



City of Huntington Beach Planning & Building Department

**STAFF REPORT**

**TO:** Planning Commission  
**FROM:** Scott Hess, AICP, Director of Planning & Building  
**BY:** Jennifer Villasenor, Senior Planner *JV*  
**DATE:** August 23, 2011

**SUBJECT:** **COASTAL DEVELOPMENT PERMIT NO. 09-001/ CONDITIONAL USE PERMIT NO. 09-019 (ATLANTA AVENUE WIDENING PROJECT)**

**APPLICANT:** City of Huntington Beach, Public Works Department, 2000 Main Street, Huntington Beach, CA 92648

**PROPERTY**

**OWNER:** Atlanta Avenue Right-of-Way: City of Huntington Beach; Pacific Mobile Home Park: Pacific Mobile Home Park, LLC, 80 Huntington Street, Huntington Beach, CA 92648

**LOCATION:** Atlanta Avenue Right-of-Way (between Huntington Street and Delaware Street); 80 Huntington Street, 92648 (south side of Atlanta Avenue between Huntington Street and Delaware Street – Pacific Mobile Home Park)

---

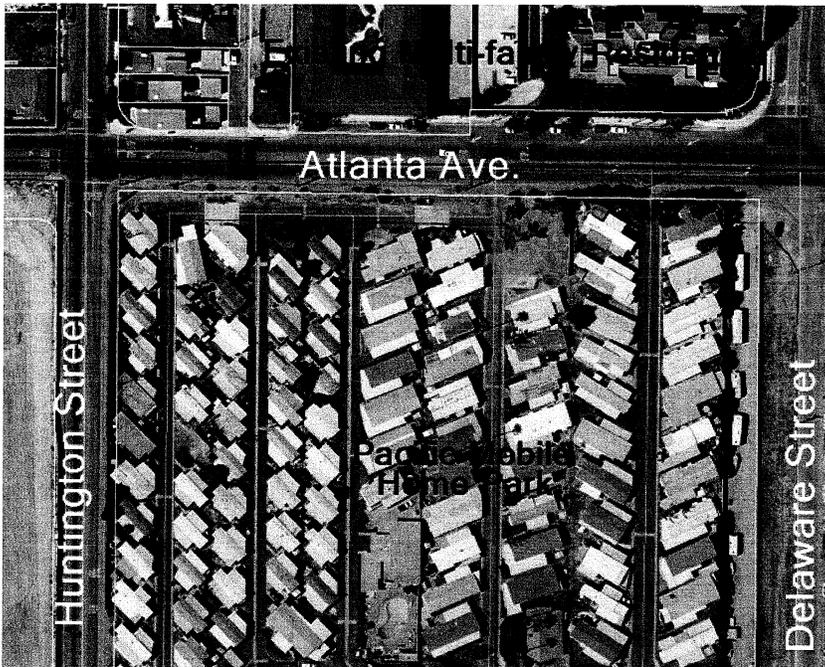
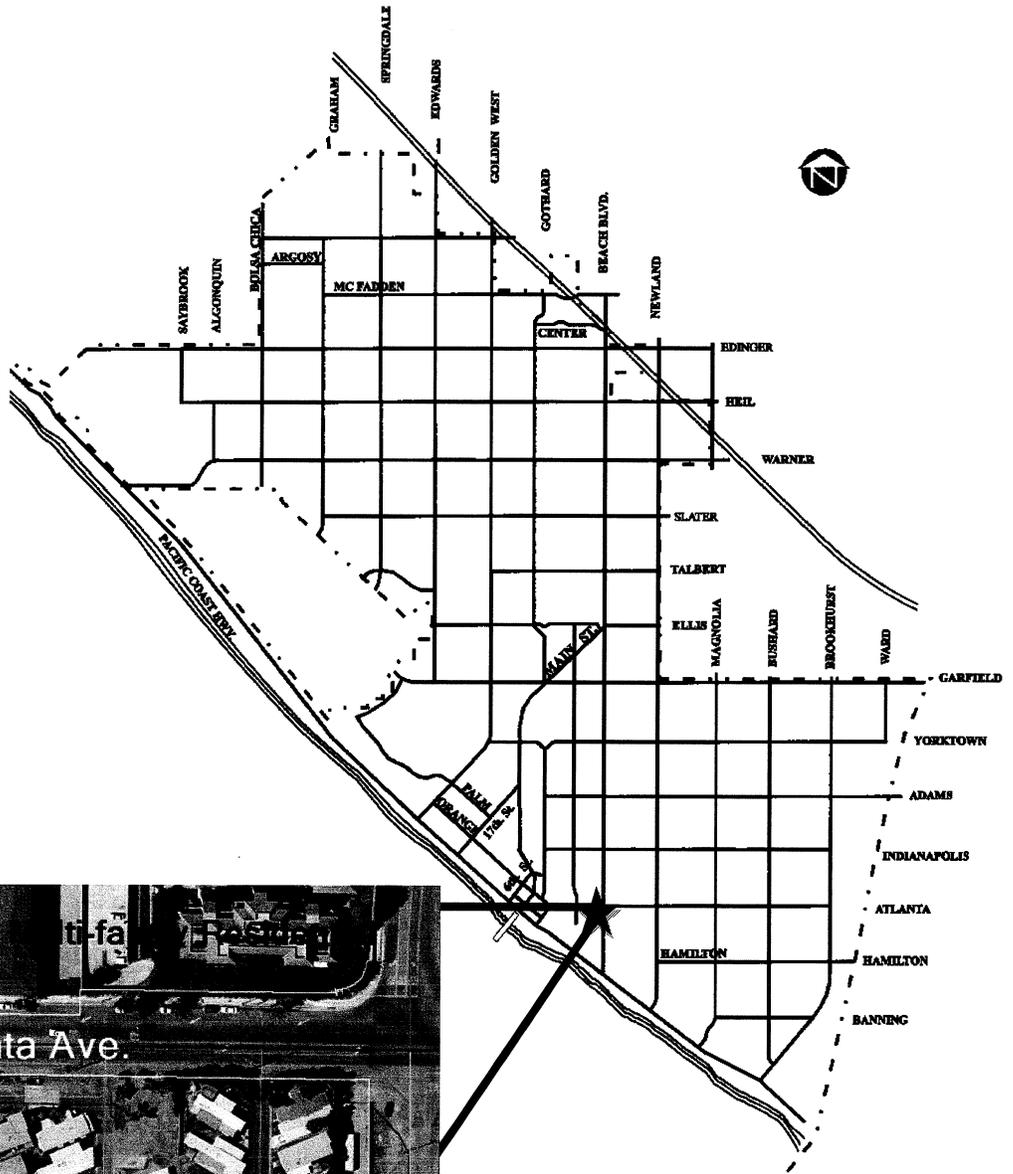
**STATEMENT OF ISSUE:**

- ◆ Coastal Development Permit No. 09-001 represents a request for the following:
  - To widen Atlanta Avenue from Huntington Street to Delaware Street and associated improvements within the non-appealable area of the Coastal Zone.
- ◆ Conditional Use Permit No. 09-019 represents a request for the following:
  - To permit an eight-foot tall wall atop a variable height retaining wall in lieu of the 42-inch maximum allowable wall height along Atlanta Avenue within the 10-foot front yard setback.
- ◆ Staff's recommends approval of Coastal Development Permit No. 09-001 and Conditional Use Permit No. 09-019 based upon the following:
  - Conforms to the primary arterial street classification in the City's General Plan Circulation Element and the County of Orange Master Plan of Arterial Highways
  - Provides new and improved pedestrian, bicycle and vehicular access along the subject segment of Atlanta Avenue
  - Furthers the goals and policies of the City's certified Local Coastal Program and California Coastal Act that provide for public coastal access
  - Would not be detrimental to surrounding properties and ensures replacement of on-site improvements within the existing mobile home park and relocation of impacted residents

**RECOMMENDATION:**

Motion to:

“Approve Coastal Development Permit No. 09-001 and Conditional Use Permit No. 09-019 subject to the suggested findings and conditions for approval (Attachment No. 1).”



