4.15 CLIMATE CHANGE

This section evaluates the potential for significant impacts on Climate Change due to the proposed project. This section includes a discussion of the current environmental setting, the proposed project and its' relationship to the BECSP, where applicable; a discussion of consistency with the environmental analysis prepared for the BECSP, where applicable; any new information or analysis pertinent to the current analysis and identification of impacts; identification of mitigation measures required to address potential impacts of the proposed project; and significance conclusions regarding the proposed project after mitigation incorporation. Mitigation measures included applicable measures from the BECSP EIR as well as any new or additional mitigation measures required to reduce potential impacts. All impacts are considered to be less than significant with incorporation of mitigation.

Data used to prepare this section were obtained from the BECSP EIR, the City of Huntington Beach General Plan, and the *Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Ellis Project* prepared in July 2011 and included as Appendix D. Full bibliographic entries for all reference materials are provided in Section 4.15.5 (References) at the end of this section.

4.15.1 Environmental Setting

Global climate change refers to changes in the normal[139] weather of the earth measured by alterations in wind patterns, storms, precipitation, and temperature relative to historical averages. Such changes vary considerably by geographic location. Over time, the earth's climate has undergone periodic cooling and warming periods, as observed in fossil isotopes, ice core samples, and through other measurement techniques. Recent climate change studies use the historical record to predict future climate variations and the level of fluctuation that might be considered statistically normal given historical trends.

However, measured temperature records from the Industrial Age (ranging from the late eighteenth century to the present) differ from modeled predictions in both rate and magnitude, indicating a deviation from the pattern of cooling and warming established prior to the late eighteenth century. As a result, most modern climatologists anticipate an unprecedented warming period during the next century and beyond, a trend that is increasingly attributed to human-generated GHG emissions resulting from the industrial processes, transportation, solid waste generation, and land use patterns of the twentieth and twenty-first centuries. According to the Intergovernmental Panel on Climate Change (IPCC), greenhouse gas (GHG) emissions associated with human activities have grown by 70 percent between 1970 and 2004. Increased GHG emissions are largely the result of increasing fuel consumption, particularly the incineration of fossil fuels (IPCC 2007).

It is now widely recognized that anthropogenic (human-caused) emissions of GHG and aerosols are contributing to changes in the global climate, and that such changes are having and will have adverse effects on the environment, the economy, and public health. These are cumulative effects of past, present, and future actions worldwide. While worldwide contributions of greenhouse gases are expected to have widespread consequences, it is not possible to link particular changes to the environment of

[139] "Normal" weather patterns include statistically normal variations within a specified range.

California or elsewhere to greenhouse gases emitted from a particular source or location. Thus, when considering a project's contribution to impacts from climate change, it is possible to examine the quantity of greenhouse gases that would be emitted either directly from project sources or indirectly from other sources, such as production of electricity. However, that quantity cannot be tied to a particular adverse effect on the environment of California or elsewhere associated with climate change.

4.15.2 Regulatory Framework

Refer to Section 4.15.2 (Regulatory Framework) of the BECSP Program EIR, for applicable federal, state, and local regulations that would apply to the proposed project. Further, since certification of the BECSP Program EIR, in 2010 the State adopted the California Code of Regulations (CCR) Title 24, Part 11: California's Green Building Standard Code (CALGreen) which went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions of CALGreen requires the reduction of use of VOC emitting materials, strengthens water conservation, and requires construction waste recycling.

The BECSP Development Code, which includes development standards, development regulations, and guidelines, governs all development actions with the BECSP area, including the proposed project site. The proposed project would be subject to development standards specific to the proposed project site's BECSP designation of Town Center Neighborhood, included as BECSP Section 2.1.4 (Town Center Neighborhood).

4.15.3 Project Impacts and Mitigation

Analytic Method

The impact analysis for the proposed project is based on a GHG emissions analysis, which is presented under Impact 4.15-1, below. GHG emissions associated with the development and operation of the proposed project were estimated using the CalEEMod Version 2011.1 software, trip generation data from the project traffic analysis, emissions factors from the California Climate Action Registry, and other sources. The methodology and assumptions used in this analysis are detailed below for construction and operation activities. Refer to Appendix A for model output and detailed calculations.

