

UNIT 534

BOLSA CHICA STATE BEACH

GENERAL PLAN AMENDMENT

December 1987

BOLSA CHICA STATE BEACH AMENDMENT TO GENERAL PLAN



*State of California - The Resources Agency
Department of Parks and Recreation*

*Pete Wilson, Governor
Douglas P. Wheeler, Secretary for Resources
Donald W. Murphy, Director, Department of Parks and Recreation*

March 1992

State Park and Recreation Commission Approval

April 1971

Amended - December 1, 1987

BOLSA CHICA STATE BEACH
AMENDMENT TO GENERAL PLAN

DEPARTMENT OF PARKS AND RECREATION

STATE PARK AND RECREATION COMMISSION

P. O. BOX 2390, SACRAMENTO 95811



Resolution 79-87
adopted by the
CALIFORNIA STATE PARK AND RECREATION COMMISSION
at a special meeting in Huntington Beach on
December 1, 1987

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval an Amendment to the General Plan for Bolsa Chica State Beach as outlined in the operating agreement between the Department and the City of Huntington Beach, and prepared by the City in the form of the following documents:

State Beach General Plan (August 1987)
Resource Inventory for the State Beach General Plan (July 30, 1987)
Resource Element for the State Beach General Plan (August 1987)
Resource Summary for the State Beach General Plan (July 30, 1987)

WHEREAS, the State Park and Recreation Commission held a public hearing on October 9, 1987 in Santa Ana to hear public testimony on the proposed Amendment to the General Plan for Bolsa Chica State Beach; and

WHEREAS, the Commission took no action and continued the public hearing until December 1, 1987; and

WHEREAS, the Huntington Beach City Council approved the proposed Amendment on November 2, 1987 by Resolution 5822 and supplements; and

WHEREAS, the proposed Amendment to the General Plan for Bolsa Chica State Beach reflects long-range development plans to provide for optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's Amendment to the General Plan for Bolsa Chica State Beach, with supplements as amended, subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement the provisions and objectives of said plan.

Resolution 79-80

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December 1, 1987

[sic, should be 79-87],

BE IT FURTHER RESOLVED that the General Plan Amendment is amended as follows:

1. Eliminate the proposed restaurant site on top of the proposed parking facility.
2. Revise the parking structure to assure that the structure does not leave the footprint of the present parking area, i.e., restricted to that area and not encroach further. The parking structure should be terraced or stepped down to retain and preserve beach views as opposed to water views; and this design should be determined by accurate line of site diagrams and on site surveys as verified by the State Department of Parks and Recreation staff to assure that this is the case. The plan should give appropriate attention to the structure's potential impact in relation to crime, vandalism and possible tidal damage.
3. That the pre-agreed language as contained in the Department of Parks and Recreation's Issue Paper pages 3, 4, and 5, as agreed upon between the City of Huntington Beach and the State Department of Parks and Recreation be incorporated.
4. The terraced parking structure be approved subject to the City providing the required 250 parking spaces (mitigated spaces from the requirement on Pierside Village) on other than the State Beach property; pending review and approval by State Department of Parks and Recreation staff.

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INTRODUCTION

Project Description

The amendment area is known as the State Beach - City of Huntington Beach. It was formally a portion of Bolsa Chica State Beach. The unit is located between the Huntington Beach Municipal Pier and the City of Huntington Beach northerly municipal boundaries. It is between Pacific Coast Highway and the Pacific Ocean. It is approximately 2.3 miles in length and encompasses approximately 100 acres. Figures 1 and 2 depict the unit's local and regional setting, respectively.

The unit is within the County of Orange and lies between the Bolsa Chica State Beach and the City of Huntington Beach Municipal Beach. Nearby communities include Fountain Valley, Newport Beach, Westminster and Seal Beach. The most prominent geographical entity is the Pacific Ocean that is southerly and westerly adjacent to the unit.

Another prominent landmark is the Bolsa Chica Wetlands that are located to the northwest of the subject unit. The wetlands have been the subject of thorough analyses, development alternatives and state legislation. The unit is located within the Coastal Strip landscape province, and specifically in a zone designated as an area between the Mexico border and Point Conception. The unit has direct access to and from Pacific Coast Highway along its entire length. Pacific Coast Highway has on-street parking along the oceanward side. Additional parking lots are located near the municipal pier between the beach and Pacific Coast Highway. There are a series of major arterials that terminate into Pacific Coast Highway which directly facilitate traffic from population areas to the unit. These arterials include Warner Avenue, Goldenwest Street and Beach Boulevard. The nearest freeway is the San Diego Freeway (S.R. 405) which is approximately five (5) miles from the unit.

The unit is adjacent to the Downtown area of Huntington Beach which is a focused redevelopment area for the City. This area consists of approximately 336 acres and has been targeted for change in both uses and intensity.

The adopted plan designates the seventeen block area between Goldenwest and Sixth Streets primarily for high density residential use with a maximum allowable density of 35 units per acre on a fully consolidated block; this area accounts for approximately 44 acres. Within this section of the area three nodes are designated for visitor-serving commercial uses, totalling approximately 8 acres. These commercial nodes include a two block area between Goldenwest and Twenty-First Streets, a two-block area between Eighteenth and Seventeenth Streets and a one block area between Ninth and Eight Streets. Another visitor-



UNIT AREA
 (AS A PORTION OF THE BOLSA CHICA STATE BEACH)

FIGURE 1
UNIT LOCATION (LOCAL)

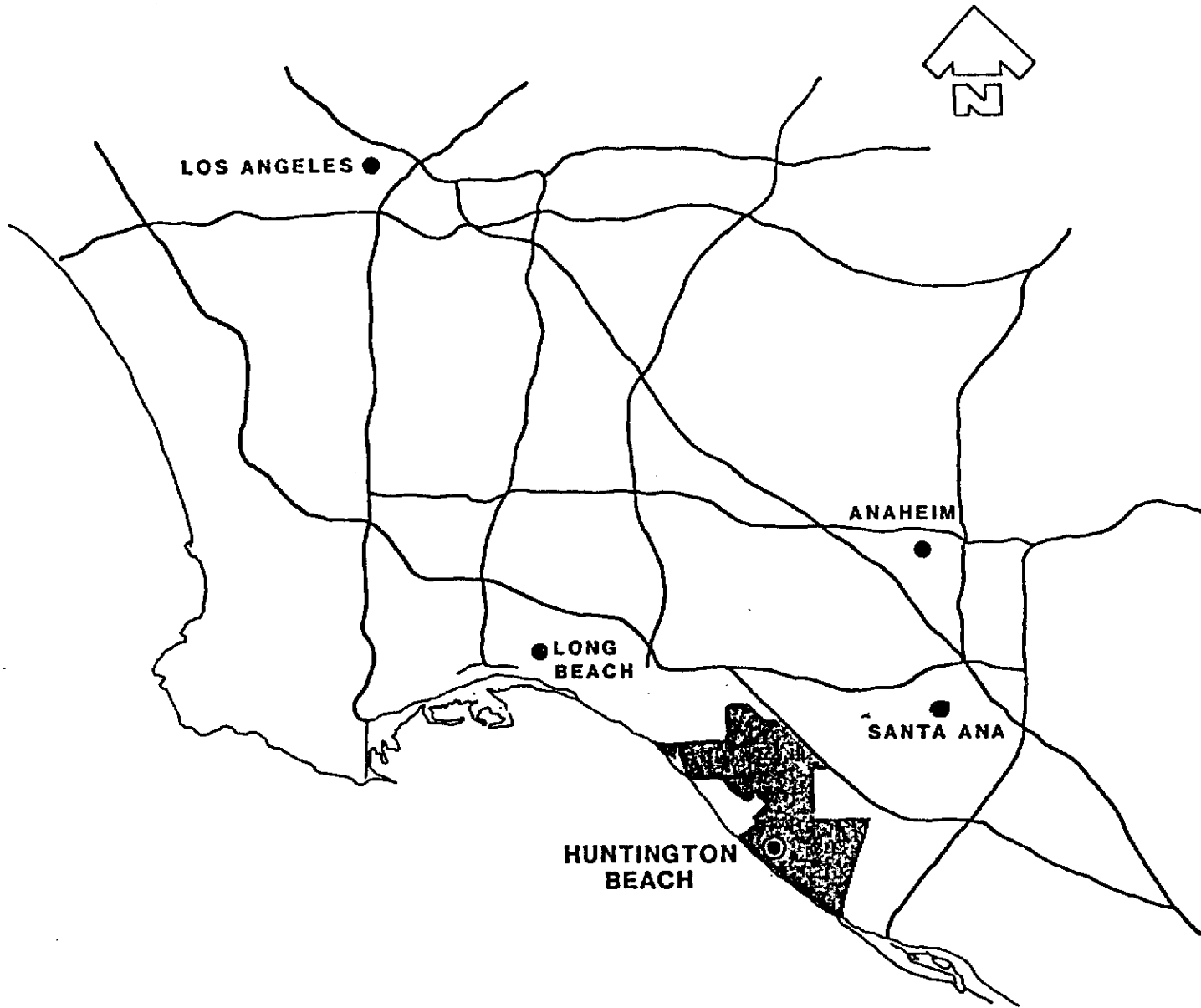


FIGURE 2
UNIT LOCATION (REGIONAL)



BARRETT CONSULTING GROUP INC.

3184-K Airway Avenue Costa Mesa, CA 92626 714/545-4335 Telex No. 314583

serving commercial area is designated adjacent to the municipal pier. This area includes the five inland blocks facing Pacific Coast Highway between Sixth and Lake Streets and the pier and a portion of the public parking lots. The principal intended uses are hotels, motels, restaurants, theaters, museums, specialty and beach-related retail and service uses. These uses are located near visitor-drawing attractions such as the Municipal Pier and the beaches, and along major access routes from inland areas. Office and residential uses shall be conditional and shall only be permitted if visitor serving uses are either provided prior to other development or assured as part of the development.

Inland from the first block, the plan designates twelve blocks for mixed-use (office/residential) uses, approximately 44 acres. The City's General Plan includes a broad mixed development category intended to encourage maximum flexibility. The Coastal Element refined the category to provide more direction for the types and level of development desired. Two new mixed use categories were developed for the coastal zone.

The intent of the mixed-use office/residential designation is to allow a mix of medium to high density apartments and condominiums with professional office space. This can be accomplished by integrating residential and office uses within the same general area or by vertically mixing these uses within the same building. Limited ancillary retail commercial and service uses are also conditionally permitted; however, the emphasis is on the office/residential mix. To the north of this area approximately 8 acres are designated as general commercial.

Southeast of the Downtown core is another visitor-serving commercial area adjacent to Pacific Coast Highway between Lake and Huntington Streets, approximately 13 acres. The area further south along the highway is another new mixed-use designation, commercial/recreation, approximately 29 acres in size. This designation conditionally allows commercial facilities as a major use and recreational facilities as a support use. The intent is to encourage uses that are open to the public and that capitalize on the beach location.

The areas immediately north of the commercial areas adjacent to Pacific Coast Highway are designated for high density residential uses for a total of 57 acres.

Another designation within the plan is open space recreation which will accommodate passive and active recreational uses. The entire beach area has this designation which encompasses approximately 103 acres.

The unit is adjacent to the large population centers of Orange County and is approximately 30 to 40 minutes of driving time away from the Los Angeles area. Pacific Coast Highway is served by the Orange County Transit District (OCTD) and has several bus stops adjacent to the unit. Primarily, the unit is served by

OCTD Routes No. 25 and 29. The nearest airport is the John Wayne Airport which is located approximately 10 miles to the southeast. The Long Beach Airport is located approximately 30 miles to the northeast. The Los Angeles International Airport is located approximately 40 miles to the north.

The City of Huntington Beach has an operating agreement with the State to maintain this area. In assuming this responsibility, the City plans to continue its recreational improvements from Goldenwest Street to the northerly municipal boundary.

As previously mentioned, the unit is relatively small (100 acres) and has a long, narrow configuration. It is primarily composed of a beach area and a bluff area. At the southerly end of the unit, the beach area occupies the majority of the unit. As the unit extends northward, the beach area diminishes and the bluff area increases in width. The unit is occupied by a pier side parking area, a multiple family development, a concession stand, a series of oil pumps and a bluff top park between the municipal pier and Goldenwest Street. From Goldenwest Street to the northerly municipal boundary, the unit is void of improvements with the exception of some oil pumps and an asphalt bicycle/pedestrian path.

RESOURCE ELEMENT

PURPOSE

The purpose of this Resource Element is to establish long-range goals, and policies necessary to protect and perpetuate the natural, cultural, and recreational resource values for which the unit was established. It includes the Resource Summary of the unit and provides direction for the Resource Management Policies and the General Plan of the unit. The specific programs and details for implementing these management policies will follow general plan approval.

In addition, this element identifies specific resource sensitivities and physical constraints, and establishes guidelines for acceptable levels of development and use with respect to these values.

The Resource Element is organized into two parts. The first part includes a brief summary of unit resources. More detailed information of these subjects is available in the Resource Inventory, on file with the State Department of Parks and Recreation and the City of Huntington Beach.

