



**CITY OF HUNTINGTON BEACH
SUPPLEMENTAL COMMUNICATION
Joan L. Flynn, City Clerk
Office of the City Clerk**

TO: Honorable Mayor and City Council
FROM: Joan L. Flynn, City Clerk *JLF*
DATE: July 2, 2012
SUBJECT: SUPPLEMENTAL COMMUNICATIONS FOR THE JULY 2, 2012, CITY COUNCIL/PFA REGULAR MEETING

Attached is Supplemental Communications to the City Council (received after distribution of the Agenda Packet):

Study Session #1

PowerPoint presentation submitted by Travis Hopkins, Director of Public Works, dated July 2, 2012, entitled *I-405 Improvement Project*.

Consent Calendar

#3. Communication received from David Bergevin, dated July 1, 2012, regarding the awarding of Construction Contract to All American Asphalt for the Main Street and Garfield Avenue Rehabilitation Projects.

#9. Communication received from Joan L. Flynn, City Clerk, dated July 2, 2012, notating typographical errors in the title of Consent Item No. 9.

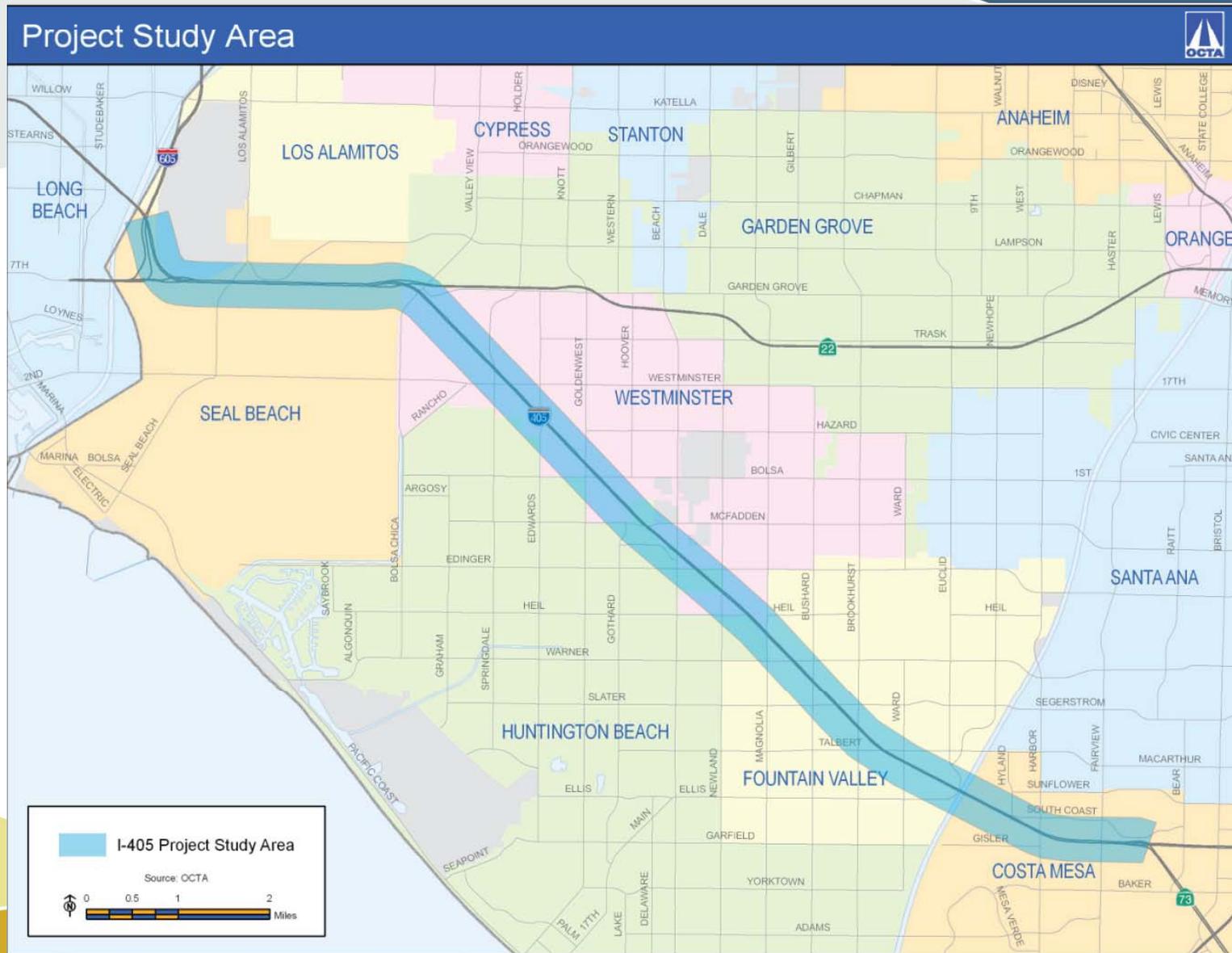
I-405 Improvement Project



Huntington Beach City Council Study Session
July 2, 2012



Interstate 405 Project Location



Project Overview



- Adds capacity
- Minimizes right of way impacts
- Adds, maintains or improves soundwalls
- Re-builds bridges / overcrossings
- Widens bridges to Master Plan

- Improves local streets & on/off ramps
- Adds bike lanes, sidewalks



Existing Condition



Rendering of I-405 looking northwest at Springdale St. overcrossing

Alternative 1: The M2 Project



Adds one general purpose lane each direction

Alternative 2: M2 Plus GP



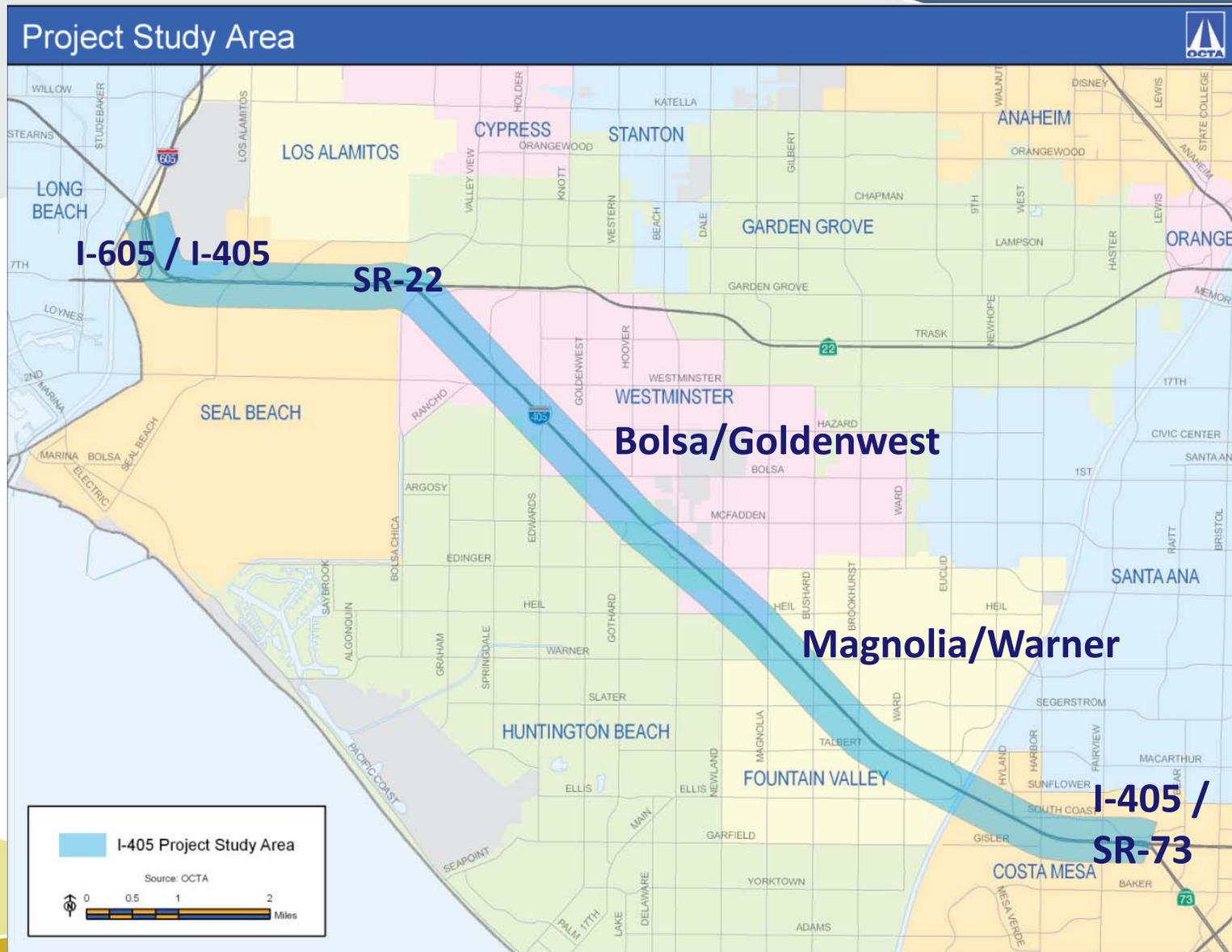
Adds two general purpose lanes each direction