**VICINITY MAP**  
**Conditional Use Permit No. 09-001/Coastal Development Permit No. 09-019**  
**(Atlanta Avenue Widening Project)**

## **ALTERNATIVE ACTION(S):**

The Planning Commission may take alternative actions such as:

- A. "Continue Coastal Development Permit No. 09-001 and Conditional Use Permit No. 09-019 and direct staff accordingly."
- B. "Deny Coastal Development Permit No. 09-001 and Conditional Use Permit No. 09-019 with findings for denial."

## **PROJECT PROPOSAL:**

Coastal Development Permit No. 09-001 and Conditional Use Permit No. 09-019 represent a City proposed request to widen Atlanta Avenue from Huntington Street to Delaware Street to comply with the primary arterial street classification in the General Plan Circulation Element. The proposed project would also bring the subject segment of Atlanta Avenue into compliance with the Orange County Master Plan of Arterial Highways (MPAH). As defined in the General Plan, the primary arterial street classification provides a 100-foot right-of-way cross-section and a configuration that consists of sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street. The proposed cross-section for the subject segment of Atlanta Avenue would provide the primary arterial configuration called for in the General Plan and is consistent with Precise Plan of Street Alignment No. 79-2.

The coastal development permit is required to allow construction of the project and associated improvements within the non-appealable area of the coastal zone. The conditional use permit is required to allow an eight-foot tall block wall atop a variable height (zero to seven feet) retaining wall in lieu of the maximum 42-inch allowable height within the 10-foot front yard setback.

### Acquisition of Right-of-Way

The existing public street right-of-way along the subject segment of Atlanta Avenue varies from 60 feet wide (approximately 30 feet north and 30 feet south of street centerline) at Huntington Street to 85 feet wide (55 feet north and 30 feet south of street centerline) at Delaware Street. Consequently, construction of the proposed street improvements require the acquisition of an additional 25 feet of public street right-of-way south of the centerline of Atlanta Avenue (i.e., the ultimate public street right-of-way is proposed at 55 feet south of the street centerline). The additional 25 feet of right-of-way would come from an approximately 25 feet wide by 630 feet long strip of land from the Pacific Mobile Home Park located immediately south of Atlanta Avenue. The acquisition of the 25 feet would impact eight dwelling units (Unit Nos. 101, 102, 201, 301, 302, 401, 501, and 502) within the park. The impacted residents would need to be relocated pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, as specified in the mitigation measures adopted for the project.

### Proposed Street Improvements

The proposed street improvements will provide an additional through lane and bike lane in each direction of travel. In addition, the project's scope of work includes clearing and grubbing, the construction of asphalt concrete roadway, striping, curb, gutter, sidewalk, an eight-foot tall concrete block wall atop a variable height (from zero to seven feet) retaining wall exceeding the allowable 42-inch maximum height within the 10-foot front yard setback, landscaping (including the removal or relocation of 25 trees within the existing mobile home park), reconstruction of a 26-foot wide drive aisle (circulation road) and two

emergency access gates within the mobile home park, and utility and fire hydrant adjustment and relocation.

**Study Session:**

The Planning Commission held a study session on the project on August 9, 2011. The Planning Commissioners asked questions related to the proposed height of the eight-foot tall block wall. No members of the public attended the study session for the project.

**ISSUES:**

**Subject Property Land Use, Zoning, and General Plan Designations:**

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	Atlanta Avenue: Right-of-Way Pacific Mobile Home Park: RM-15 (Residential Medium Density – 15 units/acre)	Atlanta Avenue: Right-of-Way Pacific Mobile Home Park: RMP-CZ (Residential Manufactured Home Park – Coastal Zone overlay)	Right-of-Way; Pacific Mobile Home Park
North of Subject Property: (across Atlanta)	RM-15	RM-CZ (Residential Medium Density – Coastal Zone overlay)	Residential Apartments
East of Subject Property: (across Delaware)	RM-15	RM-CZ	Residential Condominiums
South of Subject Property:	RH-30-sp (Residential High Density - 30 du/acre – specific plan overlay)	SP5 (Downtown Specific Plan) – CZ	Remaining portion of Pacific Mobile Home Park; Waterfront Hilton
West of Subject Property: (across Huntington)	CV-F7-sp (Commercial Visitor – 3.0 Floor Area Ratio – specific plan overlay)	SP5-CZ	Pacific City project site

The project site consists of the existing Atlanta Avenue right-of-way from Huntington Street to Delaware Street and the northern portion of the Pacific Mobile Home Park, a 252-space mobile home park developed in the mid-1950s. The project site is approximately 2.6 acres in area. The existing Atlanta Avenue right-of-way consists of approximately 1.57 acres of the project area and approximately 1.03 acres of the existing 18.24-acre mobile home park property makes up the remainder of the project area.

**General Plan Conformance:**

The project is consistent with the following General Plan goals, policies and objectives:

A. Circulation Element

Policy CE 1.1.1: Encourage the completion of missing roadway links and other related facilities by adopting the Circulation Plan of Arterial Highways and critical intersection improvements as

shown in Figures CE-3, CE-4, CE-5 and as described in Tables CE-1, CE-2, and CE-3 of this element.

Goal CE 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Goal CE 6: Provide a city-wide system of efficient and attractive pedestrian, equestrian, and waterway facilities for commuter, school, and recreational use.

Objective CE 6.1: Promote the safety of bicyclists and pedestrians by adhering to Caltrans and City-wide standards.

Policy CE 6.1.6: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.

Policy CE 6.1.10: Implement appropriate traffic devices and operation programs throughout the community to ensure that conflicts between pedestrians, bicycles, and vehicles are minimized and safety enhanced.

#### B. Coastal Element

Goal C 2: Provide coastal resource access opportunities for the public where feasible and in accordance with the California Coastal Act requirements.

Policy C 2.2.1: Encourage the utilization of easements and/or rights-of-way along flood control channels, public utilities, railroads and streets, wherever practical, for the use of bicycles and/or pedestrians.

Objective C 2.6: Promote and provide, where feasible, additional public access, including handicap access, to the shoreline and other coastal resources.