The second part of the Resource Element is the policy portion of the document, which begins with unit classification as a state beach, then builds on this foundation, arriving at specific resource management policies.

Inventory Summary

This is a summary of the unit's resources. More information is on file with the State Department of Parks and Recreation and the City of Huntington Beach in the form of the Resource Inventory.

Natural Resources

Topography

The site of the 100-acre unit is near the southwestern onshore termination of the Newport-Inglewood structural zone. The unit's area extends from Pacific Coast Highway oceanward to the Ordinary High Water Mark. The local features affecting the topography of the park area are the Santa Ana Gap, Huntington Beach Mesa, the Bolsa Gap, and the shoreface itself. Elevations range between sea level and a maximum of 12 meters (40 feet) above sea level. The steepest elevations are encountered in the bluff area at the northwest end of the unit. Slopes range from 0 percent to nearly vertical.

Meteorology

The unit experiences a Mediterranean semi arid steppe climate. Additionally, the unit's area is strongly influenced by the moderating effects of the ocean. The temperature regime is moderate. The average summer temperature is 21°C (67°F). The average winter temperature is 17°C (55°F).

Precipitation averages 28.7 cm (11.4 inches) per year. The rainy season extends from November to April, when greater than 90 percent of the annual rainfall occurs.

The presence of the marine layer results in moist air near the land surface along the coast. Over the ocean, the cool moist air results in a fog layer which recedes seaward during late morning and afternoon, and moves onshore during late afternoon and evening. The fog encroaches onto the land more frequently in spring and summer months due to greater temperature variations between the ocean and land.

Hydrology

The primary watershed affecting the unit is the Santa Ana River which currently discharges into the Pacific Ocean south of the unit. The Santa Ana River has water primarily between November and April.

The unit lies within the northeastern portion of the Orange County groundwater basin, where groundwater is contained in a series of pressured aquifers. These aquifers include the following:

- a semi perched zone;
- The Bolsa Aquifer;
- The Talbert Aquifer;
- The Upper Pleistocene Semi-Perched Zone;
- The Alpha Aquifer;
- The Beta Aquifer;
- The Lambda Aquifer;
- The Meadowlark Aquifer;
- The Main Aquifer;
- The Lower Zone; and
- The Upper Pliocene Deposits.

The primary source of water for the unit is derived from the Main Aquifer. This Aquifer ranges from 150 to 250 feet in thickness and its base reaches a maximum elevation of 350 feet below mean sea level.

Geology

The subject unit lies near the northwestern flank of the Peninsular Ranges geomorphic province of southern California. The Peninsular Ranges province includes the Los Angeles structural basin, the offshore area known as the Continental Borderland, the Santa Ana Mountains and the rest of the Peninsular Ranges to the south, and extends from near latitude 34° North in the Los Angeles basin to the tip of the Baja California peninsula. Characterized by elongated northwest-trending mountain ridges separated by straight-sided sediment-floored valleys, the province has been uplifted, tilted seaward and sliced longitudinally into subparallel blocks by young, steeply dipping faults. These northwest to west-northwest trending fault zones separate large elongated blocks of different structural elevation which are terminated at their northwestern margin by the east-west trending structures of the Transverse Ranges province. The major faults appear to be late Cenozoic in age, and many are seismically active. The Newport-Inglewood structural zone is one of the major northwest trending structural elements of the northern portion of the Peninsular Ranges province. The onshore extent of the zone runs from the mouth of the Santa Ana River, just south of the subject unit, northwest to Beverly Hills.

The unit lies within the regional structural trough known as the Los Angeles basin. Non-marine to bathyal marine upper Cretaceous, Tertiary and Quaternary sediments deposited on crystalline rocks of both oceanic and continental basement compose the stratigraphic sequence of the basin. Strata consist primarily of conglomerates, sandstones, sands, shales, and mudstones. Sediments were derived from the north and east except

during middle Miocene time when oceanic highlands are thought to have shed clastics from the south. The basin, which is bounded on the north by the San Gabriel and San Bernardino Mountains, on the south by the Pacific Ocean, and on the west and the east by the Santa Ana Mountains and San Joaquin Hills, is approximately 45 miles wide by 65 miles long. Geophysical studies show the total depth of the basin to be over 30,000 feet.

The oldest geologic formation is known as the Catalina Schist which is a foliated metamorphic crystalline rock found at depths of up to 15,000 feet. The Miocene Topanga Formation overlies the Catalina Schist. It consists of an alternating sequence of gray, medium-to coarse grain sandstone interbedded with gray siltstone and sandy siltstone. The next series is the Puente Formation which consists of sands, silts and clays of late Miocene Age. The Fernando Formation (informally known as the Repetto and Pico formations) overlies the Puente Formation. It is Pliocene age strata that consists of greenish-gray micaceous siltstone, sandy siltstone, fine grained sandstone and varying amounts of interbedded gray medium- to coarse-grained sandstone. The San Pedro Formation is composed of shallow marine deposits. It is composed of silt, clay, sand and gravel and is exposed in limited outcrops at the margins of the mesa area that is southeast of the unit. The Lakewood Formation consists of shallow marine, intertidal and continental deposits. It is exposed at the surface on the Huntington Beach Mesa which is easterly of the unit. Recent deposits within the unit include alluvial gravels, sands, silts, marsh deposits, and beach sands. Recent beach deposits form narrow strips fringing wave-cut sea cliffs of the relatively soft Pleistocene sediments of the coastal mesa.

There are several fault zones which could (and do) affect the unit. The primary fault is the Newport-Inglewood Fault Zone. The zone is characterized by lateral strike slip movement which dips steeply to the southwest beneath the ocean.

The unit is within a geological active area due to faulting and folding, continental tectonics, and wave and tidal erosion.

Soils

There are essentially three soil types found within the unit. They are all classified within the Myford Association. The soil types, as classified by the U. S. Department of Agriculture Soil Conservation Service and Forest Service, are Beaches, Marina Loamy Sand - 0 to 2 percent slope, and Marina Loamy Sand - 2 to 9 percent slope. The erosion hazard ranges from slight to moderate assuming bare soil. Erosion occurs as a result of wave and tidal activity, pedestrian traffic and periodic precipitation. The unit lies within the San Pedro littoral cell. Sediments are transported southeasterly and eventually offshore through the Newport Submarine Canyon.

Plant Life

Approximately 25 species of plants representing 9 families have been identified within the unit. Twelve of these species are non-native to the area. The existing community is a mix of introduced species and remnant species of the native coastal strand community. It appears that most of the existing vegetation was planted for slope stabilization purposes and for esthetic effect.

No rare or endangered plants have been found in the unit but the remnant native species which exist help support migrating shorebirds.

Animal Life

The amount of animal life within the unit is severely limited due to its configuration, size and intensive recreational use. The primary mammal within the unit is the California ground squirrel (*Spermophilus beecheyi*). The side-blotched lizard (*Uta stansburiana*) is the only noticeable reptile observed within the unit.

There are a variety of shorebirds and gulls that migrate through the area. However, the unit does not contain nesting or prominent feeding areas. There are two endangered species, as listed by the U. S. Fish and Wildlife Service, which migrate through the unit. They are the California Least Tern (*Sterna atillarum browni*) and the California brown pelican (*Pelecanus occidentalis californicus*).

Marine Life

The unit's nearshore marine habitat is not distinguished by lagoons, kelp beds, bays, or river mouths. It is exposed and directly affected by open surf. The fish community includes surf oriented species ranging from Jacksmelt (*Atherinopsis californiensis*) to California Halibut (*Paralichthys californicus*). The invertebrate population is a seasonal community that range Purple striped jellyfish (*Pelagia noctiluca*) to the Pismo clam (*Tivela stultorum*).

Phytoplankton occurs near the surface zone in neritic biotic communities. It is well documented that phytoplankton is a basic unit in earth's life support system. Phytoplankton provides for most of the atmospheric oxygen and serves as a basis of most marine food webs.

Ecology

The unit is within the coastal strip ecological region as designated by the Public Resources Code. Site conditions of close proximity to the ocean, moderate climate and intensive human use are all influential on the local ecosystem.

Due to the extensive disturbance and surrounding urbanization, the ecosystem of the unit has been greatly simplified. The existing vegetation provides food and nest material for the resident population of ground dwelling mammals. Reptiles and birds feed on insects which are attracted to the local plant species. Gulls, shorebirds and common birds of urban areas feed on refuse left on the beach by human visitors and on local vegetation. Additionally, the unit's size does not allow it to be classified as an ecological entity. It does not contain a wetland or marine system. The Pacific Ocean is westerly and southerly adjacent to the unit. There are no unique features (e.g., bays, coves, lagoons, reefs, etc.) which would provide an area of study or interest.

Cultural Resources

Archaeological Sites

There are no known archaeological sites within the unit. This is probably due, in part, to natural erosion activity and intensive industrial and recreational use.

Standing Structures

The primary structure adjacent to the unit is the municipal pier. Although, the pier is technically outside of the unit's boundaries, it has a significant visual and functional effect on the unit. Originally constructed in 1904, it was reconstructed in 1914 and currently exists as 1800 foot structure.

Ethnographic and Historical Background

Southern California cultural traditions prior to 5000 B.C.E. are not well defined for Orange County and the specific unit.

By about 5,000 B.C., it appears that a relatively uniform cultural tradition existed on the coast from Santa Barbara south to San Diego. Most archaeologists call this subsistence pattern the Millingstone Horizon. This era centered around the collection of small, wild seeds and shellfish. The additive Campbell Tradition developed out of the Millingstone Horizon by about 3,000 B.C. in Santa Barbara, a little later in the Ventura area, and still later in parts of Los Angeles and Orange Counties. The Millingstone Tradition seems to have continued until 500-700 A.D. along the Orange and San Diego County coasts, when it was replaced by a cultural tradition identified by archaeologists as the last prehistoric time period.

The Millingstone Horizon is identified in part by large projectile points, the use of milling stones (mano/metate), and largely undifferentiated chip stone tool assemblage. The late prehistoric tradition has two tool phases. The early phase is marked by the introduction of small, triangular projectile points

(desert side-notched points), addition of the mortar and pestle to the milling assemblage, shell beads, shellfish fish hooks, varied bone tools, so-called donut stones (use of which is not positively known), and a much broader array of ornamentation than the earlier Millingstone Horizon. The principal "late" prehistoric artifact addition is the manufacture and use of pottery. Both of these late traditions continue up to Hispanic contact in the latter part of the 17th and early part of the 18th centuries.

The primary people were of the Shoshonean linguistic group. The Gabrielinos were part of the Shoshonean group which inhabited the area.

Much of the information regarding the settlements and traditions of the Gabrielinos was recorded by Father Geronimo Boscana of the San Gabriel Mission. Although Cabrillo and Vizcaino noted smoke from numerous fires, they never landed their ships along the southern California coastline in this area. Instead, they sought refuge at Santa Catalina Island and the Channel Islands. Gaspar de Portola led his expedition through the general region in 1769, which introduced the first serious and long-term settlement of Euroamericans characterized by the missions.

It is estimated that approximately 5,000 Gabrielinos lived within the aforementioned territory at the time Portola arrived. The prominent village of the Gabrielinos was termed Puvunga which was located approximately 8 to 10 miles northwesterly of the unit. This site is now located within what is known as the Bixby Ranch in Long Beach.

The Gabrielinos had a fairly complex society with a diversified economy. Subsistence was characterized by exploitation of maritime resources including deep sea fish species and mammals. Additionally, Gabrielinos acted as significant traders between the groups which occupied the islands and inland regions. The Gabrielinos had an extensive religious and social fabric that essentially focused on a single diety--Chungichnish. Rites included dancing, fasting, animal sacrifice and week long observances. Father Boscana recorded the common practice of cremation which may explain, in part, the lack of a traditional necropolis--areas that normally yield detailed archaeological finds.

The Gabrielinos were passive in nature and accepted the European (missions) infiltration. The primary focus was the Mission San Gabriel located approximately 30 miles north of the unit. Although, the Gabrielinos did not completely vanish, their numbers were severely reduced. Johnston records that the Gabrielinos were devastated by European diseases due the lack of immunity. The remaining Gabrielinos settled near Mission San Gabriel and became a functional part of the Mission's economy.

The historic use of the unit began with the land grant of Rancho Las Bolsas to Manuel Perez Nieto in 1784 by the Spanish Governor Pedro Fages. This grant covered 21 square miles and was used for cattle grazing.

Nieto died in 1804 and thirty years later, his grant was divided among heirs. In 1834, Mexican Governor Jose Figueroa granted the general area to Catarina Ruiz. In 1841, an area consisting of six square miles was termed Bolsa Chica and granted to Joaquin Ruiz.

Don Abel Stearns who had resided in Los Angeles since 1833 obtained ownership of Bolsa Chica and Las Bolsas in the mid 1850's. This acquisition allowed Stearns to become the largest owner of land and cattle in southern California. Stearns died in 1877 and Stearns' successor, the Stearns Rancho Trust began to sell portions of the property.