Alternative 3: M2 Plus Express



Adds one general purpose and one express lane each direction
(Existing carpool combines with new express lane; provides two-lane each direction express facility like 91 Express Lanes)

Express Access Points





Funding the Alternatives

	ALT 1	ALT 2	ALT 3
<p>M2 Project Promise 1 regular lane each direction \$1.3 Billion*</p> 	\$1.3 B	\$1.3 B	\$1.3 B
<p>Above and Beyond M2 Added lanes beyond M2 promise</p>	<p>Lanes Beyond M2 None</p> <hr/> <p>Additional Cost \$0</p> <hr/> <p>Funding Source Traditional Transportation Funds**</p>	<p>+1 Regular Lane Each Direction</p> <hr/> <p>\$100 million</p> <hr/> <p>Traditional Transportation Funds**</p>	<p>+1 Express/Toll Lane Each Direction</p> <hr/> <p>\$400 million</p> <hr/> <p>Tolls/ User Fees***</p>
Total Cost	\$1.3 B	\$1.4 B	\$1.7B

* Measure M2 project funding assumes a combination of M2 funds, leveraged funds, and project savings

**Funding shortfall – additional federal, state and/or local transportation funds are needed (unidentified)

***Tolls finance construction, operations and maintenance of the express/toll lanes

Mobility by Alternative - 2040

	No Build	Alt. 1	Alt. 2	Alt. 3
Vehicle Throughput Peak Hour*	6,000	7,200	8,400	9,500
Average Daily Traffic	288,000 – 427,000	321,000 - 475,000	344,000 - 509,000	352,000- 512,000
Travel Time SR-73 to I-605**	133 min GP 121 min HOV	57 min GP 54 min HOV	28 min GP 27 min HOV	29 min GP 13 min Express