#### C. Urban Design Element

Goal UD 1: Enhance the visual image of the City of Huntington Beach.

The proposed project would widen Atlanta Avenue to its ultimate primary arterial right-of-way classification consistent with the City's Circulation Plan as well as the County Master Plan of Arterial Highways. The project would provide additional capacity on Atlanta Avenue and accommodate growth forecasted by the General Plan. The proposed project also involves construction of a new ADA accessible sidewalk and Class II bike lane, which do not currently exist, and replacement of an OCTA bus stop, which is currently constrained by the existing roadway configuration. The current transit activity turning from Huntington Street and stopping on Atlanta Avenue is constrained due to the substandard width of the existing roadway, the tight turning radius at the southeast corner of Atlanta Avenue and Huntington Street, and the presence of cyclists who share the roadway on this segment of Atlanta Avenue. Widening the roadway to provide two eastbound travel lanes and a designated bike lane will help to minimize conflict and improve traffic safety in the project area. The improvements also include replacement of an existing wood fence at the back of the existing gravel sidewalk with a new decorative concrete block wall and a three-foot wide landscape strip between the new ADA sidewalk and the block

wall incorporating trees, flowering plants and wall vines. These improvements would enhance the streetscape aesthetic consistent with the City's Urban Design Guidelines.

### **Zoning Compliance:**

The project will not affect existing zoning designations for surrounding properties. Although the City would acquire a portion of the existing mobile home park, the mobile home park would comply with the density permitted under the existing medium density residential General Plan Land Use designation even if all mobile homes to be removed were relocated on site. In addition, the project would re-construct an existing non-compliant fire lane within the mobile home park to comply with the required width of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO). The project proposes to deviate from the maximum allowable height for walls within the front yard setback. However, this aspect of the project is covered by the conditional use permit request and is further discussed in the Analysis section of this report.

### **Urban Design Guidelines Conformance:**

The revised landscape and fence conceptual design (Attachment No. 2) has been designed to be consistent with Chapter 9 – *Streetscape Guidelines* of the City's Urban Design Guidelines and incorporates elements such as decorative concrete material, use of pilasters and caps, variation in height, and tiered landscaping to soften the appearance of the wall as provided for in the perimeter wall guidelines of Chapter 3 – *Multi-Family Residential*.

### **Environmental Status:**

Mitigated Negative Declaration (MND) No. 09-001 received final approval from the City Council on January 18, 2011. The draft MND concluded that the project, as proposed, would not result in significant adverse environmental impacts with the incorporation of mitigation measures. Mitigation measures were adopted to reduce impacts in the areas of air quality, cultural resources, biological resources, noise and population and housing.

During the 30-day comment period for the draft MND, the City received five comment letters, including a comment letter from the Pacific Mobile Home Park owners. Prior to taking action on the MND, the City responded to each of the comments raised in the comment letters. A copy of the adopted MND including Responses to Comments (consists of comment letters, responses and errata) is provided as Attachment No. 4.

On February 16, 2011, subsequent to the City's adoption of MND No. 09-001, the Pacific Mobile Home Park owners filed a CEQA lawsuit although no action has been taken on the project and a notice of determination has not been filed. The trial date is set for December 16, 2011.

### **Environmental Board:**

The Environmental Board commented on MND No. 09-001 during the 30-day comment period. The Board's comments generally related to the CEQA/NEPA environmental review process, air quality impacts during construction, resident relocation, utility relocation and street pavement materials. The City responded to each of the comments raised by the Environmental Board prior to adopting the Mitigated Negative Declaration for the project. The Board's comments and City's responses are included in Attachment No. 4.

**Coastal Status:**

The project site is located in the non-appealable area of the Coastal Zone. As summarized in the General Plan Conformance section of this report, the project is consistent with the goals and policies of the City's certified Local Coastal Program and would provide improved coastal access through new and upgraded bicycle and pedestrian facilities. In addition, the project does not result in impacts to coastal resources or public coastal access and views.

**Redevelopment Status:** Not applicable

**Design Review Board:** Not applicable

**Subdivision Committee:** Not applicable.

**Other Departments Concerns and Requirements:**

The Department of Public Works is the project applicant and has designed the project to meet City standards. The Fire and Police Departments and the Building Division have reviewed the project plans for compliance with applicable codes. The Department of Economic Development has provided comments on the relocation process and, with assistance from the City's real estate/relocation consultant, is currently working on a relocation plan anticipated for City Council consideration in Fall, 2011.

The project has been awarded funds from the Federal Highway Administration (FHWA). Public Works staff has been working with OCTA and Caltrans, the administering agencies, throughout the funding process.

**Public Notification:**

Legal notice was published in the Huntington Beach Independent on August 11, 2011, and notices were sent to property owners of record and occupants within a 500 ft. radius of the project site, interested parties, and individuals/organizations that commented on the environmental document. As of August 16, 2011, no communications on Coastal Development Permit No. 09-001 and Conditional Use Permit No. 09-019 have been received.

**Application Processing Dates:**

**DATE OF COMPLETE APPLICATION:**

July 29, 2010

**MANDATORY PROCESSING DATE(S):**

MND: January 27, 2011 (within 180 days of accepting application as complete) – Not Applicable to public projects

CUP/CDP: March 28, 2011 – Not Applicable to public projects

An application for EA No. 09-001, Coastal Development Permit (CDP) No. 09-001 and Conditional Use Permit (CUP) No. 09-019 was filed on February 4, 2009 and deemed complete on July 29, 2010. The MND was adopted by the Zoning Administrator on September 15, 2010 and subsequently appealed by the property owner of Pacific Mobile Home Park on September 27, 2010. The Planning Commission conducted a public hearing and adopted the MND on October 26, 2010. The MND was then appealed to the City Council by the Pacific Mobile Home Park owner and was adopted on January 18, 2011.

## ANALYSIS:

Atlanta Avenue has been continuously designated as a primary arterial for over 30 years. The proposed project would bring the subject segment of Atlanta Avenue, from Huntington Street to Delaware Street, into compliance with the primary arterial configuration of the General Plan Circulation Element as well as the Orange County Master Plan of Arterial Highways (MPAH). The proposed project would complete the primary arterial configuration for Atlanta Avenue within the project vicinity and would provide additional capacity to accommodate growth anticipated for buildout of the General Plan.

The General Plan Circulation Element also designates the subject segment of Atlanta Avenue as an Orange County Transit Authority (OCTA) transit route and Class II Bike Lane. As such, the proposed project involves construction of a new ADA accessible sidewalk, Class II bike lane and replacement of an OCTA bus stop along the south side of Atlanta Avenue. The subject segment of Atlanta Avenue does not currently have an ADA-compliant sidewalk or designated bike lane. Because the current roadway narrows at the intersection of Huntington Street and Atlanta Avenue, traffic flow is often impeded when the bus makes stops at this location. In addition, bicyclists are currently forced into travel lanes due to the roadway narrowing and the existing transit stop configuration. The project would improve the current conditions with the construction of the proposed improvements, minimize conflict for bicyclists and transit users traveling within the project area, and improve pedestrian safety with the installation of an ADA-compliant concrete sidewalk.