The unit was part of an area called "Shell Beach" due to the large amount of bean clams. This beach included an area that rose sharply into bluffs that were subject to wave and tidal erosion. This area is essentially the subject unit. Inland from the bluffs was a mesa that was purchased by Colonel Robert Northam, a manager of the Stearns Rancho Trust.

In 1901, Philip Stanton formed a local syndicate and bought 1,500 acres of Rancho Las Bolsas from Robert Northam for the sum of \$100,000. The syndicate organized the West Coast Land and Water Company and on a mesa above Shell Beach laid out streets and lots in a forty acre tract. In drilling a well for domestic water, considerable gas came out of the hole, much to the annoyance of the promoters. In August 1901, the first lots were placed on the market with prices ranging from \$100 to \$200, each. A number was given away to persons who would agree to build some kind of structure immediately. In 1902, Philip Stanton sold his interest in Pacific City to the Vail-Gates Group of Los Angeles.

Henry E. Huntington, who owned the Pacific Electric Railroad and was a principal stock holder in the Southern Pacific Lines, became interested in Pacific City. His "red cars" were already running to Long Beach and the Southern Pacific owned the rails extending to Newport Beach. Buying an interest in the West Coast Land and Water Co., he extended his red car line along the ocean front from Long Beach and electrified the old railroad line to Newport Beach. A wooden pier was built into the ocean and on the bluff a two-story frame hotel, the Huntington Inn, was erected. An extensive advertising campaign drew attention to Huntington Beach and a real estate boom developed. Lots that had sold for \$200 a year before sky-rocketed to \$43,000. More land was added to the original townsite. The Huntington Beach Company, comprised mostly of Angelenos, had acquired the remaining holdings. The company's first president, J. V. Vickers, had been a director of the West Coast Land and Water Co., when Stanton headed the syndicate.

The City of Huntington Beach was incorporated February 17, 1909, with Ed Manning as the first Mayor. The original townsite consisted of 3.57 square miles, with a population of 915. There were 542 registered voters.

From 1910 to 1920 the City maintained a slow growth rate. The Huntington Beach Co. operated a ranch raising food grains on some of the 1,400 acres they owned. In 1918, they held public land auctions to stay out of debt.

In 1919, Standard Oil Company leased 500 acres of land from the Huntington Beach Co. The first oil well was drilled in what was then the northwest area of the City. This well was known as A-1 and was brought in during August, 1920, producing 91 barrels of oil a day. They continued to drill more wells on their lease and multitude of others moved in with hopes of finding a profitable oil well. Wells sprang up and in less than a month the town grew from 1,500 to 5,000 people.

On November 6, 1920, Standard Oil Co. brought in a significant well known as Bolsa Chica No. 1. An estimated 4,000,000 cubic feet of gas and 1742 barrels of oil were produced per day by this well alone. Standard Oil Co. shipped several hundred men from other fields into Huntington Beach to help contain the overflow of oil. Bolsa No. 1 proved that the Huntington Beach oil field was the most significant discovery and soon the population was over 7,000 persons. Areas as small as a City lot were leased and used for organizing oil corporations. Scores of them were formed and their stock put on the market. The old established oil companies continued to drill more wells.

In 1926, the area between 8th Street and 23rd Street, known as the town lot field, produced a second oil boom. The profits from oil were now available to the owners of these lots. Houses and other structures were moved for the purpose of obtaining oil.

In 1930, oil was discovered and produced from the tideland ocean pool utilizing the whipstock method. The development of this idea proved that oil from a known ocean pool lying off shore could be drilled from the upland by slant drilling, and in the process, preserve the beach and public recreation area. Currently, close to 500 whipstock wells produce approximately 10 million barrels of oil annually (1980). The wells within the unit are a part of this system.

The unit's other primary utilization is recreation. Pacific Coast Highway was completed in 1925 and provided direct access to the unit. Other than further public improvements and the construction of an apartment complex along the north side of the pier, the unit has remained unchanged. The City of Huntington Beach has placed some riprap along the bluffs from Goldenwest Street to Bolsa Chica in order to prevent wave and tidal erosion.

Esthetics Resources

The unit is a scenic resource comprised of several elements. The entire unit provides a panoramic perspective of the Pacific Ocean. Santa Catalina Island is located approximately 30 miles offshore and is visible much of the time. The unit's area between the municipal pier and Goldenwest Street is relatively flat with ample access to the water edge.

The area between Goldenwest Street and the unit's northerly boundary is characterized by bluffs with difficult access to the beach. This bluff area is not improved with any recreation facilities except with an asphalt path that is adjacent to Pacific Coast Highway. However, these bluffs provide vista points towards the ocean and along the coastline.

The ocean meteorological characteristics provide a variety of scenic attributes. The surface is often calm and reflective. However, northern winter storms create an impetus for large surf during winter months. Sunsets along the unit's area are picturesque when the northerly coastline and Santa Catalina Island are silhouetted.

The bluffs that are within the unit have been subjected to tidal and wave erosion. The unit's area between Goldenwest Street and the northerly boundary has large amounts of riprap and concrete slabs placed between the water and the bluff. Reinforced steel bars, rusted pipes and miscellaneous concrete material is highly visible. This area of the unit has bluffs that are not improved for recreation purposes. The top of the bluffs are void of vegetation and evidence of erosion and soil breakdown is apparent. There are a series of oil pumps within fenced areas. Some of these areas have had pumps removed, yet the fencing and ancillary equipment remains. There is a service road that has an asphalt base that connects these oil pumps.

The unit area between the municipal pier and Goldenwest Street has an improved bluff top park. However, there is a series of oil pumps between the bluff and the beach area. A service road connects these pumps. There is a concrete wall that retains the bluff. This wall has been the object of graffiti. The surface of the wall has cracks and is in need of painting. There are overhead utility lines throughout this area. Additionally, there are portable toilets scattered along the service road.

Recreation Resources

The unit serves a local and regional recreation need. The unit has historically provided an area for recreation because of its accessibility. Access to the beach area at the northerly end of the unit is predicated upon the tide. At high tide the water reaches the bottom of the bluffs precluding any use of the beach area. The remaining of the unit's beaches have ample access.

Historically and currently, the unit has been utilized for general beach activities including swimming, surfing, fishing and other recreational activities. The City of Huntington Beach has installed a bluff top park from the pier to approximately Goldenwest Street. This park has not only enhanced the streetscape along Pacific Coast Highway, but has provided for safe bicycle and pedestrian circulation away from vehicular traffic.

The unit's activity can be characterized as destination oriented. That is, it is utilized for a series of recreational purposes because of the sand, water, and its general location. Both passive and active types of recreation characterize its usage. Essentially, it can (and does) accommodate large groups of people for a variety of purposes. The unit experiences intense activity and use during the summer months, specifically on weekends. The activity level drops noticeably during the autumn and winter seasons.

The unit has ample and direct access to Pacific Coast Highway and adjacent neighborhoods. There is on-street parking along all areas within the unit, although the existing on-street parking between the municipal pier and Goldenwest Street will be displaced with the proposed restriping of Pacific Coast Highway. Existing access is further facilitated by pedestrian stairways between the pier and Goldenwest Street. There are no stairways between Goldenwest Street and the northerly boundary of the unit.

There are possible hazards associated with storm surf, primarily during the autumn and winter months. Riptides and undertows present a constant concern for swimmers and surfers. As previously mentioned, there is a degree of hazard associated with access down the bluff areas between Goldenwest Street and the northerly boundary of the unit.

Resource Policy Formation

Classification

The unit was operated by State Park System staff until October, 1986. At that time, the State Parks and Recreation Department reached an agreement with the City of Huntington Beach that provided for the assumption of the maintenance and operation of the unit. The City of Huntington Beach, through existing policies, has proposed to enhance the recreational use of the unit by providing a link between the City's and State's bicycle/pedestrian path, along with additional parking, landscape, permanent restrooms and concession facilities.

This change in responsibility has brought about the need for an amendment to the General Plan. The following definition of a

state beach, as stated in the California Public Resources Code (PRC), Section 5001.5, is pertinent in plan formulation for resource management and recreational development:

"State recreation units, which consist of areas selected, developed, and operated to provide outdoor recreational opportunities. Such units shall be designed by the State Park and Recreation Commission by naming, in accordance with the provisions of this article relating to classification.

In the planning of improvements to be undertaken within state recreation units, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics.

Such areas shall be selected for their having terrain capable of withstanding extensive human impact and for their proximity to large centers of population, major routes of travel, or proven recreational resources such as manmade or natural bodies of water."

No natural preserves are proposed for the unit due to the absence of threatened or endangered plant, animal or any other ecological entity.

Declaration of Purpose

The purpose of Bolsa Chica State Beach is to make available to the people, for their benefit and enjoyment, the scenic, natural, cultural, and recreational resources of the ocean beach and related uplands. Management of the unit shall be to preserve and protect public opportunities for ocean beach-oriented recreation in a high-quality environment.

Zone of Primary Interest

A zone of primary interest is that area outside the unit in which land use and development changes could adversely impact the resource of the unit. This area includes adjacent City of Huntington Beach, the Pacific Coast Highway, and offshore areas. Of particular concern would be any adjacent development that would impact parking in the unit for State Beach users. A parking management plan that maximizes the parking opportunities for beach users will need to be approved by the Department prior to construction of the parking facility at the State Beach.

Resource Management Policies

Management of resources within this unit is regulated by policies, objectives and implementation vehicles established by the City of Huntington Beach and the State of California. These policies are stated in the following paragraphs. Included are previously established policies and directives that are

especially pertinent to existing or potential resource problems. This section of the Resource Element will serve to satisfy the requirements pertaining to the development of a Resource Management Plan (PRC Section 5002.2). Additionally, other resource management policies are set forth in the environmental impact element of the unit's general plan. These policies are a synthesis of existing municipal and state policies.

There are no resources which will be eliminated or substantially altered as result of the proposed general plan. The general plan's intent is to preserve and enhance the enjoyment of the scenic and recreational resources of the unit. No natural processes will be disrupted as a result of the general plan amendment.

Natural Resources

Monitoring of Topographic Hazards: The bluff areas are the result of natural processes. This should be continually monitored and appropriate action be taken to assure visitor protection.

Policy: A monitoring program should be established that will mark the progress of wave and tidal activity, beach and cliff erosion, and surface cracks along the top of bluff areas. This program should utilize field investigation, periodic reports and photographs.

Hydrologic Resources

Water Quality Control The ocean water quality is monitored by the Regional Water Quality Control Board's National Pollutant Discharge Elimination System (NPDES) permit. Additionally, an injection well system maintained by the County of Orange creates a barrier against salt water intrusion among the aquifers.

Policy: The City of Huntington Beach shall support and maintain an active role in both the RWQCB's and County's water quality programs.

Soil Resources

Bluff Setbacks: Seacliff retreat is an ongoing process and should be taken into consideration when designing and placing facilities near bluff edges. To protect investments in facilities, minimize the need for coastline protective devices, and assure public safety, it is a sound principle to establish setback zones -- both "zones of demonstration", where facility development is precluded, and "zones of demonstration," where facility development is allowable if stability and geologic suitability can be demonstrated.

Policy: A zone of exclusion shall be established to include the base, face, and top of all bluffs extending inland to a plane formed by a 45-degree angle from the horizontal at the base of the bluff. No new structures shall be constructed within this zone unless they are either movable or expendable. Existing facilities may remain in use subject to regular inspections.

A zone of demonstration shall be established in the unit to extend inland from the zone of exclusion to the intersection of the ground surface with a plane inclined 20 degrees from the horizontal from the toe to the bluff.

Shoreline Protection Devices: Although structural protection measures are not consistent with the general objectives for resource management within the State Park System, in certain circumstances, when the public facility is of greater necessity and importance than the natural resources which may be negatively affected, structural protective measures may be appropriate.

Policy: Structural protection measures shall be undertaken only if non-structural measures (i.e., relocation of facility, setback, redesign, or beach replenishment) are not feasible. If protective structure is constructed (i.e., riprap at the base of the seawall or construction of a new seawall), the structure shall not:

1. Significantly reduce or restrict beach access;
2. Adversely affect shoreline processes and sand supply;
3. Significantly increase erosion on adjacent properties;
4. Be placed further than necessary from the development requiring protection; or
5. Create a significant visual intrusion.

Littoral Sand Loss: Sand loss exposes shoreline facilities and ocean-facing cliffs to direct wave attack. Littoral sand loss is a regional problem common to the entire Orange County coastline. Monitoring of littoral sand movement and appropriate recommendations concerning where artificial sand replenishment may be beneficial.

Policy: Littoral sand loss is recognized as a major threat to existing recreational resources. The department shall work with other agencies, including the County of Orange Environmental Management Agency, Southern

California Association of Governments and the U.S. Army Corps of Engineers, to develop regional solutions to the sand loss problem. Any major program of sand replenishment or retention must consider the regional nature of the problem and the regional impact of actions taken along a segment of the shoreline.

Plant Resources

General Vegetation Management: There are no known endangered or threatened plant species within the unit. The majority of the plant life is non-native to the area.