* Potential throughput, peak hour, one direction

**PM peak period, northbound

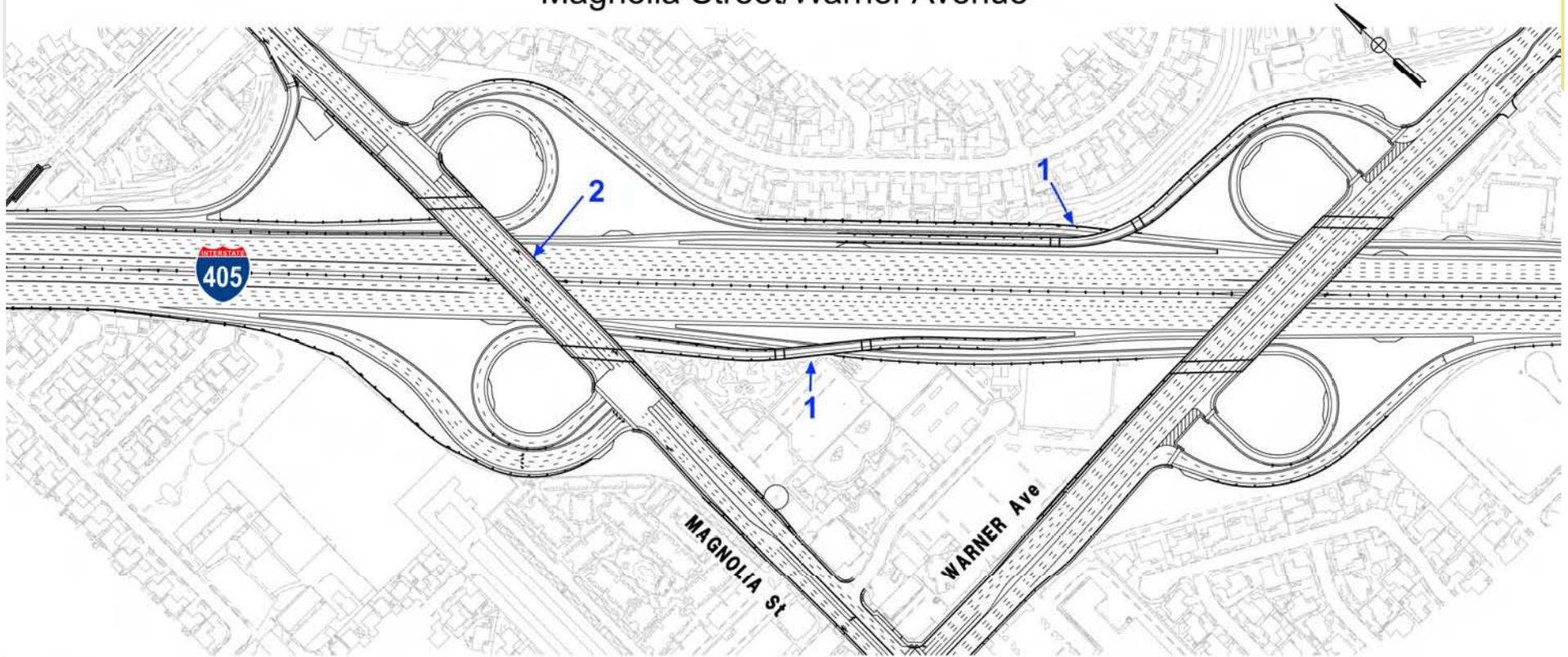
Interchange Configurations

Magnolia, Beach, Bolsa/Goldenwest

Local Interchange Improvements

Preliminary Design Shown
Subject to Change

Magnolia Street/Warner Avenue