Because the impact each GHG has on climate change varies, a common metric of carbon dioxide equivalents (CO_2e) is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions in this analysis are measured in terms of metric tons of carbon dioxide equivalents (MT CO_2e).

Construction

Construction activities can alter the carbon cycle in many different ways. Construction equipment typically utilizes fossil fuels, which generates GHGs such as carbon dioxide, methane, and nitrous oxide. Methane may also be emitted during the fueling of heavy equipment. The raw materials used to construct

new buildings can sequester carbon; however, demolition of structures can result in the gradual release of the carbon stored in waste building materials as those materials decompose in landfills. Since the exact nature of the origin or make-up of the construction materials is unknown, construction related emissions are typically based on the operation of vehicles and equipment during construction.

Construction is a temporary source of emissions necessary to facilitate development of the proposed project. Although these emissions are temporary, they must be accounted for, as the impact from the emissions of GHGs is cumulative. Based on current South Coast Air Quality Management District (SCAQMD) methodology, GHGs emitted during construction are amortized over an estimated 30-year project lifetime.

Operation

The following activities are typically associated with the operation of residential, retail, and commercial land uses that will contribute to the generation of GHG emissions:

- **Vehicular trips**—Vehicle trips generated by the proposed project would result in GHG emissions through the combustion of fossil fuels. Carbon dioxide emissions were determined based on the trip generation provided in the traffic analysis. Methane and nitrous oxide emissions were estimated using the total vehicle miles traveled as determined by CalEEMod and EPA emission factors for on-road vehicles.
- **On-site use of natural gas and other fuels**—Natural gas would be used by the proposed project for heating of residential, commercial, and retail space, resulting in a direct release of GHGs. The use of landscaping equipment would also result in on-site GHG emissions. Estimated emissions from the combustion of natural gas, fossil fuels, and other fuels are based on the number of dwelling units and square footage of non-residential land uses as presented in the CalEEMod modeling output.

  GHG emissions associated with building envelope energy use varies based on the size of structures, the type and extent of energy-efficiency measures incorporated into structural designs, and the type and size of equipment installed. Complete building envelope details could not be incorporated into the project inventory. As such, information was not available at the time of the analysis. Therefore, it was assumed that the building envelopes would comply with the current minimal standards for all business-as-usual (BAU) analysis and for new development of the proposed project.
- **Electricity use**—Electricity is generated by a combination of methods, which include combustion of fossil fuels. By using electricity, the proposed project would contribute to indirect emissions associated with electricity production. Estimated emissions generated from the consumption of electricity is based on the number of dwelling units and square footage of non-residential building use proposed, and was calculated using an emission factor specific to Southern California Edison, the electricity provider for Huntington Beach.
- **Water use and wastewater generation**—California's water conveyance system is energy-intensive, with electricity used to pump and treat water generating GHG emissions. The wastewater treatment process also results in fugitive GHG emissions. The proposed project would contribute to indirect emissions through the consumption of water and generation of wastewater. Estimated emissions generated from the consumption of water and the generation of wastewater is based on the number of dwelling units and square footage of non-residential land uses proposed.

- **Solid waste**—Disposal of organic waste in landfills can lead to the generation of methane, a potent GHG. By generating solid wastes, the proposed project would contribute to the emission of fugitive methane from landfills, as well as CO_2, CH_4 and N_2O from the operation of trash collection vehicles. Estimated emissions from the generation of solid waste are based on the number of dwelling units and square footage of non-residential land uses proposed.

Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2011 CEQA Guidelines. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

OPR released draft CEQA guideline amendments for GHG emissions to the Natural Resources Agency (NRA) on April 14, 2009. On December 31, 2009, consistent with the governing statutory deadline, the NRA certified and adopted the CEQA guideline amendments required by SB 97. The amendments encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

According to CEQA Guidelines Section 15152, an individual project may tier its analysis from program level or "first-tier" documents. Specific to climate change, CEQA Guidelines Section 15183.5 describes the ability of an individual project to tier the analysis of greenhouse gas (GHG) emissions from a plan for the reduction of GHG emissions. The tiering process entails agency adoption of programs, plans, policies, or ordinances from a program level EIR which focuses on the 'big picture' and then using the information to streamline the CEQA review process for individual projects that are consistent with the goals of the program level EIR.