- Policy: Continue similar landscaping theme throughout unit. Emphasis should be placed on water conservation and appropriate plant material.
- Policy: Introduction of non-native plants shall be limited to the greatest extent practicable.
- Policy: A plant list shall be prepared and submitted to the Department of Fish and Game for review.

Animal Resources

There are no known endangered or threatened species within the unit. Very little animal life exists within the unit.

- Policy: Pursue a more detailed inventory of wildlife values during ideal conditions as governed by tides, time of year, weather conditions and human disturbance factors. The inventory should be conducted four times during the year (spring, summer, fall, winter) during early morning hours and during low tide.
- Policy: Limit improvements which could encourage human activity in the sand dune area at the northern portion of Area Three and explore development of the area as a natural area for native migratory and resident water-associated birds either in area III or in the area immediately north of Area III.
- Policy: Prohibit dogs not on a leash in the sand dune area at the north of Area Three.
- Policy: Prohibit trash receptacles in sand dune area of the north of Area Three.

Marine Life Resources

Protection of Marine Life: Marine life population could be affected by both visitors and oil operations.

Policy: All applicable State Department of Fish and Game regulations pertaining to size, amount and type of species taken shall be posted and enforced. The NPDES permit shall continue to require weekly monitoring reports and all applicable conditions associated with said permit shall be enforced.

Cultural Resources

The unit is within a larger geographical entity that does not contain significant cultural/historical resources. There are no known archaeological or paleontological sites within the unit.

Esthetic Resources

The scenic resources of the unit are of significant importance. They include ocean vistas, Caltalina Island and the municipal pier. Scenic detractions include overhead utilities, portable toilets and wall grafitti.

Policy: The scenic resources shall be protected from obstructive structures and other elements. All new developments shall be designed to enhance view opportunities and to the greatest extent practicable maintain existing scenic views of ocean and shoreline from the Pacific Coast Highway. An implementation program for the placement of utilities underground should be pursued. The bluff walls should maintain an attractive appearance.

Recreational Resources

The unit should continue to have ample access for a wide variety of passive and active recreational uses.

Policy: The unit shall be preserved for recreational uses. Areas within the unit that are improved should be developed in a consistent theme with the existing park improvements.

Bicycle/pedestrian paths should be separated from vehicular roadways. Adequate and safe access points should be provided from the bluff top area to the beach area. Adequate restroom facilities should be located at strategic locations.

Allowable Use Intensity

Allowable use intensity is determined by analysis of three components: 1) the impact of any development and use on natural and cultural resources; 2) visitor perceptions and attitudes; and 3) management objectives.

The first and most important component in determining allowable use intensity involves an analysis of the natural, cultural, and esthetic resources to determine the area's physical limitations for development of facilities, and the ability of the ecosystem to withstand human impact (ecological sensitivity). This analysis is based on a number of considerations, including: cultural and esthetic resources sensitivity; soils and their erodibility and compaction potential; geologic factors, such as slope stability and relief; hydrologic considerations, including the potential for pollution of surface waters, flooding, and depleting surface and groundwater through water use; vegetation characteristics, such as durability, fragility, wildfire hazard, and regeneration rates; and wildlife considerations, such as tolerance to human activity, wildlife population levels, and stability. Additional considerations in determining ecological sensitivity are: rare and/or endangered plants and animals; unique botanical features or ecosystems; and examples of ecosystems of regional or statewide significance.

The second component, visitor perceptions and attitudes, involves assessing the social objectives of the department, what degree of isolation or crowding is acceptable, and other perceptions and attitudes pertaining to the quality of visitors' recreation experiences. Although these factors are very difficult to quantify, this component's influence is extremely important.

The management objective for this unit is set forth in the statutes defining a state beach (see Classification).

The entire unit can be classified as an appropriate area for high intensity use. This provided for the widest range of use extending from hiking and scenic observation (low intensity) to parking on paved surfaces (high intensity). Table 1 depicts allowable use of sensitive areas.

It should be noted that the aforementioned recommendations and policies pertaining to bluff area northerly of Goldenwest Street would insure safe high intensity use. Until specific measures are taken, the bluffs, bluff edge and wall could be considered constraints to full enjoyment and use of this area.

TABLE 1

Limiting Factors and Allowable Use of Sensitive Areas

<u>Sensitivity</u>	<u>Limiting Factors</u>	<u>Allowable Use</u>
High	Very fragile or valuable cultural resources, very sensitive ecological resources, geologic hazards and land instability.	Light-intensity uses: Birdwatching Hiking Nature study Painting (artistic) Photography Scenic observation
Moderate	Slope stability, moderate erosion potential, sensitive ecological resources, important scenic resource areas.	Medium-intensity uses: Bicycling (on designated paths) Fishing Picnicking (maximum of two sites/acre) Sunbathing Surfing
Low	Moderate to low erosion potential.	High-intensity uses: Camping Parking (paved) Picnicking (three or more sites/acre) Roads (paved)

LAND USE AND FACILITIES ELEMENT

This element provides information on current land uses around the unit, explains current conditions in the unit, and recommends improvements. For purposes of this plan, three (3) study areas have been identified which comprise the entire unit:

- Area I - Municipal Pier to Seventh Street
- Area II - Seventh Street to Goldenwest Street
- Area III - Goldenwest Street to municipal boundary

The unit is bounded by Pacific Coast Highway and the Pacific Ocean. It is a narrow strip of land that is approximately 2.3 miles in length and encompasses approximately 100 acres.

Land Use Patterns of Surrounding Area

The unit is within the jurisdictional boundaries of the City of Huntington Beach. The area across Pacific Coast Highway (PCH) near the southerly part of the unit is a redevelopment area designated for (and occupied by) commercial use. The land between Seventh Street and Goldenwest Street on the easterly side of PCH is occupied by a variety of highway commercial uses and multiple family dwelling units. The area on the easterly side of PCH, north of Goldenwest Street is occupied by an oil field. Access to the unit is provided along PCH. A primary facility adjacent to the unit is the Huntington Beach municipal pier. The pier provides a node for commercial, recreational and scenic opportunities. The Introduction section of this document provides a more detailed description of surrounding land use patterns.

Ownership

With the exception of the residential stock cooperative located in Area I the entire unit is owned by the State of California with various utility easements interests.

Existing Unit Conditions

Area I

This area is between the municipal pier and the condominiums (approximately Seventh Street). Currently this area consist of a parking lot (328 spaces), a concession stand (with restrooms), a bicycle/pedestrian asphalt path and the general beach area. The parking area takes access from Pacific Coast Highway (PCH) at the intersection of PCH and Fifth Street.

Area II

Mobile concession vendors were also introduced into this portion of the unit on a trial basis for the summer of 1987. The area continues from the previously mentioned parking area northward to Goldenwest Street. It consists of a condominiums complex (106 units); a bluff top park with an asphalt bicycle/pedestrian trail, a service road, a series of oil pumps (18) and the general beach area. There are six (6) primary access points from PCH to the beach. There are temporary (chemical) restroom facilities adjacent to the base of these points of access.

Area III

This area extends from Goldenwest Street to the northerly municipal boundary. It is essentially unimproved consisting of an asphalt bicycle/pedestrian path adjacent to PCH. There is a service road which links a series of oil pumps (11). This area is characterized by steep bluffs and a small amount of actual beach area.

The entire unit is utilized for both passive and active recreation. The unit is part of a larger beach system that serves a regional population of approximately 1 to 2 million people. In 1980, approximately 1.9 million people visited Bolsa Chica State Beach (of which the unit is currently a portion). Although, the State Department of Parks and Recreation do not have exact figures, it is estimated that over 2.2 million people visited Bolsa Chica State Beach in 1985. The unit size and configuration precludes any significant amount of development (Figure 3).

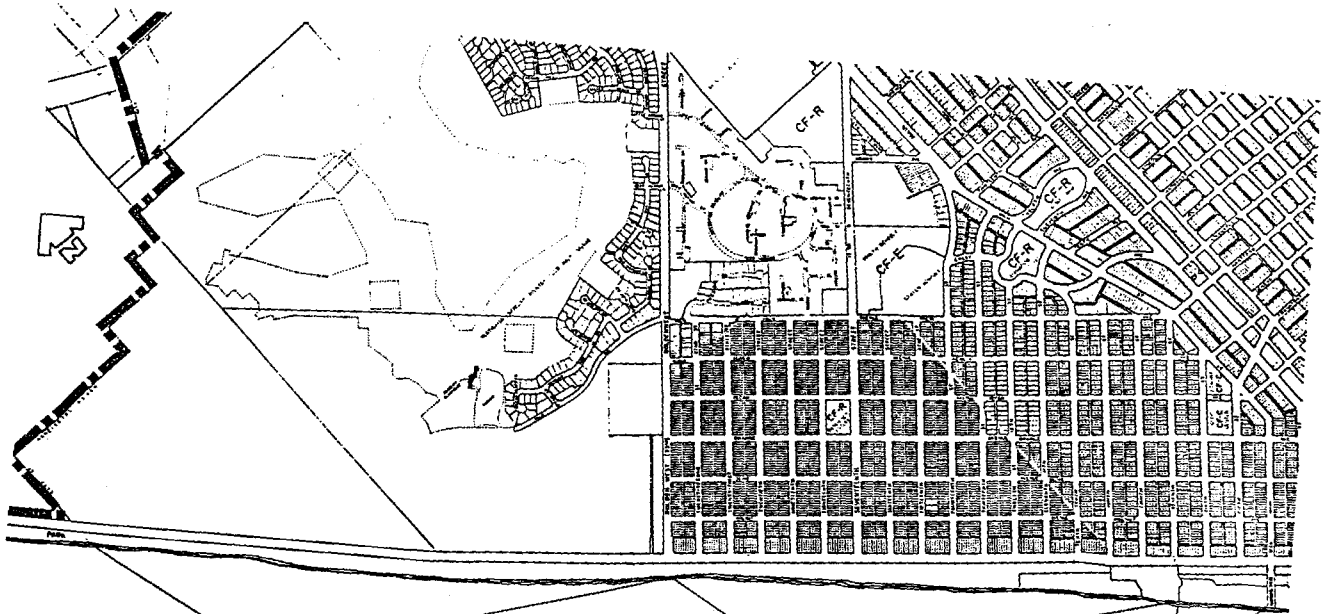
The following needs characterize the different area:

Area I - Additional off-street parking is needed to replace the on-street parking on PCH which is scheduled to be removed.

- Permanent restroom facilities
- Concessions

Area II - Additional off-street parking is needed to replace the on-street parking on PCH which is scheduled to be removed.

- Permanent restroom facilities
- Concessions



AREA III
 Bicycle/Pedestrian Path
 Oil Pumps

AREA II
 Condominiums (106 units)
 Bluff Top Park
 Six Access Points
 Restroom (temporary)
 Oil Pumps
 Bicycle/Pedestrian Path
 Service Road

AREA I
 Municipal Pier
 Parking Lot
 (320) spaces
 Concession Stand
 Bicycle/Pedestri.
 Path
 Restrooms
 (permanent)

FIGURE 3
EXISTING FACILITIES

Area III - Off-street parking is needed to replace the on-street parking on PCH which is scheduled to be removed south of Goldenwest Street.

- The bicycle/pedestrian path needs to be re-located away from PCH and improved with low maintenance landscaping.
- A buffer area needs to be established between the bluff edge and the proposed bicycle/pedestrian path alignment.
- A protection railing needs to be located along the bluff edge.
- There are limited points of access from the bluff top to the beach.
- Bluff erosion is a continuing problem.

Beach sand depletion is a continuing problem along the entire unit's length. Currently, there is a beach replenishment program occurring that involves dredging material from northerly harbors and depositing of the material in the ocean. This program occurs periodically and is a joint effort among the following agencies:

U.S. Army Corps of Engineers
U.S. Department of Boating and Waterways
Surfside Colony
City of Newport Beach
City of Huntington Beach
County of Orange (EMA)
State Department of Parks and Recreation

In 1983, approximately 1.5 million cubic yards of sand was removed from the Anaheim Bay area and deposited into the Pacific Ocean. Prior to this cumulative approximate total of 7.8 million cubic yards has been transported from the bay to the ocean over a period of fifteen years. However, this is not a long-term solution to the regional problem addressed in the resource inventory pertaining to this unit.

Facility Recommendations

The following list recommended actions for the development of the unit is organized by area. These actions comprise the general plan (development plan) for the State Beach. All permanent developments in all areas are to be approved prior to construction by the State Department of Parks and Recreation.

Area I

- Construct a multi-level parking structure on the existing parking lot site consistent with Esthetic Resources policy. (This structure will not extend above the elevation of PCH or beyond the existing bicycle path and will be designed to enhance view opportunities and to the greatest extent practicable maintain existing scenic view of the ocean and shoreline from Pacific Coast Highway), Furthermore, the parking structure should be terraced or stepped down to retain and preserve beach views as opposed to water views; and this design should be determined by accurate line of site diagrams and on site surveys as verified by the State Department of Parks and Recreation staff to assure that this is the case. The plan should give appropriate attention to the structure's potential impact in relation to crime, vandalism and possible tidal damage.