### Neighborhood Compatibility

Within the vicinity of the project area, the Atlanta Avenue streetscape varies from development to development. On the north side of Atlanta Avenue within the project area, portions of the streetscape include perimeter block walls with four to five feet of landscaped setback between the sidewalk and the wall while other areas include perimeter block walls directly abutting the sidewalk. Properties east of and adjacent to the project area on the south side of Atlanta Avenue include perimeter block walls with varying landscaped setbacks of five to 10 feet. The Pacific City project site, although not constructed, calls for a variable width (12 – 14 feet) meandering sidewalk with alternating landscaped parkways. The proposed project would be compatible with the existing streetscape by providing a three-foot wide landscaped parkway with groundcover, shrubs, parkway trees and wall ivy between the proposed sidewalk and block wall.

### Wall Height

The HBZSO permits walls within a front yard setback to be a maximum of 42 inches in height. Chapter 210.14 of the HBZSO requires a perimeter wall, six feet in height, at the 10-foot front yard setback for mobile home parks. The project would deviate from these requirements and proposes an eight-foot tall wall along the Atlanta Avenue frontage of the existing Pacific Mobile Home Park. Atlanta Avenue currently slopes from west to east and is situated at a higher elevation than the existing mobile home park. The proposed project would be designed to reconstruct this existing condition and, as such, the project proposes a variable height retaining wall up to seven feet in height to accommodate the slope of the street as well as the lower elevation of the mobile home park relative to Atlanta Avenue. At its tallest point (closest to Huntington Street) the proposed retaining wall would be seven feet in height with a proposed eight-foot tall wall on top. However, as Atlanta Avenue slopes to the east (closest to Delaware Street), no retaining wall is necessary as the elevation of the mobile home park becomes even with the street.

The proposed block wall would be constructed at a maximum height of eight feet to the top of the pilasters as measured from the adjacent curb proposed along Atlanta Avenue. The wall incorporates decorative split-face concrete, darker colored split-face blocks for the proposed pilasters, and height offsets ranging from six to eight feet at varying intervals to provide visual relief. Three feet of tiered

landscaping would be provided to soften the appearance of the wall and add aesthetic value along the public right-of-way. In addition, a 10-foot wide landscape buffer would be provided inside the mobile home park. The 10-foot wide landscaped area would be bermed in areas where a retaining wall is proposed to visually reduce the height and mass of the wall from within the mobile home park.

Although the project would deviate from the requirements of the HBZSO, it should be noted that the proposed wall along the Atlanta Avenue frontage would replace an existing six-foot tall wood fence that was installed by the mobile home park. In 2005, the mobile home park was granted a conditional use permit to install a six-foot tall wood fence along the front property line in lieu of the maximum allowable height of 42 inches. The mobile home park requested the conditional use permit to obtain privacy for the park residents and prevent pedestrians from trespassing in the Park and using the Park as a shortcut to get south to Pacific Coast Highway and the beach. Because the fence was proposed within the ultimate right-of-way, the City approved the wood fence with a condition to remove the fence within three days of notice by the City. In addition, the City would construct the proposed block wall entirely within the City's right-of-way, which is technically outside of the setback. The proposed project would ensure that the mobile home park would still be afforded the privacy they desire. Because the project would replace a six-foot tall wood fence with an eight-foot tall block wall, the project would also further reduce vehicular street noise within the mobile home park.

Staff believes that the height of the wall, as proposed, would ensure the continued privacy of the mobile home park residents, is consistent with existing City policy to allow eight-foot tall walls along arterials, and meets the intent of Chapter 210.14 of the HBZSO requiring minimum six-foot tall walls along the perimeter of mobile home parks. Strict application of the code would result in either a lower 42-inch wall at the property line or acquisition of additional right-of-way from the mobile home park. However, the City's intent is to minimize the project's effect on the existing mobile home park. Therefore, the proposed block wall height has been designed to be sensitive to the existing mobile home park while incorporating features that would be compatible to and consistent with surrounding properties and the existing Atlanta Avenue streetscape within the vicinity of the project area.

#### Effect on Pacific Mobile Home Park and Surrounding Properties

Properties surrounding the subject segment of Atlanta Avenue will not be detrimentally affected by the proposed street widening project. During construction, Atlanta Avenue will remain open to through traffic. Properties along the north and south sides of the project site would remain accessible throughout construction, which is anticipated to take approximately six months to complete. The existing mobile home park has its primary entrance on Huntington Street, which would not be affected by the project. Although the City would be acquiring property from the mobile home park, all on-site improvements would be reconstructed in the same location relative to the property line. The mobile home park would benefit from the greater noise reduction and aesthetic quality of the new block wall and be provided with a wider on-site circulation road/Fire lane as well as new landscaping. The project would result in the removal of eight mobile homes from the Park. However, the residents of these dwellings would be relocated by the City in accordance with existing laws including the Federal Uniform Act, which was enacted to protect displaced residents to ensure efficient and fair relocation.

#### Coastal Development Permit

The project site does not contain sensitive coastal resources or public access and view opportunities that would be affected by the proposed project. The project includes construction of a new sidewalk and Class II bike lane that would enhance public coastal access consistent with Coastal Act policies. In addition, the mitigation measures adopted for the project would ensure that impacted residents of the mobile home park would be relocated in accordance with existing laws.

**ATTACHMENTS:**

1. Suggested Findings and Conditions of Approval – Coastal Development Permit No. 09-001/Conditional Use Permit No. 09-019
2. Revised Project Plans, dated and received August 11, 2011
3. City Council Notice of Action – MND No. 09-001
4. MND No. 09-001 (includes MND, Errata to MND, Comment Letters and Responses to Comments)

## **ATTACHMENT NO. 1**

### **SUGGESTED FINDINGS AND CONDITIONS FOR APPROVAL**

#### **COASTAL DEVELOPMENT PERMIT NO. 09-001/CONDITIONAL USE PERMIT NO. 09-019**

##### **SUGGESTED FINDINGS FOR CEQA:**

The Planning Commission finds that the proposed project was analyzed under MND No. 09-001 adopted by the City Council on January 18, 2011 with findings and mitigation measures.

##### **SUGGESTED FINDINGS FOR APPROVAL – COASTAL DEVELOPMENT PERMIT NO. 2009-001:**

1. Coastal Development Permit No. 09-001 for the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements in the coastal zone, conforms to the General Plan, including the Local Coastal Program. The project would bring the subject segment of Atlanta Avenue into compliance with the primary arterial designation specified in the General Plan Circulation Element, the City's certified Local Coastal Program, and the County of Orange Master Plan of Arterial Highways.
2. The project is consistent with the requirements of the CZ Overlay District, the base zoning district, as well as other applicable provisions of the Municipal Code. The proposed development complies with all development standards except for the height of the proposed block wall, which deviates from the maximum allowable 42-inch height limit. However, the deviation to allow a taller perimeter wall would replace an existing six-foot tall wood fence, which provides privacy for the adjacent mobile home park and safety for pedestrians walking along the top of the slope at the edge of the right-of-way. The wall would be designed to improve the overall aesthetic of the area and would not detrimentally impact surrounding properties.
3. At the time of occupancy the proposed development can be provided with infrastructure in a manner that is consistent with the Local Coastal Program. The proposed project is an infrastructure project that would accommodate buildout of the City forecasted in the General Plan by widening Atlanta Avenue to its ultimate primary arterial configuration. In addition, the project involves replacement of all existing utilities within the public right-of-way and mobile home park to ensure continued service in the project area.
4. The development conforms to the public access and public recreation policies of Chapter 3 of the California Coastal Act. The project will not impact existing public access or recreation opportunities in the coastal zone. The project will provide a new ADA compliant sidewalk as well as a new striped bike lane that do not currently exist. These improvements would enhance public coastal access opportunities within the project area.