The California Air Resources Board (ARB) adopted the Scoping Plan to address GHG emissions within the state by providing programs and measures to reduce CO_2e emissions by 169 MMT, bringing the state's GHG emissions down to 1990 levels by year 2020. In the Scoping Plan, ARB makes the following recommendation for local governments:

> Local Government Targets: In recognition of the critical role local governments will play in the successful implementation of AB 32, ARB added a section describing this role. In addition, ARB recommended a greenhouse gas reduction goal for local governments of 15 percent below today's levels by 2020 to ensure that their municipal and community-wide emissions match the State's reduction target.

Based on full consideration of the available information, for this analysis it has been assumed that individual projects that meet the following criteria will be determined to have a less than significant impact with respect to the emission of greenhouse gases:

- The individual project limits operational emissions of greenhouse gases to 4.80 metric tons CO_2e/SP annually or less, pursuant to SCAQMD's draft GHG emissions threshold for project-level analysis.

- The individual project complies with the plans and policies of the AB 32 Scoping Plan adopted by California ARB for the purpose of reducing the emissions of greenhouse gases.

Effects Not Found to Be Significant

No effects have been identified that would not have an impact with respect to GHG emissions and climate change.

Impacts and Mitigation Measures

Threshold	Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact 4.15-1 **Implementation of the proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This is considered a potentially significant impact; however, implementation of mitigation would reduce this impact to a *less-than-significant* level.**

Development of the proposed Beach and Ellis Mixed-Use Project would generate GHGs through the construction and operation of new residential and commercial uses. GHGs from the proposed project would arise from sources associated with project operation, including direct sources such as motor vehicles and natural gas consumption, and indirect sources such as solid waste handling and treatment and electricity generation.

Following the SCAQMD recommendations, construction emissions would be amortized over an anticipated 30-year structure lifetime and added to the operational emissions to provide an average annual emissions estimate. Table 4.15-1 (Estimated Annual Emissions) shows the estimated GHG emissions for the construction and operation of the proposed project with the incorporation of all state policies and mitigation measures listed below. Detailed assumptions and emission calculations are included in Appendix A.

The proposed project would have an estimated 280 residents and 114 employees, resulting in a service population of 394 persons. The 280 residents was estimated using the City's average household size of 2.67[140] multiplied by the 105 residential units proposed under the project. The total employment was estimated using the square footage of market and retail space (37,000 sf), divided by the average square foot per employee estimate for retail uses in Orange County (one employee per 325 sf[141]).

[140] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001–2010, with 2000 Benchmark (Sacramento, California, May 2010). Total household population (202,692)/Occupied Housing Units (75,992)=2.667

[141] Southern California Association of Governments, Employment Density Study (October 31, 2001).

Table 4.15-1 Estimated Annual Emissions

Emission Source	*Metric Tons CO_2e*
Amortized Construction [a]	39.2
Area Source [b]	2.7
Energy	233.2
Mobile	1,449.4
Solid Waste	19.8
Water Use	37.9
Total	***1,782.2***
Service Population (SP)	394
Operational MT CO_2e/SP	4.52
SCAQMD Draft Threshold MT CO_2e/SP	4.80
Significant?	No

SOURCE: CalEEMod 2011.1 was used to determine all emissions. CalEEMod output is included in Appendix A. Service Population is the sum of employees and residents of the proposed project.

a. Total construction emissions are 1.174.92 metric tons CO_2e.

b. Because the proposed project will not have fireplaces, Area Source emissions include only emissions from landscaping equipment.