The terraced parking structure should be approved subject to the City providing the required 250 parking spaces (mitigated spaces from the requirement on Pierside Village) on other than the State Beach property; pending review and approval by State Department of Parks and Recreation staff.

- Provide for passive (picnicking and viewing) and active (sports such as sand lot volleyball) recreation both within and on top of the parking structure. Prepare an assessment to determine the proper regional location for a surf museum. The assessment is to be reviewed and approved by the State Department of Parks and Recreation.
- Remove existing concession stand from beach area and relocate as part of parking structure.
- Install permanent restrooms within parking structure.
- Expand the decking area on the north side of the pier to accommodate new food concessions (not more than 50% of the footprint to be on State Beach property).
- Place utility lines underground.
- Provide for lifeguard facilities.

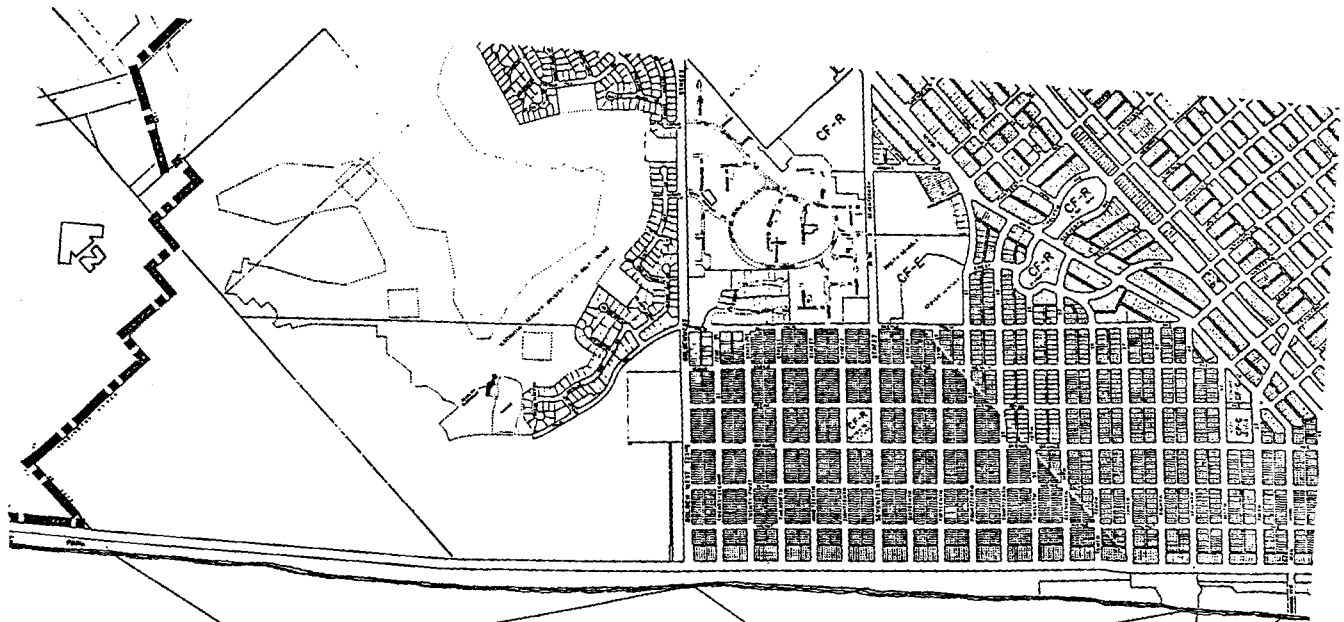
Area II

- Install permanent restrooms at points of access.
- Install parking spaces along service road.

- Provide for vehicular access to service road (and proposed parking stalls) from PCH at Goldenwest Street and 11th Street.
- Provide for concessions directly related to beach activities.
- Place utility lines underground.
- Provide for screening of oil facilities in area.
- Provide for separation of vehicular and pedestrian traffic where feasible. Investigate the feasibility of a pedestrian overpass at both Goldenwest and 11th Streets.
- Provide for lifeguard facilities.
- Provide for short-term parking turnouts associated with bus turnouts.

Area III

- Realign and improve (landscaping) bicycle/pedestrian path.
- Provide off-street parking.
- Provide landscape/fence buffer between proposed parking lots and PCH.
- Provide a buffer area between bluff edge and bicycle/pedestrian path.
- Install protective railing in the proposed buffer area.
- Install access facilities (stairs or roadway) at strategic locations (Figure 4).
- Place utility lines underground
- Provide for viewing areas and seating benches
- Install permanent restroom facilities at selected locations.
- Investigate extending City beach into boundary of developed unit of the Bolsa Chica to provide for enhancement and preservation of shorebird habitat area.
- Provide for lifeguard facilities.



- AREA III**
- Realigned Bicycle/Pedestrian Path
 - Off-Street Parking
 - Landscape Buffer
 - Protective Railing
 - Access Facilities
 - Viewing Areas
 - Underground Utilities
 - Permanent Restrooms
 - Shorebird Habitat Analysis
 - Lifeguard Facilities

- AREA II**
- Permanent Restrooms
 - Parking Stalls
 - Vehicular Access
 - Underground Utilities
 - Lifeguard Facilities
 - Short-Term Parking Turnouts

- AREA I**
- Lifeguard Facilities
 - Parking Structure
 - Structure-Top Park
 - Restrooms/Concession/ Surf Museum
 - Underground Utilities

FIGURE 4
RECOMMENDED FACILITIES

Unresolved Planning/Environmental Issues

There is a potential conflict among bicycle/pedestrian and vehicular traffic at Goldenwest Street. This will need to be addressed in detail during the design and working drawings phase.

In Area I, there is a potential parking conflict between State Beach users and others visiting adjacent areas. A parking management plan that maximizes the parking opportunities for beach users will need to be approved by the Department prior to construction of the parking facility at the State Beach.

The bluff in Area III is eroding at variable annual rates due to seasonal storms. It is necessary to monitor this erosion in order to determine proper siting, consistent with bluff setback and shoreline erosion policies, for future improvements.

INTERPRETIVE ELEMENT

This general plan element outlines what interpretation would be appropriate at the City of Huntington Beach - State Beach.

Methods/Media

The unit is located among some of the finest surfing beaches in the nation. There are several interpretive elements south of the unit that account for surfing's role in the City's history. The south side of the pier is the location for an annual surfing contest that is televised and reported on by various means of media.

Interpretive Themes

Safety, recreation, and cultural identity should characterize interpretive themes.

Cultural History - The flow of history from Native American to Hispanic to American period and how Bolsa Chica became a unit of the State Park System. The story of oil discovery in the region and early coastal recreation should also be interpreted.

Natural History - Topics of interest may include how a beach is created, sand movement and replenishment, ocean tides and currents, shore birds, etc.

Recreational Use of the Surf

Safe use of the surf should be interpreted to visitors. Subjects should include wave and ocean bottom formation and safe techniques to surf (body and board).

Staying Safe at the Beach

Visitors should be informed about water hazards and the prevention of beach related accidents. Subjects should include rip-tides, sharp drop-offs, and undertows.

Cultural Significance of Surfing

There is a significant amount of interest of creating a surf museum within the unit. The museum, if after further study it is determined to be appropriate, would include a chronological depiction of the sport as well as its current impacts on music, fashion and recreation.

Visitor Facilities

There are currently no interpretive facilities within the unit with the exception of signs warning of dangerous bluffs. The logical siting of the aforementioned surf museum would be within the proposed parking structure because of its proximity to the pier and downtown Huntington Beach.

Recommendations

- Install interpretative panels addressing safety and caution on permanent structures adjacent to primary pedestrian routes.
- Provide an area near the Municipal pier (e.g., within the proposed parking structure) for a surf museum.

OPERATIONS ELEMENT

Introduction

In 1986, the State Department of Parks and Recreation delegated the responsibility for the operation of the unit to the City of Huntington Beach. The agreement submitted by the State Department of Parks and Recreation is for twenty years and with a twenty year option. The City would pay for the development, maintenance and operation of the unit and, in turn, receive all generated revenue. Any development, construction or improvements to the unit would be subject to prior written approval by the State. The components that comprise the operation and maintenance of the unit includes lifeguards, City police patrols, landscaping, refuse collection concession and parking lots. Staffing and associated costs are scheduled to be absorbed by the City of Huntington Beach.

Current Operational Concerns

The primary operational concern is to implement the aforementioned resource management policies by the realization of the general plan. The unit is in need of a direct, local maintenance.

Potential Operational Concerns

The principal potential operational concern is the accommodation of the increasingly number of visitors. The general plan has considered future use of the unit and the City has adjusted its policies and operational budgets accordingly.

Natural Resources

Topographic Resources

Topographic Hazard Mitigation: The unit's topography is defined by wave and tidal activity which has created steep bluff areas. The hazards include an eroding bluff edge and steep bluff face. This hazard is accenuated by the increasing number of people.

Policy: The bluff edge should be posted and a protective element be constructed. Seacliff retreat is recognized as a natural process that cannot be permanently stopped.

Geologic Resources

Geologic Hazard Mitigation: Hazards such as landslides, seismic events and tsunamis are geologic hazards associated with this area.

Policy: Hazardous or potentially dangerous areas should be posted; and fencing and other protective structures should be provided to assure safety.

Monitoring of Geologic Hazards:

Monitoring Erosion and Sand Loss: Beach erosion and seacliff retreat have been recognized as serious threats to facilities and use of coastal units of the State Park system. Better baseline information on erosion rates and coastal geological hazards is needed to plan for appropriate land use, resource management, and visitor safety.

Policy A monitoring program shall be established to document:

- 1) block walls on and adjacent to beach,
- 2) landslides, 3) gully development, 4) pavement cracks or building cracks from differential settlement or subsurface movements, and 5) beach elevation and width. The program should include the comparison of historical and recent aerial photos, ground photos with explanations (date, time, tide status), and installation of permanent monuments, if necessary.

Coastal Erosion: Following several years of significant storm drainage in many coastal State Park System units, the Department adopted a policy for coastal erosion on October 24, 1984. The intent of the policy is to avoid construction of new permanent facilities in areas subject to coastal erosion, unless the risk of loss is clearly offset by the need for the facility, and to promote the use of expendable or movable facilities in erosion-prone areas. The policy reads as follows:

The Department of Parks and Recreation shall avoid construction of new structures and coastal facilities in areas subject to ocean wave erosion, seacliff retreat, and unstable cliffs, unless specific determinations have been made that the risk of loss of the facility is clearly offset by the investment and need for the facility. Measures shall be taken to minimize human-induced erosion by reducing: concentrated surface runoff from use areas, elevated groundwater levels from irrigation and urbanization, and surface disturbance of blufftop soils. In recognition of California's actively eroding coastline, new structures and facilities located in areas known to be subject to ocean wave erosion,

seacliff retreat, or unstable bluffs shall be expendable or movable. Structural protection and re-protection of developments shall be allowed only when the cost of protection is commensurate with the value (physical and intrinsic) of the development to be protected, and when it can be shown that the protection will not negatively affect the beach or the near-shore environment.

Seismicity: The Newport-Inglewood Fault is the primary fault responsible for direct seismic activity.

Policy: New structures within the unit shall be designed to withstand a Richter magnitude 7.0 earthquake, with repeatable ground acceleration of 0.33 gravity (g).

CONCESSION ELEMENT

Introduction

The City of Huntington Beach recognizes the need to provide support concession facilities in order to serve the recreation population. It is the City's policy to contract concession opportunities which will enhance the visitor's use, enjoyment and convenience.

Existing Concession Activities

Currently, the only concession activity is a small structure which serves fast food and accommodates restroom facilities. This structure is located on a pad in the beach area northerly adjacent to the pier.

Potential Concession Activities

The proposed general plan will relocate the existing concession building to the parking structure. In doing so, this area will be restored to sand and the parking structure will be designed to accommodate the concession building and restrooms.

Additionally, the City is currently pursuing an agreement that will locate another concession facility near Goldenwest Street. It is not known at this time whether this proposed facility will be permanent, temporary or mobile.

Recommendations

1. The existing concession building should be relocated within the proposed parking structure.
2. An additional concession facility should be sited near Goldenwest Street.

ENVIRONMENTAL IMPACT ELEMENT

Introduction

Pursuant to Public Resources Code Section 5002.2, this Environmental Impact Element constitutes a report on the project for the purposes of satisfying the California Environmental Quality Act (California Administrative Code Section 21000 et seq).

The general plan is broad in scope and conceptual in design. Therefore, the environmental analysis reflects the plan at this stage. Should more detailed plans evolve, subsequential CEQA review would occur at that time, if warranted.

This Draft Environmental Impact Element has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. It is an objective assessment of the proposed project's environmental consequences. Aspects of the proposed project which may constitute a change (adversely) in the environment have been noted. All other issues have been briefly addressed. Additionally, pursuant to CEQA Guidelines, several existing documents have been incorporated by reference into this general plan document. These documents include, but are not limited to, the following:

- Downtown Specific Plan
- Downtown Specific Plan EIR
- Local Coastal Element
- Recreation Element
- Environmental Impact Statement for the Pacific Coast Highway Widening Project
- Open Space and Conservation Element

Additionally, this element incorporates by reference the resource inventory, resource summary, resource element and management policies that have been prepared for this unit and accompanying general plan.