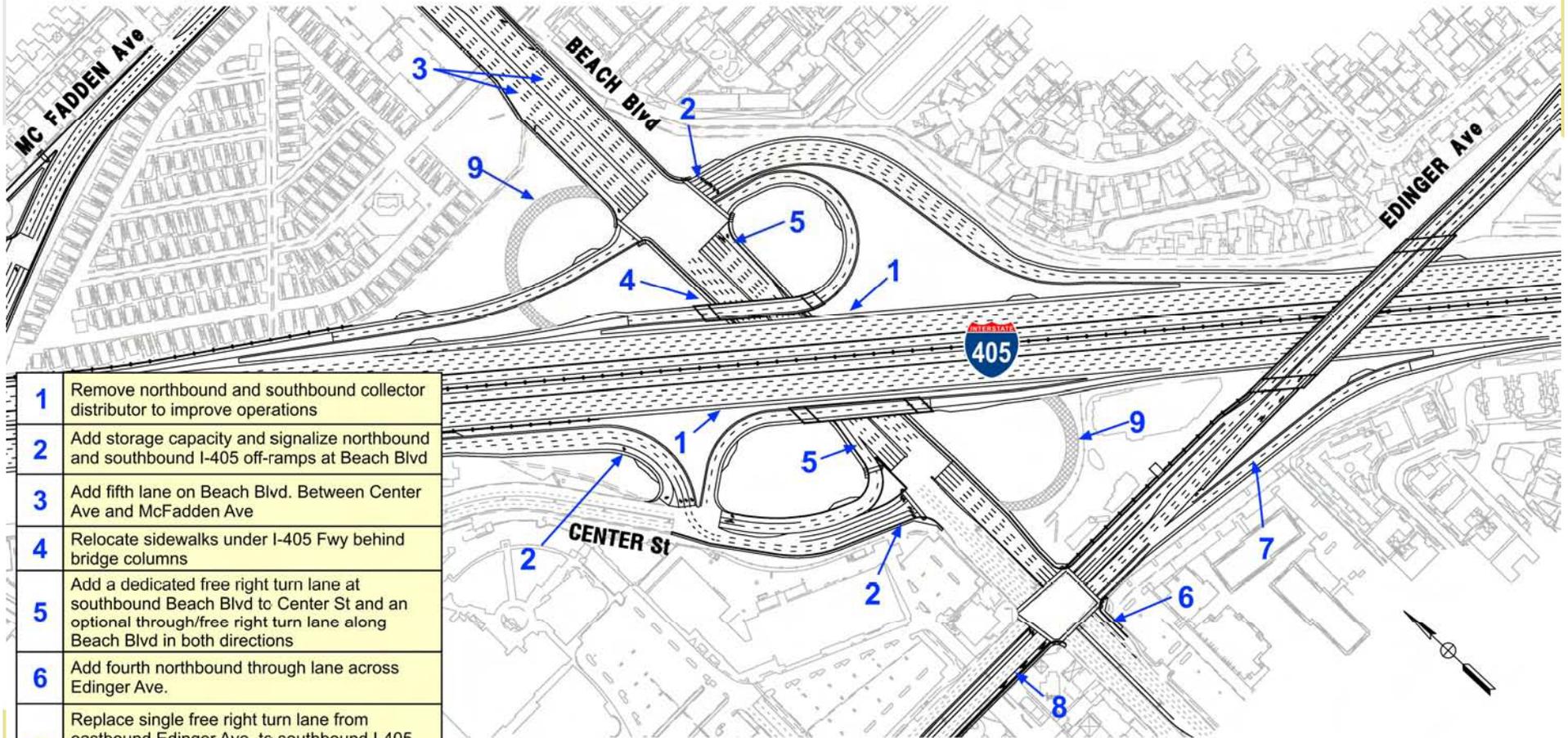
- | | |
|----------|---|
| 1 | Replace collector-distributor road with braided ramps separated traffic to improve operations at Warner Ave and Magnolia St |
| 2 | Widen Magnolia St. overcrossing from 4 to 6 through lanes |