The implementation of state mandated and SCAQMD regulations, as well as mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 would result in the reduction of GHG emissions. The following state and SCAQMD reduction measures were included in the calculation of emission reductions:

State Reduction Measures

Transportation

- ***Assembly Bill 1493:*** *Pavley I & Pavley II: Assembly Bill (AB) 1493 (Pavley) required the ARB to adopt regulations that will reduce GHG from automobiles and light-duty trucks by 30 percent below 2002 levels by the year 2016, effective with 2009 models.*
- ***Executive Order S-1-07 (Low Carbon Fuel Standard):*** *The Low Carbon Fuel Standard (LCFS) requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020.*
- ***Tire Pressure Program:*** *The AB 32 early action measure involves actions to ensure that vehicle tire pressure is maintained to manufacturer specifications.*
- ***Low Rolling Resistance Tires:*** *This created an energy efficiency standard for automobile tires to reduce rolling resistance.*
- ***Low Friction Engine Oils:*** *This AB 32 early action measure would increase vehicle efficiency by mandating the use of engine oils that meet certain low friction specifications.*
- ***Cool Paints and Reflective Glazing:*** *This AB 32 early action measure is based on measures to reduce the solar heat gain in a vehicle parked in the sun.*
- ***Goods Movement Efficiency Measure:*** *This AB 32 early action measure targets systemwide efficiency improvements in goods movement to achieve GHG reductions from reduced diesel combustion.*

- ***Heavy-Duty Vehicle Emission Reduction:*** *This AB 32 early action measure would increase heavy-duty vehicle (long-haul trucks) efficiency by requiring installation of best available technology and/or ARB approved technology to reduce aerodynamic drag and rolling resistance.*
- ***Medium and Heavy Duty Vehicle Hybridization:*** *The implementation approach for this AB 32 measure is to adopt a regulation and/or incentive program that reduce the GHG emissions of new trucks (parcel delivery trucks and vans, utility trucks, garbage trucks, transit buses, and other vocational work trucks) sold in California by replacing them with hybrids.*

Energy

- ***AB 1109 Energy Efficiency Requirements for lighting:*** *Assembly Bill (AB 1109) mandated that the California Energy Commission (CEC) adopt energy efficiency standards for general purpose lighting. These regulations, combined with other state efforts, shall be structured to reduce statewide electricity and natural gas consumption.*
- ***Electrical Energy Efficiencies:*** *This measure captures the emission reductions associated with electricity energy efficiency activities included in ARB's AB 32 Scoping Plan that are not attributed to other R1 or R2 reductions as described in this report. This measure includes energy efficiency measures that ARB views as crucial to meeting the statewide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards"), etc.*
- ***Natural Gas Energy Efficiencies:*** *This measure captures the emission reductions associated with natural gas energy efficiency activities included in ARB's AB 32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that ARB views as crucial to meeting the state-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards"), etc.*

Water

- ***California Green Building Code:*** *Reduction of indoor water consumption beyond business-as-usual by 20 percent is mandatory for residential and non-residential development.*

Solid Waste

- California Integrated Waste Management Board requires 50 percent diversion rate for all local jurisdictions.

SCAQMD Reduction Measure

- ***SCAQMD Rule 445*** *states that no permanent wood burning devices can be installed in new development and only clean burning devices can be sold for use existing residences.*

Development of the project site was previously contemplated and evaluated as part of the BECSP EIR, and impacts with respect to climate change for the entire BECSP were determined to be less than significant with incorporation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9. However, the GHG analysis included in the BECSP Program EIR was completed prior to the development of the CEQA Guidelines to address GHG emissions. Therefore, the Beach and Ellis Mixed Use Project is required to prepare a project-specific analysis of GHG emissions in order to evaluate the impacts resulting from GHG emissions according to the CEQA Guidelines described above. As shown in Table 4.15-1, the proposed project would result in approximately 4.52 CO_2e/SP, below the

SCAQMD's draft threshold of 4.80 CO_2e/SP. Therefore, the proposed project would result in a less than significant impact.

Mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 are consistent with the strategies recommended by the California Climate Action Team (CCAT), California Air Pollution Controls Officers Association (CAPCOA), and the California Attorney General (AG), complies with Title 24 requirements, and incorporates the BECSP Sustainability Requirements provided BECSP Section 2.8.2-3. Implementation of these mitigation measures would reduce impacts associated with GHG emissions during project operation. The construction-related sources of GHG emissions overlap with the sources of criteria air pollutants analyzed in the Air Quality Section (Section 4.2) of this report. As such, air quality mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 and Project MM4.2-15 would further reduce GHG emissions during construction.