Development of the general plan for this unit has consistently focused upon avoiding any adverse environmental impact. The resource inventory, summary and element have provided the parameters which have influence the conceptual design of the general plan. Therefore, mitigation measures have been implemented to the point that the project will not have an adverse impact on the environment.

Summary

The following environmental impacts may occur as a result of the proposed general plan.

- Increased number of vehicles between PCH and the beach.

- Increased traffic along existing and proposed service roads within the unit.
- Increased runoff from proposed parking areas.
- Increased light and glare from proposed parking areas.
- Increased water consumption.
- Potential conflict among vehicular and non-vehicular traffic.

Mitigation Measures Proposed

Increased number of vehicles:

- The proposed parking areas will be designed in order to facilitate ingress and egress from and to PCH.
- The amount of vehicles will be closely monitored in order to designate "parking lot full" at the earliest possible time.
- Increased traffic along existing and proposed services roads.
- Vehicular and non-vehicular traffic will be separated.
- Strict enforcement of safe speed limits.
- Signs, speed bumps and other appropriate means of warning will be located at critical intersections.
- All major intersections involving PCH and points of ingress/egress of the parking areas will be signalized pursuant to Caltrans and City of Huntington Beach specifications.

Increased runoff:

- Increased runoff will be directed into existing storm drains. Where no storm drains are immediately adjacent to the site, parking areas will be graded to drain towards the street and subsequently into the existing storm drain system.

Increased light and glare:

- Parking areas will have a landscape and/or fence buffer. Proposed lighting will be low intensity and have a limitation of hours of operation.

Increased water consumption:

- Drought-tolerant landscaping will be utilized.
- Water-conservation facilities including, but not limited to, the following will be used:
 - low flush toilets
 - low flow showers
 - drinking fountains with self closing valves

Potential conflict among vehicular and non-vehicular traffic:

- Signs, speed bumps and other appropriate warning devices shall be located at critical intersections

Project Description

Please refer to Land Use and Facilities Element.

Environmental Setting

The unit is located within the City of Huntington Beach of the County of Orange. To the north is the Bolsa Chica State Beach and Bolsa Chica Wetlands which are solely under the County jurisdiction: To the east and south is the City of Huntington Beach which is occupied by oil fields, and a mixture of residential and commercial uses. The Pacific Ocean is to the west and south.

For a description of the environmental setting of the unit, please refer to the Resource Inventory, Resource Element and the Land Use and Facilities Element of the General Plan. The following paragraphs are included to complete the description of the environmental setting.

Air Quality

The unit is located within the South Coast Air Basin. This basin consists of the metropolitan areas of Los Angeles, Orange, San Bernardino, and Riverside Counties. On most days the net wind flow is from west to east, which produces the effect of having source areas near the coast impacting receptor areas inland to the east.

The South Coast Air Basin comes under the jurisdiction of the South Coast Air Quality Management District. The closest air quality monitoring station is in the City of Costa Mesa. The major pollution sources in the region are automobile and truck exhaust and local industrial plants. The pollutants of primary

concern are ozone, nitrogen dioxide, carbon monoxide and sulfur dioxide. High ozone days require sunshine, early morning stagnation, high surface temperatures, and strong, low, morning inversions which greatly restrict vertical mixing. High nitrogen dioxide days occur during autumn and winter, and during summer weather conditions of low inversions, limited mixing and stagnant windflow. Highest concentration occur near high-density traffic sources. High carbon monoxide days are a result of strong winter surface inversions and light winds. Highest concentrations are found near the coast and valleys immediately inland. Again, concentrations are associated with peak traffic hours. High sulfur dioxide concentrations occur immediately downwind of sources.

Ozone is usually transported by winds from source areas along the coast to receptors along the base of the surrounding mountains. Offshore winds cause a more limited ozone transport with highest concentrations occurring in the western Los Angeles County area. Early morning northerly winds can cause ozone pollutants to be pushed into Orange County through Santa Ana Canyon, also of concern to the Huntington Beach area are east and northeasterly winds which blow pollutants out of the central basin areas into the adjacent ocean area.

Data from Costa Mesa suggest that standards for ozone are exceeded on occasion in the summer, and those for carbon monoxide (CO) and nitrogen dioxide (NO₂) in winter. For example, five violations of the federal ozone standard of 0.12 ppm occurred in Costa Mesa during a period when 146 violations occurred at Fontana and 132 occurred at Riverside. Six violations of the eight hour CO standard in Costa Mesa can be compared to 70 in Lennox and 63 in Burbank. Similarly, two violations of the NO₂ standard in Costa Mesa compare to 23 in Burbank and 17 in Anaheim. Thus, while there may be a few instances of potentially unhealthy air quality in the Huntington Beach area, both the frequency of violations and their magnitude are much less than in many other portions of Southern California.

The unit serves to accommodate traffic and visitors. It is not a consistent generation source which can be measured and quantified. The general plan does not constitute a significant impact on the air quality environment.

Mitigation: Fugitive dust during construction shall be controlled by a water truck which is to remain on-site until project is completed.

Noise

The primary source of noise is the traffic on Pacific Coast Highway - outside of the unit. The recently completed Pacific Coast Highway EIS (SCH 80121150) designates the unit to be in Activity Corridor C. This activity corridor has a maximum noise level of 72 dBA. The unit actually recorded maximum sound measurements of 65 dBA (1981).

The unit will not be a major generator of noise street, however, will be subjected to noise emanating from Pacific Coast Highway. Parking areas located adjacent to Pacific Coast Highway will act as sound buffers. Additional landscaping/fencing buffers should be included within the design of these parking areas.

A secondary source of noise impacting the Area III unit is the Shell Oil operation on the inland side of Pacific Coast Highway, north of Goldenwest. Oil drilling and reworking operations and helicopter traffic create intermittent noise impacts.

Mitigation: A landscaping/fence buffer shall be constructed between Pacific Coast Highway and the proposed parking area within Area III of the unit.

Traffic/Circulation

Primary access to the unit is provided by Pacific Coast Highway. On-street parking is provided along the entire length of the unit. The only existing off-street parking is the parking lot (315 spaces) that is northerly adjacent to the pier. Currently, Pacific Coast Highway has a peak month (spring-summer) average daily trip (ADT) count of 40,800 vehicles. The non-peak month count is 35,000 ADT.

The major intersections are operating at a level of service (LOS) F. Caltrans proposes to widen Pacific Coast Highway in order to accommodate the increasing traffic and increase the LOS to C. The widening will consist of eliminating the on-street parking in order to accommodate the additional lanes.

Although, the unit is difficult to quantify for traffic generation purposes, it will be impacted by adjacent and destination traffic. Off-street parking will be provided by the proposed parking structure, parking stalls along the existing service road in Area II and near the intersection of Goldenwest Street and Pacific Coast Highway in Area III. There has been a conscientious effort to replace the existing on-street parking with off-street facilities within unit at an one-to-one ratio.

A license plate survey was conducted in 1986 and revealed that 11.7 percent of the beach traffic originated from Huntington Beach. Thirty-four percent originated from Orange County and the remainder of the vehicles (54.3%) originated from outside of Orange County.

Transit

The Orange County Transit District (OCTD) serves the unit's general area with hourly bus routes. The frequency of this service increases during the summer as the need dictates. Currently, OCTD has Bus Routes Nos. 1, 25 and 29 serving the area. Tentatively, there are "pull-out" areas designed for existing bus stop routes along Pacific Coast Highway.

The OCTD provides an imperative service for visitors from the Orange County area. These routes are among the most heavily utilized throughout the entire system.

Bicycles

The City of Huntington Beach, in cooperation with the State of California has established a bluff top park that includes an asphalt bicycle/pedestrian path. This path is part of a much larger system that extends both north and south of the unit as well as throughout the unit. The path is also used by pedestrians.

There is an asphalt path northerly of Goldenwest Street. However, it is unimproved and adjacent to Pacific Coast Highway. The general plan proposes to realign this portion towards the ocean and improve it with landscaping and periodic rest areas.

This path serves not only a recreation need, but a transit need as well. Areas of potential conflict among bicycles, pedestrians and vehicles should include design elements to assure to highest degree of safety.

- Mitigation:
- ° Displaced adjacent on-street parking should be replaced within the unit near a one-to-one ratio.
 - ° Potential points of conflicts among bicycle, pedestrian and vehicular traffic should be designed with signs, speed bumps and other appropriate safety devices.

Public Services

Water

Water service for the unit is provided by the City of Huntington Beach Public Works Department. There is sufficient water available for the projected needs. The only known deficiency is the lack of a water in Pacific Coast Highway adjacent to Area III of the unit. There is, however, a 12-inch water main located in Goldenwest Street.

Sewer

The project is located within the service area of the County Sanitation District No. 11 or Orange County. Projected and recently completed trunk sewer lines provide adequate capacity. However, a concern is that some of the restroom locations are located below the trunk lines elevation. In this case a decision regarding the type of wastewater system (e.g. vaults, chemical toilets, or pumps) will need to take place.

Solid Waste

Currently, the Rainbow - Disposal Company provides solid waste collection for the unit and the City of Huntington Beach. Although, the increase in solid waste will not be significant as a result of the general plan, the Rainbow Disposal Company has indicated that there are no anticipated problems in maintaining an adequate level of service.

Electrical Utilities

Electrical service is provided by Southern California Edison Company. The need for service will be extremely low and well within the Edison Company's capacities.

Mitigation: All appropriate conservation methods herein described should be implemented with the general plan.

Fire

Fire protection and paramedic service is provided by the City of Huntington Beach Fire Department. The nearest fire station is the Lake Street Fire Station which is located at Lake and Frankfort Streets. Response for the majority of the unit is within the five minute range. The primary concern is the proposed parking structure. It is recommended that a sprinkler system be installed at the time of construction.

Mitigation: The proposed parking structure adjacent to the pier should be designed with an approved sprinkler system.

Plans and Zoning

The majority of the unit is located within the City of Huntington Beach Downtown Specific Plan. Area I of the unit is within District 10 - Pier Related Commercial. The intent of District 10 is to provide for commercial uses on and adjacent to the municipal pier which will enhance and expand the public's use and enjoyment of the area. The proposed general plan is consistent with the regulations established by District 10.

District 11 of the Downtown Specific Plan is called Beach/Open Space. The primary intent of District 11 is to preserve and protect the sandy beach area while allowing for parking and ancillary beach related commercial and convenience uses. This area extends from approximately Seventh Street to Goldenwest Street and corresponds with Area II of the general plan. The proposed elements that comprise Area II are consistent with the regulations established by District 11.

Area III of the general plan - Goldenwest Street to the northerly municipal boundary - is within the SL-O-C (Shoreline-Oil-Coastal) Zone. The primary intent of this zone is to provide for coastal recreation uses while recognizing the existing oil production facilities. Area III proposed element are consistent with this intent.

The entire general plan is further governed by the Local Coastal Element of the City of Huntington Beach General Plan. The unit's general plan is consistent with the goals and policies established within the local Coastal Element.

Mitigation: No mitigation measures needed.

Significant Environmental Effects Which Cannot Be Avoided If Proposal Is Implemented

None of the aforementioned environmental effects are classified as significant even if the general plan is realized to its fullest extent.

Alternatives

No Project

If the proposed general plan is not pursued, the aforementioned impacts would occur. The impacts described herein are going to occur as a result of external forces and trends regardless of the proposed general plan. Indeed, elements that comprise the

general plan will absorb and mitigate, in part, some of these impacts. However, should the general plan not come to fruition, existing parking problems, cliff erosion, and soil breakdown will occur at an increasing rate.

Commercialization

The unit could be advantageously utilized for a higher commercial intensity. However, its size and configuration severely limits this alternative. Additionally, there would be severe policy and environmental consequences if this alternative was pursued.

Oil Production

The unit is within an area of historic oil production. There are several oil pumps in operation within the unit. However, the oil companies have preliminarily indicated the apparent infeasibility to continue operating at some of these sites. The local oil field is generally decreasing in production and no new wells are scheduled.

Short-Term Use Vs. Long-Term Productivity

The general plan is essentially an extension of the existing uses. That is, the realization of the proposed general plan will accommodate the apparent and documented recreational cultural and physical needs. The net effect of the general plan will be an improvement of both the natural and cultural environments of the unit.

Irreversible/Irretrievable Changes/Commitments

The loss of some soils for parking areas is irreversible. The consumption of water for restroom and shower facilities may be termed an irretrievable commitment. Additionally, the consumption of fossil fuels utilized during construction is an irreversible commitment.

Growth Inducing Impacts

As previously mentioned, the unit is a secondary recipient of growth and impact. Elements which comprise the general plan serves to accommodate this growth and the accompanying impacts. Therefore, there are no quantifiable growth inducing impacts.

Cumulative Impacts

There are no cumulative impacts other than the collective commitment of the aforementioned utilities.

