materials to and from HBEP will be conducted in accordance with CVC Section 32100.5. Refer to Section 5.5, Hazardous Materials Management, and Section 5.14, Waste Management, for further information.

TABLE 5.12-11
Permits and Permit Schedule for Traffic and Transportation

Permit	Agency Contact	Schedule
Single/annual-trip transportation permit for oversized loads and oversized vehicles	Eric Gunn Caltrans Transportation Permit Transportation Permits Office 1823 14th Street Sacramento, CA 95811 (916) 322-4116	Obtain when necessary, 2 day processing time (single trip) to 2 weeks (annual trip).
Hazardous materials transportation license	Liz Silva California Highway Patrol Hazardous Material Licensing Program (916) 843-3445	Obtain when necessary, approximately 2-week processing time.

TABLE 5.12-11
Permits and Permit Schedule for Traffic and Transportation

Permit	Agency Contact	Schedule
Transportation Permit	Juanita Smithey Orange County Community Development 300 N. Flower Street Santa Ana, CA 92703 (714) 667-8891	Obtain when necessary, processing time varies.
Oversize Vehicle and Haul Route Permits	Wing Ma City of Long Beach Department of Public Works, Traffic and Transportation Bureau 333 West Ocean Boulevard, 10th floor Long Beach, CA 90802 (562) 570-6676	Obtain when necessary, approximately 1 week processing time.
Oversize Vehicle and Haul Route Permits	Eric Powell City of Huntington Beach Department of Public Works 2000 Main Street Huntington Beach, CA 92648 (714) 536-5431	Oversize Vehicle: Obtain when necessary, approximately 1 week processing time. Haul Route: Obtain when necessary, issuance within 24 hours.

5.12.8 References

- AES Southland. 2012. Heavy Haul Transportation Survey.
- AirNav. 2012. Airport Information. Web site: <http://www.airnav.com/airports/>
- CA Waste Truck Map <http://www.dot.ca.gov/hq/traffops/trucks/truckmap/>
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