Local Interchange Improvements

Preliminary Design Shown
Subject to Change

Beach Boulevard



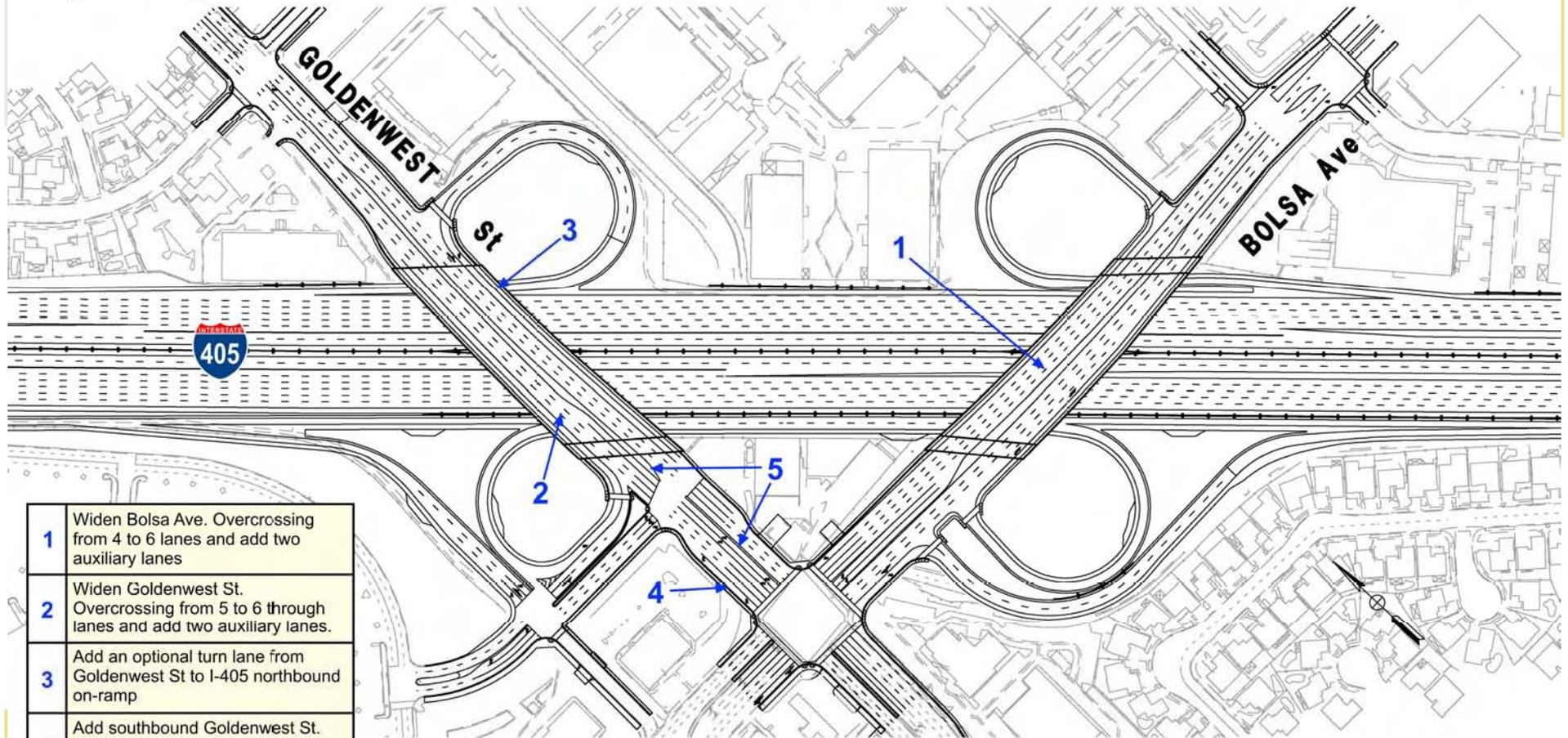
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|---|--|
| 1 | Remove northbound and southbound collector distributor to improve operations |
| 2 | Add storage capacity and signalize northbound and southbound I-405 off-ramps at Beach Blvd |
| 3 | Add fifth lane on Beach Blvd. Between Center Ave and McFadden Ave |
| 4 | Relocate sidewalks under I-405 Fwy behind bridge columns |
| 5 | Add a dedicated free right turn lane at southbound Beach Blvd to Center St and an optional through/free right turn lane along Beach Blvd in both directions |
| 6 | Add fourth northbound through lane across Edinger Ave. |
| 7 | Replace single free right turn lane from eastbound Edinger Ave. to southbound I-405 on-ramp with a dedicated free right turn lane and an optional through/free right turn lane |
| 8 | Replace eastbound Edinger Ave. exclusive right turn lane to southbound Beach Blvd. with a shared right/through lane |
| 9 | Remove northbound I-405 loop off-ramp to southbound Beach Blvd and southbound I-405 loop off-ramp to northbound Beach Blvd |



Local Interchange Improvements

Preliminary Design Shown
Subject to Change

Bolsa Avenue / Goldenwest Street



1	Widen Bolsa Ave. Overcrossing from 4 to 6 lanes and add two auxiliary lanes
2	Widen Goldenwest St. Overcrossing from 5 to 6 through lanes and add two auxiliary lanes.
3	Add an optional turn lane from Goldenwest St to I-405 northbound on-ramp
4	Add southbound Goldenwest St. right turn only lane to westbound Bolsa Ave.
5	Add left turn lane from southbound Goldenwest St. to eastbound Bolsa Ave



Property Impacts – Huntington Beach

Alternative 1

11 Partial Acquisitions, 8 Temporary Construction Easements

Alternatives 2 and 3

11 Partial Acquisitions, 14 Temporary Construction Easements

Questions – Huntington Beach

- Who decides which alternative is selected?
- Why consider alternatives beyond Measure M2?
- What is the proposed Alternative 3 Toll Policy?
- How will bridges be re-built (in halves or all at once)?
- How will construction be staged?