ORGANIZATIONS AND PERSONS CONSULTED

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Diana Blaisure, Assistant Planner
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Darryl Smith, Public Works Department
Jack Miller, Public Works Department

California State Department of Parks and Recreation

Tom Miller, Orange Coast District
Mike Tope, Orange Coast District
George Dong, Landscape Architect

California Coastal Commission

Gary Timm, Coastal Analyst II

Orange County Environmental Management Agency

Southern California Edison Company

Southern California Gas Company

Orange County Transit District

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RESOLUTION NO. 79-87

CALIFORNIA STATE DEPARTMENT
OF PARKS AND RECREATION COMMISSION

WHEREAS, the State Park and Recreation Commission held a public hearing on October 9, 1987 in Santa Ana to hear public testimony on the proposed Amendment to the General Plan for Bolsa Chica State Beach; and

WHEREAS, the Commission took no action and continued the public hearing until December 1, 1987; and

WHEREAS, the Huntington Beach City Council approved the proposed Amendment on November 2, 1987 by Resolution 5822 and supplements; and

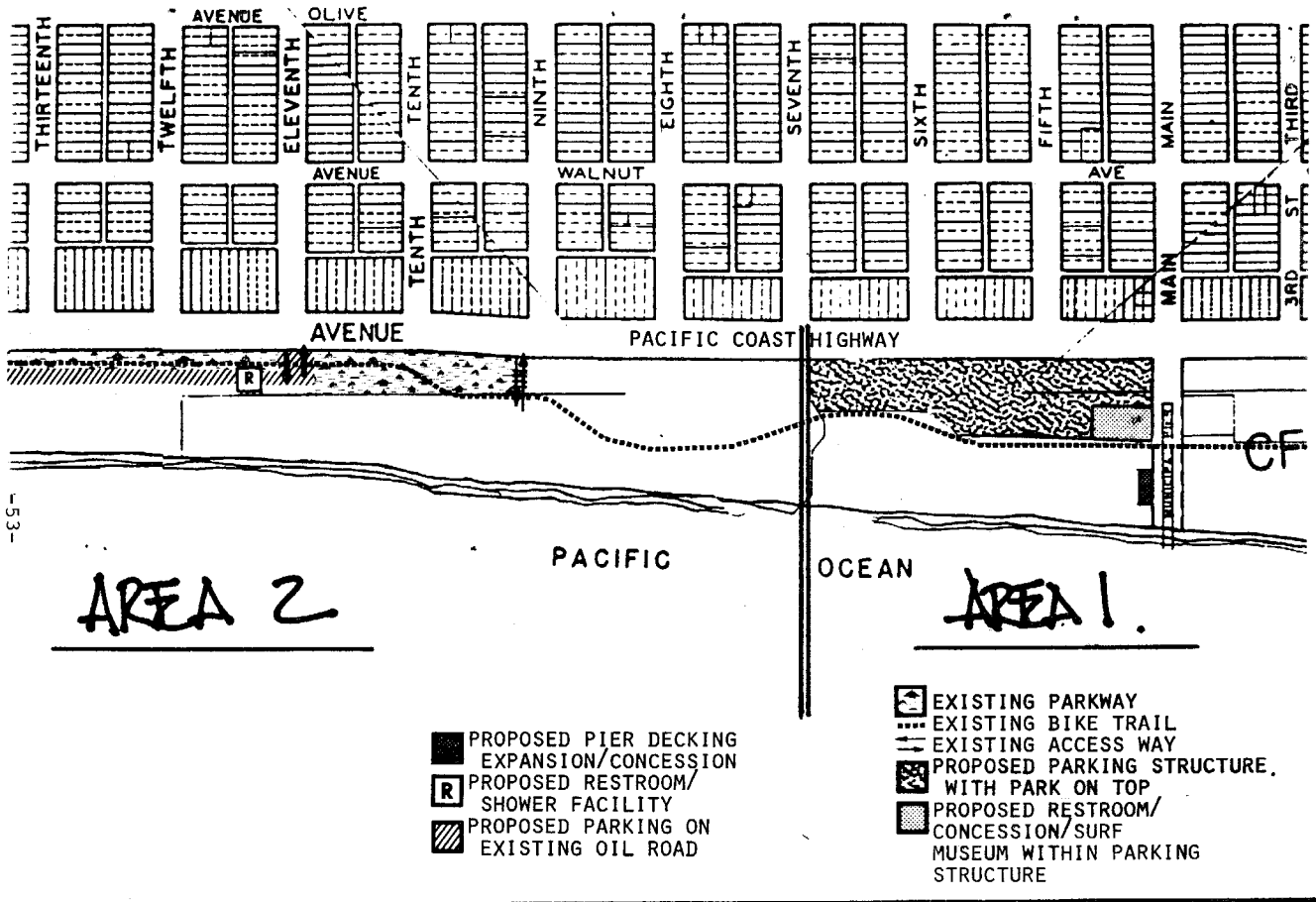
WHEREAS, the proposed Amendment to the General Plan for Bolsa Chica State Beach reflects long-range development plans to provide for optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's Amendment to the General Plan for Bolsa Chica State Beach, with supplements as amended, subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement the provisions and objectives of said plan.

BE FURTHER RESOLUTED that the General Plan
Amendment is amended as follows:

1. Eliminate the proposed restaurant site on top of the proposed parking facility.
2. Revise the parking structure to assure that the structure does not leave the footprint of the present parking area, i.e., restricted to that area and not encroach further. The parking structure should be terraced or stepped down to retain and preserve beach views as opposed to water views; and this design should be determined by accurate line of site diagrams and on site surveys as verified by the State Department of Parks and Recreation staff to assure that this is the case. The plan should give appropriate attention to the structure's potential impact in relation to crime, vandalism and possible tidal damage.

SUPPLEMENTAL FIGURES



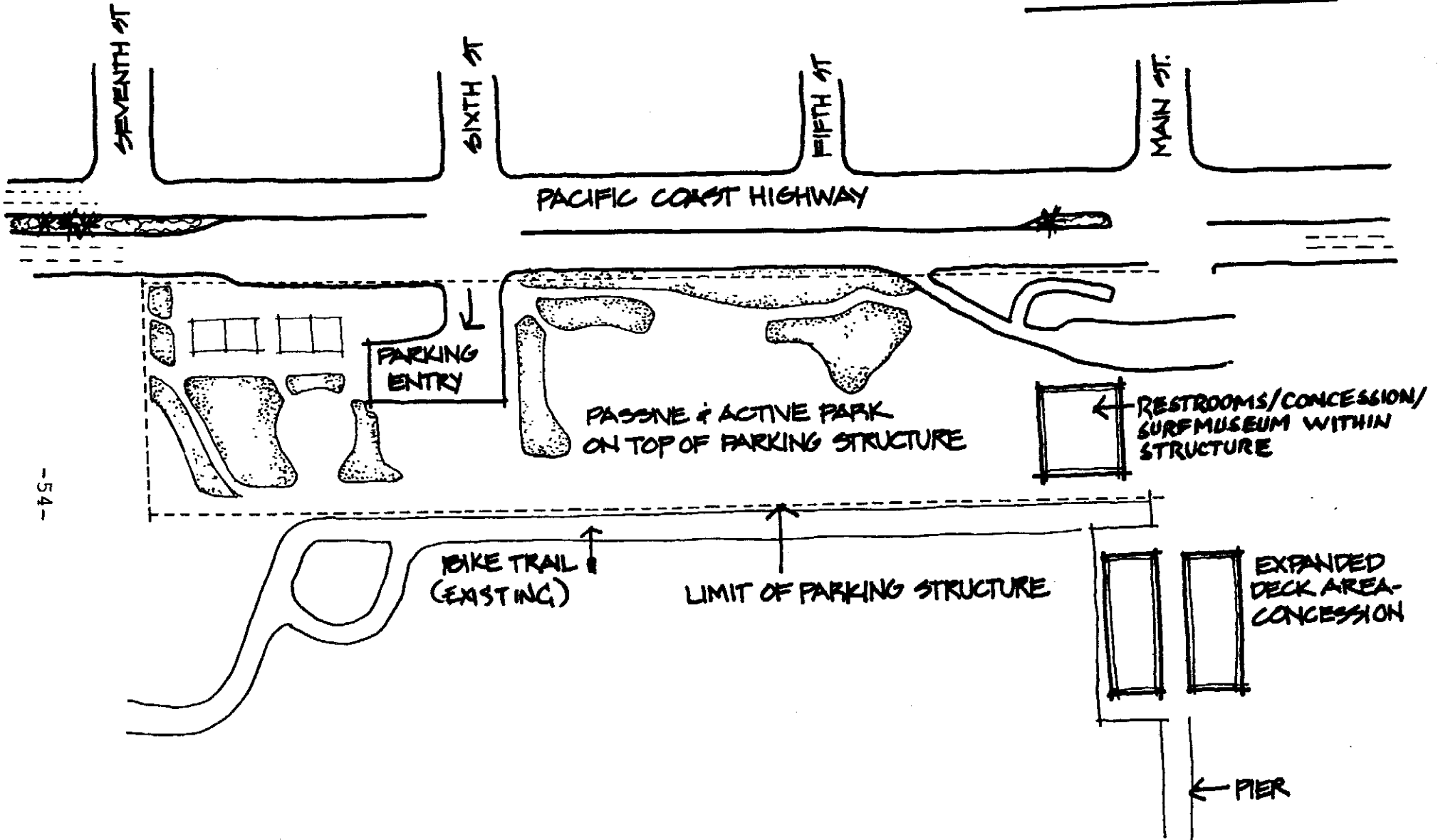
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HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

EXISTING AND PROPOSED USES
AREAS ONE AND TWO

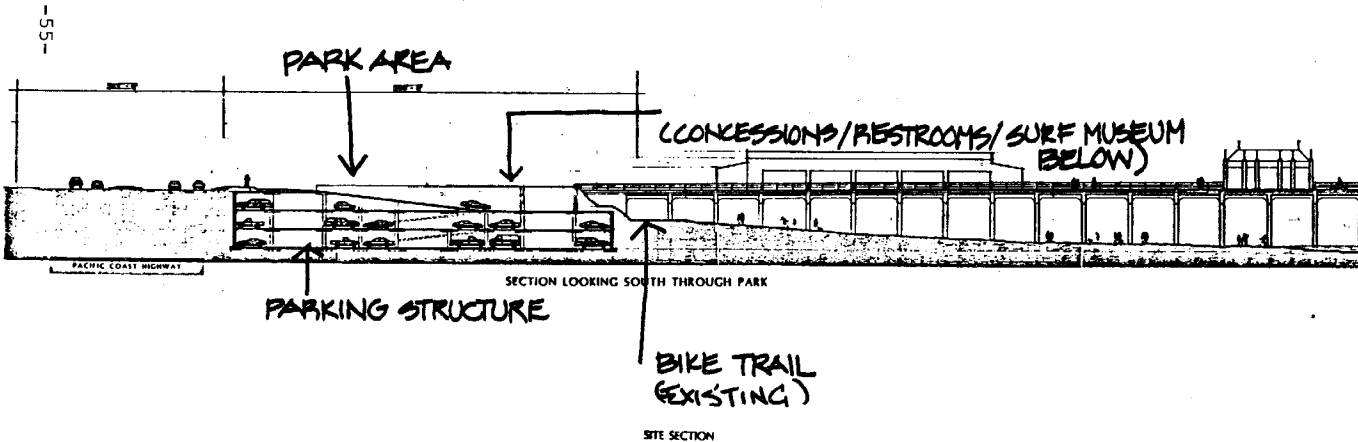
AREA I



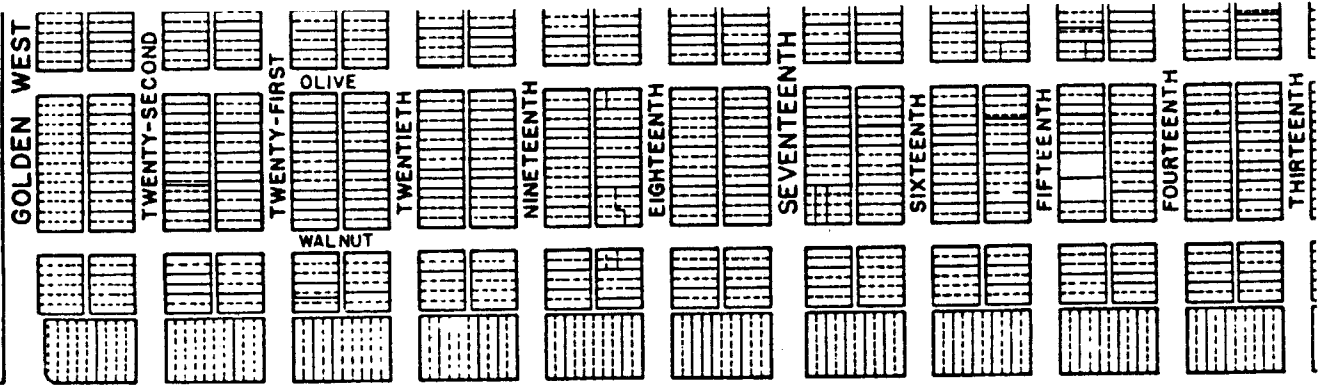
-54-

TYPICAL SITE PLAN - AREA I

AREA I.