Applicable Mitigation of the BECSP EIR

BECSP MM4.15-1 *The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.*

BECSP MM4.15-2 *The City shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.*

BECSP MM4.15-3 *The City shall require that developers within the project site use locally available building materials, such as concrete, stucco, and interior finishes, for construction of the project and associated infrastructure.*

BECSP MM4.15-4 *The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50 percent of construction, demolition, and site clearing waste.*

BECSP MM4.15-5 *The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.*

BECSP MM4.15-6 *The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.*

BECSP MM4.15-7 *The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per trip.*

BECSP MM4.15-8 The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific Applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.

BECSP MM4.15-9 The City shall require that any new development within the project site provide a bulletin board or kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.

Existing Plus Project Analysis

The Existing plus Project analysis compares the project's incremental contribution to existing emissions. In this case, the project would result in the replacement of all existing development on the site (a Shell Gas Station, restaurant, retail, and office uses). Table 4.15-2 (Existing Plus Project Annual Operational Emissions) presents the existing site's operational emissions, the proposed project emissions, and the increase in emissions resulting from operation of the proposed project. The project's annual emissions are estimated to be 223.6 metric tons CO_2e above the annual emissions from the existing project site. The greatest emissions increase is associated with energy use, while the project would provide fewer emissions attributable to mobile sources.

Table 4.15-2 Existing Plus Project Annual Operational Emissions

Emission Sources	*Existing MT CO_2e*	*Project MT CO_2e*	*Increase MT CO_2e*
Amortized Construction	—	39.2	39.2
Area Source	—	2.7	2.7
Energy	74.3	233.2	158.9
Mobile	1460.5	1,449.4	-11.1
Solid Waste	12.2	19.8	7.6
Water Use	11.5	37.9	26.4
Total	***1,558.6***	***1,782.2***	***223.6***

SOURCE: CalEEMod 2011.1 was used to determine all emissions. CalEEMod output is included in Appendix A.

The emission of greenhouse gases is considered a potentially significant impact. However, implementation of mitigation measures BESCP MM4.2-1 through MM4.2-14, Project MM4.2-15, and BESCP MM4.15-1 through MM4.15-9 would reduce this impact to a ***less than significant*** level for the proposed project.

Threshold	Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact 4.15-2 Implementation of the proposed project would potentially conflict with the goals and policies of the AB 32 Scoping Plan; however, implementation of mitigation would reduce this impact to a *less than significant* level.

AB 32, The Global Warming Solutions Act of 2006, establishes California's target to reduce emissions back to 1990 levels by the year 2020. In the AB 32 Scoping Plan, California ARB describes this reduction as being equivalent to a 30 percent reduction from BAU emissions in 2020. The proposed project's mixed use design which places housing, jobs, and local-serving retail within close proximity of each other would result in a reduction in the number of trips and length of trips for residents of the proposed project. These trip reductions translate into emissions saving from the BAU scenario. Additionally, compliance with statewide waste reduction targets and CALGreen water reduction standards would further reduce the proposed project's emissions. Accordingly, incorporation of reduction measures provided under Impact 4.15-1, and implementation of mitigation measures BECSP MM4.2-1 through MM4.2-14, Project MM4.2-15, and BECSP MM4.15-1 through MM4.15-9 would reduce emissions by 32.8 percent from BAU. Table 4.15-3 (Project Annual Operation Emissions) summarizes these emissions. As such, the proposed project would not conflict with the goals and policies established by the AB 32 Scoping Plan and a less than significant impact would occur.

Table 4.15-3 Project Annual Operational Emissions

Emission Sources	*BAU MT CO_2e*	*Project MT CO_2e*	*% Decrease*
Amortized Construction	39.2	39.2	—
Area Source	2.7	2.7	—
Energy	233.2	233.2	—
Mobile	2,292.9	1,449.4	36.8%
Solid Waste	39.7	19.8	50%
Water Use	45.2	37.9	16.2%
Total	***2,652.9***	***1,782.2***	***32.8%***

SOURCE: CalEEMod 2011.1 was used to determine all emissions. CalEEMod output is included in Appendix A.

4.15.4 References

Austin-Foust Associates, Inc. *Beach-Edinger Corridor Specific Plan Area: Traffic Analysis for Beach-Ellis Project*, July 21, 2011.

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