Project Schedule

Prepare Draft EIR/EIS*	2009 – 2012
Public Review	May 18 - July 17, 2012
OCTA Selects Locally Preferred Alternative	August 13, 2012
Caltrans Selects Preferred Alternative	Fall 2012
Finalize EIR/EIS	April 2013
Record of Decision	Spring 2013
Design and Construction	2015 - 2019

*Environmental Impact Report / Environmental Impact Statement

Environmental Document

- Caltrans website
 - www.dot.ca.gov/dist12/405/index.htm
- OCTA website
 - Web content & links to DEIR/DEIS
- Corridor cities and county
 - Web content & links to DEIR/DEIS
- Hard copy at local libraries, Caltrans and OCTA

**San Diego Freeway
(I-405) Improvement Project**

ORANGE AND LOS ANGELES COUNTIES, CALIFORNIA
12-ORA-405 PM 9.3/24.2 / 07-LA-405 PM 0.0/1.2
12-ORA-22 PM R0.7/R3.8 / 12-ORA-22 PM R0.5/R0.7
12-ORA-73 PM R27.2/R27.8 / 12-ORA-605 PM 3.5/R1.6
07-LA-605 PM R0.0/R1.2
EA 0H1000 / PN 1200000180

**Draft Environmental Impact Report/
Environmental Impact Statement**



Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action in accordance with applicable federal laws for this project is being, or has been, carried out by the State of California Department of Transportation under its assumption of responsibility pursuant to 23 U.S.C. 327.



May 2012

Comments (May 18 – July 17)

- **Provide written comments to:**

Smita Deshpande
Caltrans, District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

- **E-mail comments to:**

- 405.dedcomments.parsons@parsons.com

- **Online information and links at**
www.octa.net/405improvement

SUPPLEMENTAL COMMUNICATION

Lugar, Robin

From: Surf City Pipeline [noreply@user.govoutreach.com]
Sent: Sunday, July 01, 2012 9:52 PM
To: CITY COUNCIL; agendaalerts@surfcity-hb.org
Subject: Surf City Pipeline: Comment on an Agenda Item (notification)

Meeting Date: 7/2/2012
Agenda Item No. 3

Request # 11534 from the Government Outreach System has been assigned to Johanna Stephenson.

Request type: Comment

Request area: City Council - Agenda & Public Hearing Comments

Citizen name: David Bergevin

Description: July 2nd Agenda Item #3: Award Construction Contract in the amount of \$1,188,402.00 to All American Asphalt for the Main Street (Adams Avenue to Utica Avenue) and the Garfield Avenue (Delaware Street to Beach Blvd.) Rehabilitation Projects, CC-1397

Re: Request to reject awarding contract for this rehabilitation and direct Public Works to notify the neighborhood to solicit their input and to reconsider some of its design elements.

Background

We have resided at 1702 Main Street (Northeast corner of Main and Adams) in downtown Huntington Beach since 2005.

Several months ago we noticed survey teams along Main Street between Adams and Yorktown. We stopped by the Public Works desk in City Hall and asked what was being planned for Main Street. We were told that it was just a resurfacing – nothing major.

Last week we noticed that the published Council Agenda referenced awarding a construction contract for the rehabilitation of Main Street between Adams and Utica. We stopped by the Public Works desk again to check out what was planned and we were stunned to see the scope of the planned work – this was much more than a resurfacing. Besides ripping up the asphalt on both sides of the street, major curb and sidewalk replacement, tree removal and construction of a large concrete bus pad was also planned.

We only had a short time to examine the drawings but we immediately saw several issues that are not addressed on the plans and we question the wisdom of some of the design elements and their associated expenses.

Public Notice

The first issue regards public notice. We venture to guess that few residents along this portion of Main Street are aware of what is planned. No notice was sent out to residents and no accommodation was made for input or suggestions. Now you are being asked to quickly OK a project that is scheduled to start within a few weeks. The major work being planned will have significant ramifications not only for the residents of this portion of Main Street but will, in our opinion, negatively affect the ambiance and charm of this gateway to Downtown.

We strongly urge the council to reject awarding the contract for this rehabilitation and direct Public Works to notify the neighborhood to solicit their input and to reconsider some of its design elements.

Concrete Bus Pad

A large concrete bus pad is planned for the bus stop just north of the intersection of Main and Adams. We question the need and the expense for this vast expanse of concrete.