TYPICAL SECTION - AREA I



PACIFIC COAST HIGHWAY

PACIFIC OCEAN

-  EXISTING PARKWAY
-  EXISTING BIKE TRAIL
-  EXISTING ACCESS WAYS
-  PROPOSED PARKING ON
-  EXISTING OIL ROAD
-  PROPOSED RESTROOM/
SHOWER FACILITY
-  PROPOSED CONCESSION

AREA 2



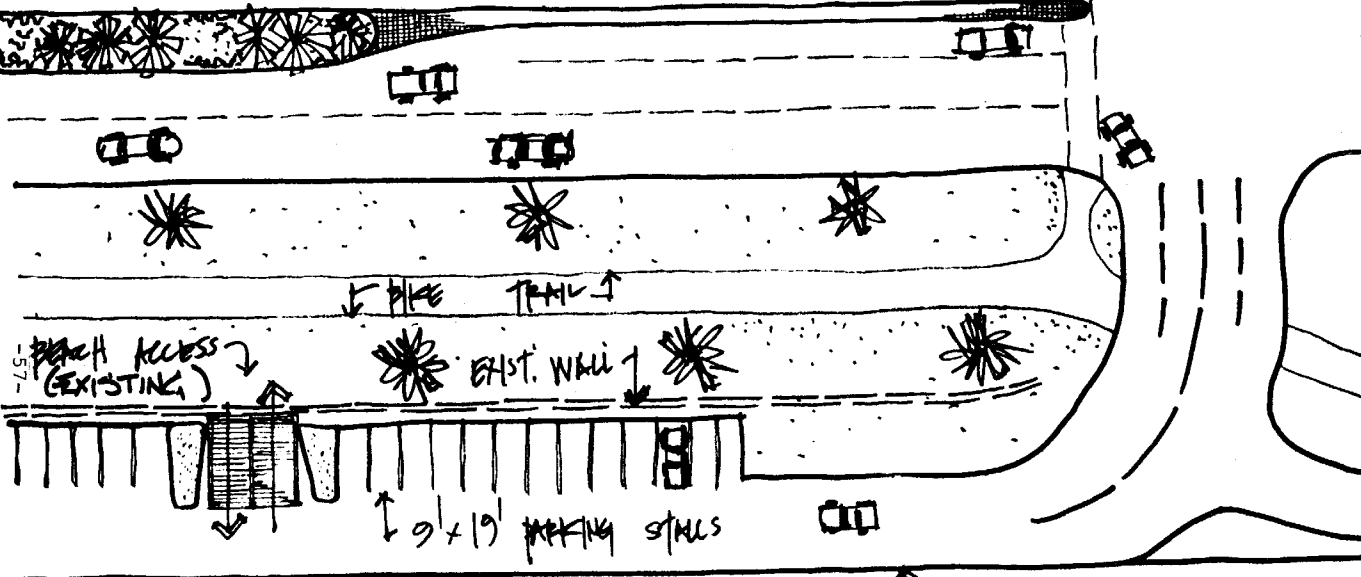
HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

EXISTING AND PROPOSED USES

AREA TWO CONTINUED

AREA 2

PACIFIC COAST HIGHWAY



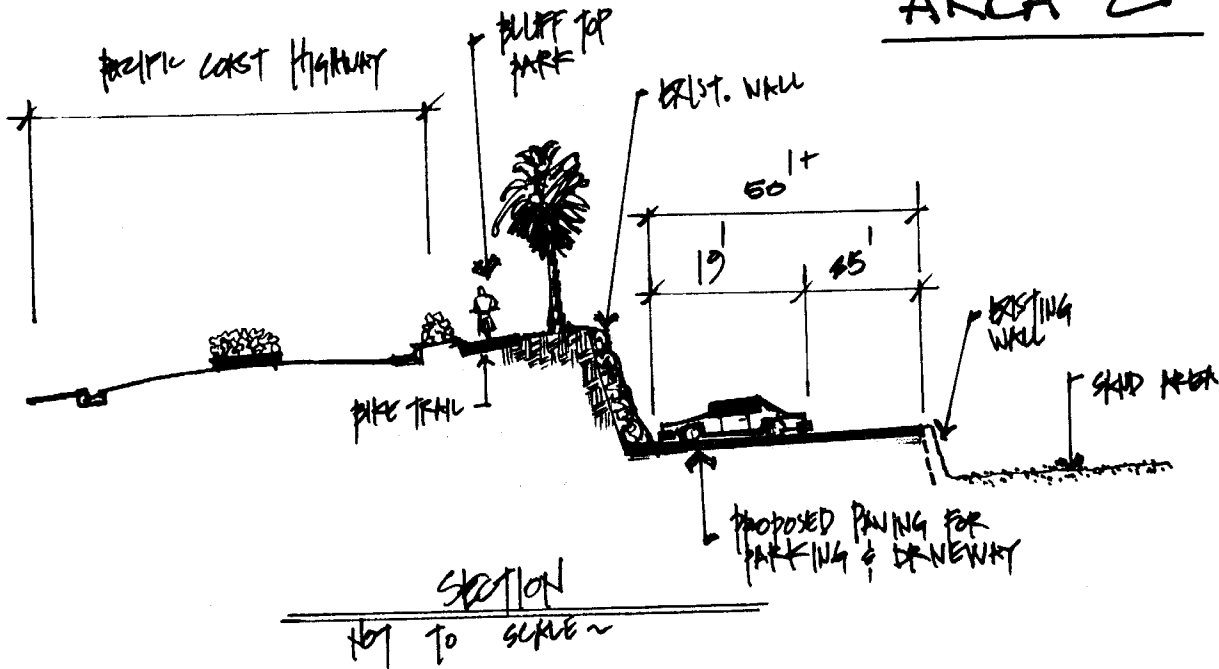
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PACIFIC OCEAN

TYPICAL SITE PLAN - AREA II

1/20/76

AREA 2







PALM

GOLDEN WEST

PACIFIC COAST HIGHWAY

PACIFIC OCEAN

AREA 3

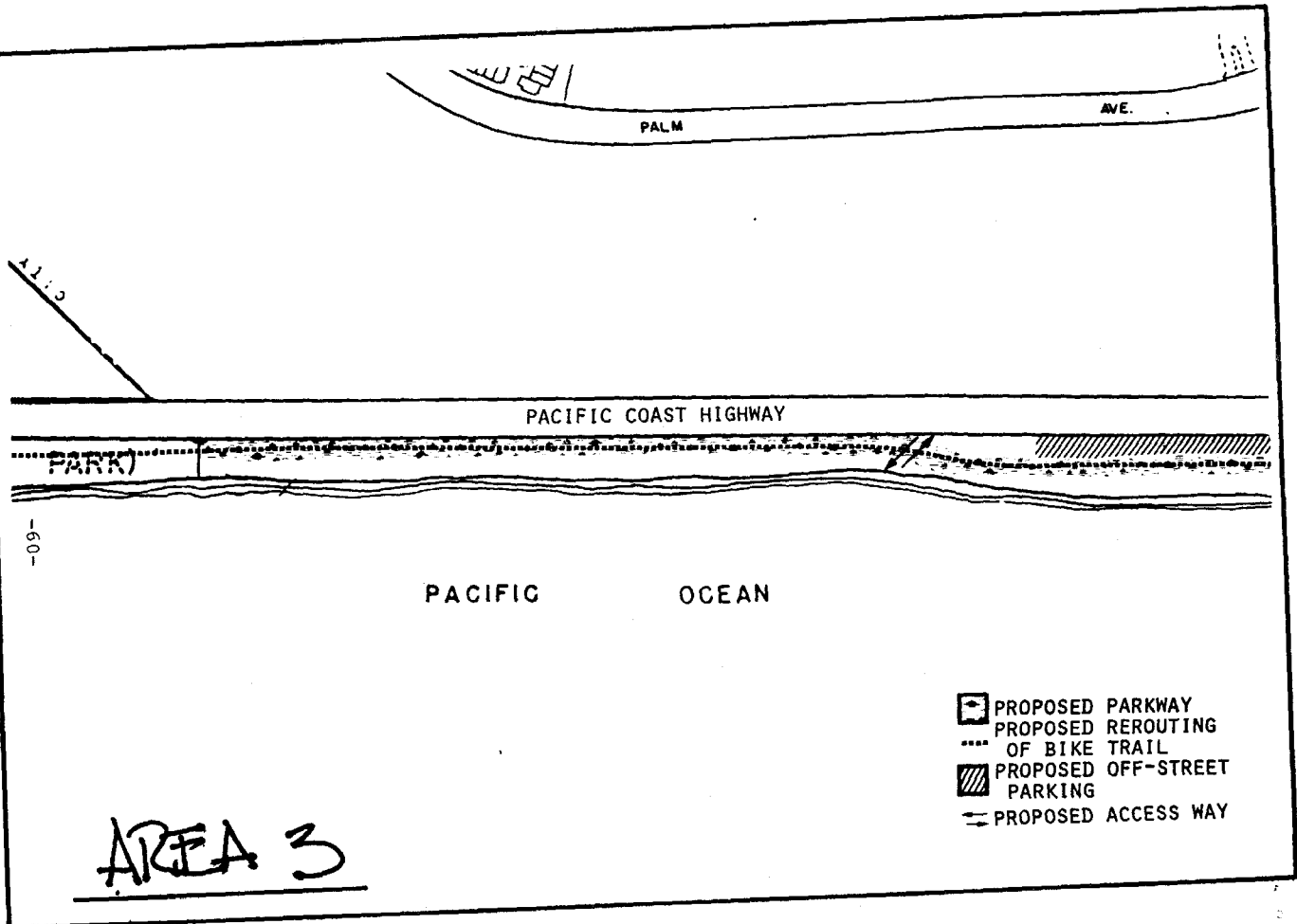
-  PROPOSED PARKWAY
-  PROPOSED REROUTING OF BIKE TRAIL
-  PROPOSED OFF-STREET PARKING
-  PROPOSED SCENIC VISTA AREA







HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

EXISTING AND PROPOSED USES

AREA THREE CONTINUED



AREA 3

-  PROPOSED PARKWAY
-  PROPOSED REROUTING OF BIKE TRAIL
-  PROPOSED OFF-STREET PARKING
-  PROPOSED ACCESS WAY

EXISTING AND PROPOSED USES
 AREA THREE

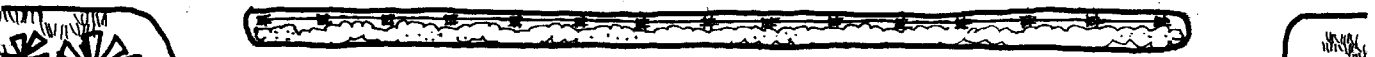


HUNTINGTON BEACH CALIFORNIA
 PLANNING DIVISION

AREA 3



PACIFIC COAST HIGHWAY

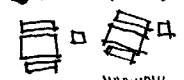


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9x19 STALLS

BIKE TRAIL



VISTA AREA

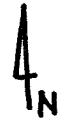


RIP RAP (EXISTING)

SAND AREA

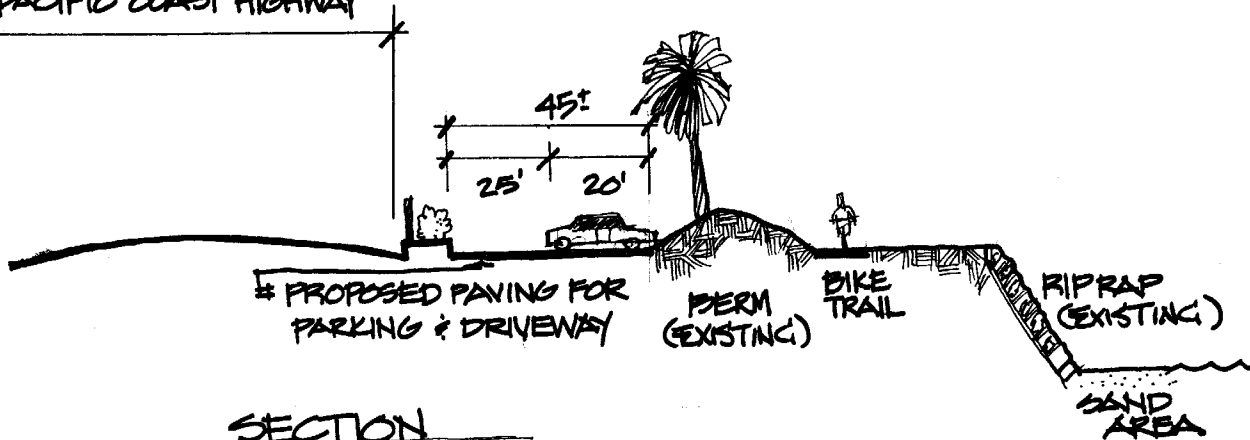
TYPICAL SITE PLAN - AREA III

PACIFIC OCEAN



AREA 3

PACIFIC COAST HIGHWAY



SECTION
NOT TO SCALE

TYPICAL SECTION - AREA III