##### **SUGGESTED FINDINGS FOR APPROVAL - CONDITIONAL USE PERMIT NO. 2009-019:**

1. Conditional Use Permit No. 09-019 to permit construction of a maximum eight-foot tall block wall along the Atlanta Avenue frontage of an existing mobile home park, in lieu of the 42-inch height limit within the required 10-foot minimum setback, will not be detrimental to the general welfare of persons

working or residing in the vicinity or detrimental to the value of the property and improvements in the neighborhood. The proposed fencing will improve public safety by providing protection along the top of a sloped embankment separating the mobile home park from the public right-of-way. In addition, the wall will ensure continued privacy of the mobile home park residents thus ensuring no detrimental impacts to the public as well as surrounding residents and properties.

2. The conditional use permit will be compatible with the surrounding properties along Atlanta Avenue and is consistent with existing conditions as the proposed block wall will replace an existing six-foot tall wood fence. The proposed block wall and landscaping design will provide for continuity in the existing streetscape for Atlanta Avenue within the vicinity of the project. In addition, the proposed wall will provide additional noise reduction and privacy for residents of the mobile home park which is situated at a lower elevation than Atlanta Avenue.
3. The proposed conditional use permit will comply with the provisions of the base district and other applicable provisions in Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance. The Huntington Beach Zoning & Subdivision Ordinance provides for exceptions to fence height limits with approval of a conditional use permit. The project's design and implementation of the adopted mitigation measures will ensure that the proposed fence, although deviating from the provisions of the HBZSO, will be compatible with properties surrounding the project site and will not detrimentally impact surrounding residents.
4. The granting of the conditional use permit will not adversely affect the General Plan. The project would bring the subject segment of Atlanta Avenue into compliance with the primary arterial street classification specified in the General Plan Circulation Element. In addition, it is consistent with the following goals and policies of the General Plan:

A. Circulation Element

Policy CE 1.1.1: Encourage the completion of missing roadway links and other related facilities by adopting the Circulation Plan of Arterial Highways and critical intersection improvements as shown in Figures CE-3, CE-4, CE-5 and as described in Tables CE-1, CE-2, and CE-3 of this element.

Goal CE 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Goal CE 6: Provide a city-wide system of efficient and attractive pedestrian, equestrian, and waterway facilities for commuter, school, and recreational use.

Objective CE 6.1: Promote the safety of bicyclists and pedestrians by adhering to Caltrans and City-wide standards.

Policy CE 6.1.6: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.

Policy CE 6.1.10: Implement appropriate traffic devices and operation programs throughout the community to ensure that conflicts between pedestrians, bicycles, and vehicles are minimized and safety enhanced.

B. Coastal Element

Goal C 2: Provide coastal resource access opportunities for the public where feasible and in accordance with the California Coastal Act requirements.

Policy C 2.2.1: Encourage the utilization of easements and/or rights-of-way along flood control channels, public utilities, railroads and streets, wherever practical, for the use of bicycles and/or pedestrians.

Objective C 2.6: Promote and provide, where feasible, additional public access, including handicap access, to the shoreline and other coastal resources.

C. Urban Design Element

Goal UD 1: Enhance the visual image of the City of Huntington Beach.

The proposed block wall is a component of a City project that would widen Atlanta Avenue to its ultimate primary arterial right-of-way classification consistent with the City's Circulation Plan as well as the County Master Plan of Arterial Highways. The project would provide additional capacity on Atlanta Avenue and accommodate growth forecasted by the General Plan. The proposed project also involves construction of a new ADA accessible sidewalk and Class II bike lane, which do not currently exist, and replacement of an OCTA bus stop, which is currently constrained by the existing roadway configuration. The current transit activity turning from Huntington Street and stopping on Atlanta Avenue is constrained due to the substandard width of the existing roadway, the tight turning radius at the southeast corner of Atlanta Avenue and Huntington Street, and the presence of cyclists who share the roadway on this segment of Atlanta Avenue. Widening the roadway to provide two eastbound travel lanes and a designated bike lane will help to minimize conflict and improve traffic safety in the project area. The improvements also include replacement of an existing wood fence at the back of the existing gravel sidewalk with a new decorative concrete block wall and a three-foot wide landscape strip between the new ADA sidewalk and the block wall incorporating trees, flowering plants and wall vines. These improvements would enhance the streetscape aesthetic consistent with the City's Urban Design Guidelines and provide for continued privacy for residents of the adjacent mobile home park to the south.

**SUGGESTED CONDITIONS OF APPROVAL – COASTAL DEVELOPMENT PERMIT NO. 2009-001 AND CONDITIONAL USE PERMIT NO. 2009-019:**

1. The site plan and elevation received and dated August 11, 2011, shall be the conceptually approved design.
2. A Landscape and Irrigation Plan shall be prepared and submitted, of minimum 24" x 36" format, to the Public Works Department and Planning Division for review and approval. Concurrent with preparation of the landscape plan, the Public Works Department shall provide an Arborist report on all existing trees to be removed within the mobile home park. Said report shall quantify, identify, size and analyze the health of the existing trees. Existing mature trees that are to be removed must be replaced at a two to one ratio.
3. A minimum 25-foot sight triangle shall be provided at the intersection of Atlanta Avenue and Huntington Street in compliance with Huntington Beach Zoning & Subdivision Ordinance Section

230.88(C) – *Fencing and Yards, Visibility*. The required visibility triangle shall be measured from the right-of-way lines, in accordance with Diagram A (HBZSO 230.88).

4. Existing Emergency Access driveways and gates along Atlanta Avenue shall be replaced in accordance with Fire Department requirements. Fire Hydrants within the public right-of-way shall be relocated in the same location on the new sidewalk. Fire flows shall be maintained at their current GPM flows with a 20 psi residual.
5. The development services departments (Fire, Planning and Building, and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18.
6. Incorporating sustainable or “green” building practices into the design of the proposed structures and associated site improvements is highly encouraged. Sustainable building practices may include (but are not limited to) those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>) or Build It Green's Green Building Guidelines and Rating Systems (<http://www.builditgreen.org/green-building-guidelines-rating/>).