1. There are no other bus stops along Main Street (from the intersection of Beach Blvd to Orange Ave) that have a concrete pad. There isn't even a concrete pad at the bus stop on Orange where several bus routes converge.
2. We question the need for a pad here since there is only one bus route using this bus stop with a total of 14 trips Monday through Friday (there is no weekend service), of which you can count on one hand the number of times the bus actually stops at this bus stop each day.
3. No bus stop pads were constructed on Main Street between Utica and Yorktown – which was recently renovated. These two bus stops are used by 2 bus routes and serve the high school – a significantly more used portion of the bus route than the bus stop in question.
4. No bus stop pad is planned for the southwest corner of 17th Street and Main Street – even though this section is part of the major rehabilitation. Once again we question why a concrete pad at one location but not the other?
We strongly urge the council to reject this concrete bus pad as unnecessary and a waste of taxpayer's money.

Tree Removal

Several trees are scheduled for removal but not all are being replaced. For example, the tree in front of our home is a beautiful New Zealand Fire Wheel. We were told by an arborist that this is one of the best median trees – the roots go down – they are not surface rooted and do not cause sidewalk buckling, it's evergreen and requires little maintenance. Our particular tree has no surface tree roots, the first branches start approximately 7 feet from the ground and it is 48 feet from the corner – no visibility issues are present. Not only does this shade our home and the few passengers waiting for the bus at the bus stop in front of our home, but it helps create the residential feeling that people like about downtown.

In addition to our Fire Wheel, two other trees are being removed in the adjacent properties and are not being replaced. These are pine trees and definitely need to be taken down, but we question why they are not being replaced. This will mean that there will be over 150 feet of Main Street from the corner of Adams going North that will be without treescape and will permanently change the residential feeling of this gateway to Downtown.

Additionally, the type of trees that will be used to replace those removed in other areas are not named and their 24" box size do not conform to the 36" requirement that residents must adhere to.

We strongly urge the Council to demand a more thoughtful and ecologically sound treescape plan for the gateway to Downtown.

Corner Gutter and Water Drainage Issue

The gutter at the northwest corner of Main and Adams currently features a rectangular

concrete box open at one end that channels water runoff around the corner and down Adams towards Lake Street. As currently constructed the concrete box is below grade level. The plans don't address (as far as we can see) how this will be handled during the rehabilitation to make sure that runoff continues to flow and does not back up and overflow onto the sidewalk.

We strongly urge the council to reject awarding the contract for this rehabilitation and direct Public Works to provide details on how this drainage issue will be handled.

Parkway

The rehabilitation plans indicate that the sidewalk will be replaced in front of our property but there is no mention of the plans for the parkway between the sidewalk and the street. What is being planned here?

We strongly urge the council to reject awarding the contract for this rehabilitation and direct Public Works to provide details on how the parkway will be handled.

Radius at Main & Springfield

The rehabilitation plans call for changing the radius at Main and Springfield. We believe this will cause serious visibility issues and create the potential for numerous collisions at an intersection that previously has been accident free.

Recommendation

We strongly urge the Council to stop the rush to push through this project so that these serious design and budget issues can be thoughtfully vetted and a sensible balance between public safety and residential rights and wishes can be achieved. This is the gateway to Downtown and to make some of these drastic changes will seriously affect the ambience and charm of this portion of Main Street..

Expected Close Date: 07/02/2012

[Click here to access the request](#)

Note: This message is for notification purposes only. Please do not reply to this email. Email replies are not monitored and will be ignored.



City of Huntington Beach

INTER-DEPARTMENT COMMUNICATION

TO: Honorable Mayor and City Council Members

FROM: Joan L. Flynn, City Clerk *JLF*

DATE: July 2, 2012

SUBJECT: CORRECTION TO AGENDA TITLE FOR CONSENT ITEM NO. 9
(DEVELOPMENT IMPACT FEES)

This communication is presented to correct typographical errors found in the title of Consent Item No. 9 on the July 2, 2012 agenda. The correct ordinance numbers are 3942 and 3947, and the correct Introduction date is June 18, 2012, as shown below:

Revise the City's Existing Development Impact Fees by adopting Ordinance Nos. 23942 through 23947 (Approved for Introduction on June 218, 2012).

c: Fred Wilson, City Administrator
Jennifer McGrath, City Attorney

SUPPLEMENTAL COMMUNICATION

Meeting Date: 7/2/2012

Agenda Item No. 9