#### **MITIGATION MEASURES FOR ENVIRONMENTAL CONCERNS:**

1. As soon as feasibly possible, the City shall commence with acquisition and relocation in accordance with the provisions of the Federal Uniform Act and other applicable laws. Notification to and discussions with the impacted property owner and residents shall occur as soon as feasibly possible pursuant to the Federal Uniform Act. The City shall ensure that a relocation plan is prepared prior to final project plans and relocation is implemented in accordance with the Federal Uniform Act.
2. The City shall require, by contract specifications, implementation of the following measures:
  - a. All work shall be done in accordance with the “GREENBOOK” Standard Specifications for Public Works Construction, 2009 Edition, as written and promulgated by Public Works Standards, Inc.
  - b. The construction contractor shall not discharge smoke, dust, equipment exhaust, or any other air contaminants into the atmosphere in such quantity as will violate any federal, State or local regulations. (Greenbook Section 7-8.2)
  - c. The contractor shall comply with Caltrans' Standard Specification Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).
  - d. The contractor shall apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
  - e. The contractor shall spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.

- f. The contractor shall wash trucks as they leave the right-of-way as necessary to control fugitive dust.
  - g. The contractor shall properly tune and maintain construction equipment and vehicles and use low-sulfur fuel in all construction equipment as provided in the California Code of Regulations Title 17, Section 93114.
  - h. The contractor shall develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited re-vegetation of disturbed slopes as needed to minimize construction impacts to adjacent uses and residents.
  - i. The contractor shall locate equipment and materials storage as far away from residential as practical.
  - j. The contractor shall establish environmentally sensitive areas for receptors within which construction activities involving extended idling of diesel equipment would be prohibited to the extent feasible.
  - k. The contractor shall use track out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
  - l. The contractor shall require that all transported loads of soil and wet materials shall be covered prior to transport, or provide adequate freeboard to reduce PM<sub>10</sub> and deposition of particulate matter during transportation.
  - m. The contractor shall route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling along local roads.
  - n. The contractor shall install landscaping as soon as practical after grading to reduce windblown particulate in the area.
  - o. The contractor shall implement a street sweeping program with Rule 1186-compliant PM<sub>10</sub>-efficient vacuum units on at least a 14-day frequency.
  - p. The contractor shall abate dust nuisance by cleaning, sweeping and spraying with water, or other means as necessary. (Greenbook Section 7-8.1)
  - q. The contractor shall provide a self-loading motorized street sweeper equipped with a functional water spray system. The sweeper shall clean all paved areas within the work site and all pave haul routes at least once a day. (Greenbook Section 7-8.1)
3. Prior to the onset of ground disturbance activities, the project developer shall implement the following mitigation measure which entails nesting surveys and avoidance measures for sensitive nesting and MBTA species, and appropriate agency consultation:
- a. Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible.
  - b. Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds), a 250-foot no-

work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or U.S. Fish and Wildlife Service.

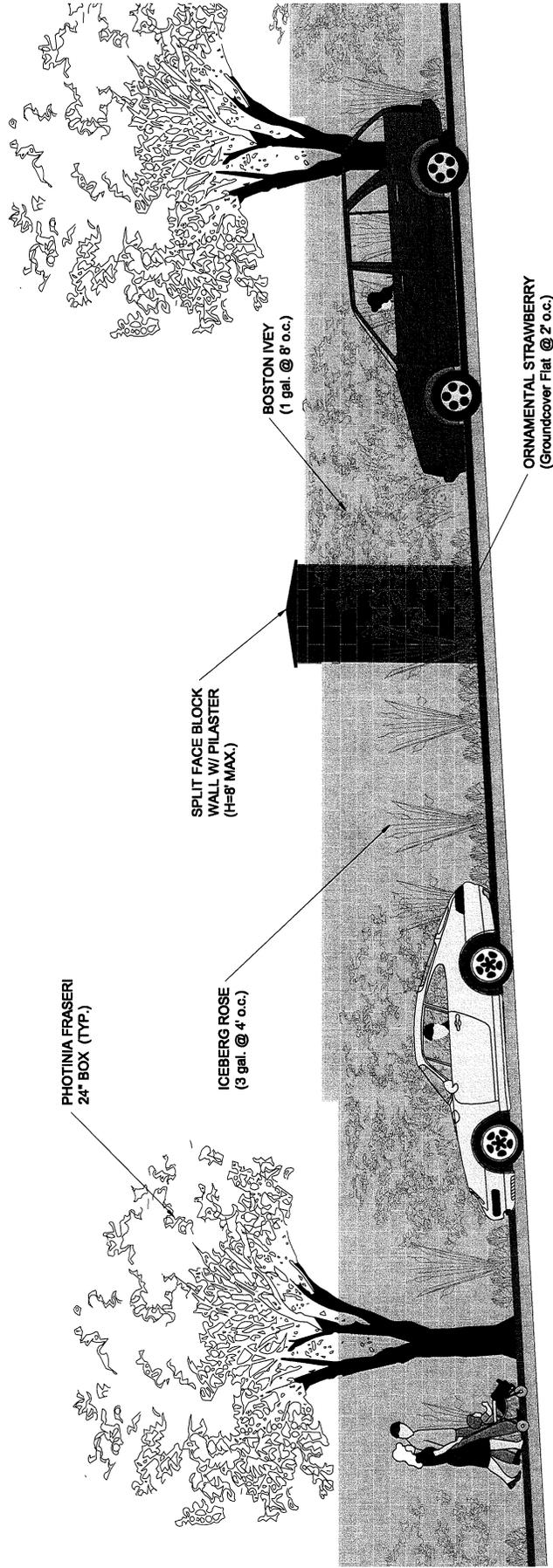
- c. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.
4. The City shall require by contract specifications the following measures:
    - a. Ensure that all construction equipment has sound-control devices.
    - b. Prohibit equipment with un-muffled exhaust.
    - c. Site staging of equipment as far away from sensitive receptors as possible.
    - d. Limit idling of equipment whenever possible.
    - e. Notify adjacent residents in advance of construction work.
    - f. Educate contractors and employees to be sensitive to noise impact issues and noise control methods.
    - g. Install temporary acoustic barriers between the mobile home removal and construction activities and the row of mobile homes to remain closest to Atlanta Avenue. Acoustical barriers should provide a Sound Transmission Class Rating of 25 and should be situated in a manner to provide an uninterrupted continuous barrier between all mobile home removal and road construction activities. During the mobile home removal activities, the barriers should stretch from the east edge of the property to the west and zig-zag between homes where necessary. After removal of the mobile homes and prior to construction of the drive aisle within the mobile home property, the barrier can be straightened to stretch more directly from the east property line to the west property line.
  5. If cultural resources are encountered during construction-related ground-disturbing activities, all construction personnel shall be informed of the need to stop work on the project site in the event of a potential find, until a qualified archaeologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of cultural resources is prohibited. If archaeological resources are discovered during ground-disturbing activities, all construction activities within 50 feet of the find shall cease until the archaeologist evaluates the significance of the resource. In the absence of a determination, all archaeological resources shall be considered significant. If the resource is determined to be significant, the archaeologist shall prepare a research design and recovery plan for the resources.
  6. If human remains are discovered during construction or any earth-moving activities, the County Coroner must be notified of the find immediately. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner must notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (MLD). The designated MLD may make recommendations to the City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods.

#### **INDEMNIFICATION AND HOLD HARMLESS CONDITION:**

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or

employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.





CONCEPTUAL VIEW FROM STREET  
(LOOKING SOUTHERLY FROM ATLANTA AVENUE)

CONCEPTUAL ELEVATION VIEW  
ATLANTA AVENUE WIDENING  
(HUNTINGTON ST. - DELAWARE ST.)



PROPOSED UNDER THE SUPERVISION OF  
DEPARTMENT OF PUBLIC WORKS  
R.C.E. NO. \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY: \_\_\_\_\_  
CITY ENGINEER, HUNTINGTON BEACH, CA  
R.C.E. NO. 088814 DATE \_\_\_\_\_

DATE	APPROVED BY

DATE	DESCRIPTION

DATE	BY	DESCRIPTION

DATE	BY	DESCRIPTION

Underground Service Alert  
Call: TOLL FREE  
1-800-422-4133  
TWO WORKING DAYS BEFORE YOU DIG





# City of Huntington Beach

2000 Main Street • Huntington Beach, CA 92648

OFFICE OF THE CITY CLERK  
JOAN L. FLYNN  
CITY CLERK

## NOTICE OF ACTION

### **MITIGATED NEGATIVE DECLARATION NO. 09-001 (ATLANTA AVENUE WIDENING MND)**

February 3, 2011

City of Huntington Beach  
Public Works Department  
2000 Main Street  
Huntington Beach CA 92648

**APPLICANT:** City of Huntington Beach Public Works Department

**APPELLANT:** Hart, King and Coldren, 200 Sandpointe, Fourth Floor, Santa Ana, CA 92707

**REQUEST:** To analyze the potential environmental impacts associated with a proposal to widen the south side of Atlanta Avenue, between Huntington Street and Delaware Street, to comply with the primary arterial street classification in the General Plan Circulation Element.

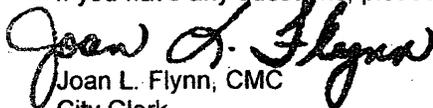
**PROPERTY OWNER:** **Atlanta Avenue Right-of-Way: City of Huntington Beach; Pacific Mobile Home Park, LLC, 80 Huntington Street, Huntington Beach, CA 92648**

**LOCATION:** Atlanta Avenue Right-of-Way: between Huntington Street and Delaware Street; Pacific Mobile Home Park: 80 Huntington Street (south side of Atlanta Avenue, between Huntington Street and Delaware Street.

**PROJECT PLANNER:** Jennifer Villasenor

On Tuesday, January 18, 2011 a public hearing was held to consider an appeal filed by Hart, King and Coldren of the Planning Commission's Approval of Mitigated Negative Declaration No. 09-001 (Atlanta Avenue Widening MND). The Huntington Beach City Council **approved** Mitigated Negative Declaration No. 09-001 with findings and mitigation measures.

Enclosed are the Findings, Mitigation Measures, and the Action Agenda from the January 18, 2011 meeting. If you have any questions, please Jennifer Villasenor, Senior Planner at (714) 374-1661.

  
Joan L. Flynn, CMC  
City Clerk

JF:rl

c: Scott Hess, Director of Planning and Building  
Jennifer Villasenor, Senior Planner  
Hart, King and Coldren, 200 Sandpointe, Fourth Floor, Santa Ana, CA 92707

Attachments:  
Findings and Mitigation Measures MND 09-001  
City Council Action Agenda for 1-18-11

Sister Cities: Anjo, Japan • Waitakere, New Zealand

(Telephone: 714-536-5227)  
**ATTACHMENT NO. 3.1**

**FINDINGS AND MITIGATION MEASURES**  
**MITIGATED NEGATIVE DECLARATION NO. 09-001**

1. Mitigated Negative Declaration No. 2009-001 has been prepared in compliance with Article 6 of the California Environmental Quality Act (CEQA) Guidelines. It was advertised and available for a public comment period of 30 days. Comments received during the comment period were considered by the Planning Commission prior to action on the Mitigated Negative Declaration.
2. Mitigation measures avoid or reduce the project's effects to a point where clearly no significant effect on the environment will occur. Mitigation measures address construction noise and pollutant emissions and potential impacts to biological resources, cultural resources and population and housing. Mitigation measures were generally designed to minimize construction related impacts within and surrounding the project area as well as ensure that relocation of the impacted residents complies with the provisions of existing federal laws enacted to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably.
3. There is no substantial evidence in light of the whole record before the Planning Commission that the project, as mitigated through the attached mitigation measures, will have a significant effect on the environment. The proposed project will widen Atlanta Avenue between Huntington Street and Delaware Street to comply with the primary arterial street classification in the General Plan Circulation Element. As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street. Additional beneficial impacts include construction of a new ADA accessible sidewalk and Class II bike lane along the south side of Atlanta Avenue. The subject segment of Atlanta Avenue does not currently have a sidewalk or designated bike lane. Because the current roadway narrows at the intersection of Huntington Street and Atlanta Avenue, traffic flow is often impeded when the bus makes stops at this location. In addition, bicyclists are currently forced into travel lanes due to the roadway narrowing and the existing transit stop configuration. The project would improve the current conditions with the installation of the proposed improvements and would improve traffic safety for pedestrians, bicyclists and transit users traveling within the project area. Finally, all potential adverse impacts resulting from construction of the project can be adequately mitigated to a less than significant level.

**MITIGATION MEASURES FOR ENVIRONMENTAL CONCERNS:**

1. As soon as feasibly possible, the City shall commence with acquisition and relocation in accordance with the provisions of the Federal Uniform Act and other applicable laws. Notification to and discussions with the impacted property owner and residents shall occur as soon as feasibly possible pursuant to the Federal Uniform Act. The City shall ensure that a relocation plan is prepared prior to final project plans and relocation is implemented in accordance with the Federal Uniform Act.
2. The City shall require, by contract specifications, implementation of the following measures:

- a. All work shall be done in accordance with the "GREENBOOK" Standard Specifications for Public Works Construction, 2009 Edition, as written and promulgated by Public Works Standards, Inc.
- b. The construction contractor shall not discharge smoke, dust, equipment exhaust, or any other air contaminants into the atmosphere in such quantity as will violate any federal, State or local regulations. (Greenbook Section 7-8.2)
- c. The contractor shall comply with Caltrans' Standard Specification Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).
- d. The contractor shall apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
- e. The contractor shall spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.
- f. The contractor shall wash trucks as they leave the right-of-way as necessary to control fugitive dust.
- g. The contractor shall properly tune and maintain construction equipment and vehicles and use low-sulfur fuel in all construction equipment as provided in the California Code of Regulations Title 17, Section 93114.
- h. The contractor shall develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited re-vegetation of disturbed slopes as needed to minimize construction impacts to adjacent uses and residents.
- i. The contractor shall locate equipment and materials storage as far away from residential as practical.
- j. The contractor shall establish environmentally sensitive areas for receptors within which construction activities involving extended idling of diesel equipment would be prohibited to the extent feasible.
- k. The contractor shall use track out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- l. The contractor shall require that all transported loads of soil and wet materials shall be covered prior to transport, or provide adequate freeboard to reduce PM<sub>10</sub> and deposition of particulate matter during transportation.
- m. The contractor shall route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling along local roads.
- n. The contractor shall install landscaping as soon as practical after grading to reduce windblown particulate in the area.
- o. The contractor shall implement a street sweeping program with Rule 1186-compliant PM<sub>10</sub>-efficient vacuum units on at least a 14-day frequency.
- p. The contractor shall abate dust nuisance by cleaning, sweeping and spraying with water, or other means as necessary. (Greenbook Section 7-8.1)
- q. The contractor shall provide a self-loading motorized street sweeper equipped with a functional water spray system. The sweeper shall clean all paved areas within the work site and all pave haul routes at least once a day. (Greenbook Section 7-8.1)

3. Prior to the onset of ground disturbance activities, the project developer shall implement the following mitigation measure which entails nesting surveys and avoidance measures for sensitive nesting and MBTA species, and appropriate agency consultation:
  - a. Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible.
  - b. Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds), a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or U.S. Fish and Wildlife Service.
  - c. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.
4. The City shall require by contract specifications the following measures:
  - a. Ensure that all construction equipment has sound-control devices.
  - b. Prohibit equipment with un-muffled exhaust.
  - c. Site staging of equipment as far away from sensitive receptors as possible.
  - d. Limit idling of equipment whenever possible.
  - e. Notify adjacent residents in advance of construction work.
  - f. Educate contractors and employees to be sensitive to noise impact issues and noise control methods.
  - g. Install temporary acoustic barriers between the mobile home removal and construction activities and the row of mobile homes to remain closest to Atlanta Avenue. Acoustical barriers should provide a Sound Transmission Class Rating of 25 and should be situated in a manner to provide an uninterrupted continuous barrier between all mobile home removal and road construction activities. During the mobile home removal activities, the barriers should stretch from the east edge of the property to the west and zig-zag between homes where necessary. After removal of the mobile homes and prior to construction of the drive aisle within the mobile home property, the barrier can be straightened to stretch more directly from the east property line to the west property line.
5. If cultural resources are encountered during construction-related ground-disturbing activities, all construction personnel shall be informed of the need to stop work on the project site in the event of a potential find, until a qualified archaeologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of cultural resources is prohibited. If archaeological resources are discovered during ground-disturbing activities, all construction activities within 50 feet of the find shall cease until the archaeologist evaluates the significance of the resource. In the

absence of a determination, all archaeological resources shall be considered significant. If the resource is determined to be significant, the archaeologist shall prepare a research design and recovery plan for the resources.

6. If human remains are discovered during construction or any earth-moving activities, the County Coroner must be notified of the find immediately. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner must notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (MLD). The designated MLD may make recommendations to the City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods.

**INDEMNIFICATION AND HOLD HARMLESS CONDITION:**

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

**ENVIRONMENTAL CHECKLIST FORM  
CITY OF HUNTINGTON BEACH  
PLANNING & BUILDING DEPARTMENT  
ENVIRONMENTAL ASSESSMENT NO. 09-001**

- 1. PROJECT TITLE:** Atlanta Avenue Widening Project  
**Concurrent Entitlements:** Coastal Development Permit No. 2009-001; Conditional Use Permit No. 2009-019
- 2. LEAD AGENCY:** City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA 92648
- Contact:** Jennifer Villasenor, Acting Senior Planner  
**Phone:** (714) 374-1661
- 3. PROJECT LOCATION:** 80 Huntington Street (south side of Atlanta Avenue, between Huntington Street and Delaware Street) (*Refer to Attachment No. 1*)
- 4. PROJECT PROPONENT:** City of Huntington Beach  
Public Works Department  
2000 Main Street  
Huntington Beach, CA 92648  
Contact: Jonathan Claudio, Senior Civil Engineer  
(714) 374-5380
- 5. GENERAL PLAN DESIGNATION:** Atlanta Avenue: Right-of-Way  
Manufactured Home Park: Residential – Medium High Density – 15 units/acre (RM-15)
- 6. ZONING:** Atlanta Avenue: Right-of-Way  
Manufactured Home Park: Residential Manufactured Home Park – Coastal Zone overlay (RMP-CZ)

- 7. PROJECT DESCRIPTION** (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The City proposes to widen the south side of Atlanta Avenue, between Huntington Street and Delaware Street, to comply with the primary arterial street classification in the General Plan Circulation Element. The General Plan Circulation Element designates Atlanta Avenue as a primary arterial street, both in the current and in the 2010 Circulation Plan of Arterial Highways/County Master Plan of Arterial Streets and Highways (MPAH). As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped

median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street.

The mixed-use Pacific City project located immediately west of the subject site has recently widened Atlanta Avenue between 1<sup>st</sup> Street and Huntington Street to its ultimate location. This has resulted in the segment of Atlanta Avenue between Huntington Street and Delaware Street as the lone remaining “choke point” on Atlanta Avenue between 1<sup>st</sup> Street and Beach Boulevard. The existing “choke point” creates a 26 ft. (approx.) offset in the south curb alignment at the intersection of Atlanta Avenue and Huntington Street. Since the narrowing roadway requires motorists traveling eastbound on Atlanta Avenue to make additional motorist decisions, there is a greater potential for merging accidents and motorists inadvertently driving vehicles off of the street. The proposed street widening would alleviate this “choke point” and help to minimize accident potential and provide for improved traffic safety.

#### Proposed Street Improvements

The proposed street improvements will provide an additional through lane and bike lane in each direction of travel. In addition, the project’s scope of work includes clearing and grubbing, the construction of asphalt concrete roadway, striping, curb, gutter, sidewalk, an 8-foot tall concrete block wall atop a variable height (7 ft. max.) retaining wall, landscaping (including the removal or relocation of 25 trees within the existing mobile home park), reconstruction of a 26 ft. wide drive aisle (circulation road) and two emergency access gates within the mobile home park, and utility and fire hydrant adjustment and relocation, including relocation of an existing drainage catch basin at the corner of Delaware Street and Atlanta Avenue. In addition, five utility poles and overhead lines currently located within the existing southerly parkway area will require relocation. In accordance with the City’s franchise agreements, the utility companies will be responsible for the relocation and/or adjustment of their facilities. It should be noted that the project requires approval of a coastal development permit for development in the coastal zone and a conditional use permit for the proposed retaining wall.

#### Acquisition of Right-of-Way

The existing public street right-of-way along the subject segment of Atlanta Avenue varies from 60 ft. wide (30 ft. north and 30 ft. south of street centerline) at Huntington Street to 85 ft. wide (55 ft. north and 30 ft. south of street centerline) at Delaware Street. Consequently, construction of the proposed street improvements will require the acquisition of an additional 25 feet of public street right-of-way south of the centerline of Atlanta Avenue (i.e., the public street right-of-way is proposed at 55 ft. south of street centerline). The additional 25 feet of right-of-way would come from a 25 feet wide by 630 feet long (approx.) strip of land from the Pacific Mobile Home Park located immediately south of Atlanta Avenue. The acquisition of the 25 feet would impact eight manufactured/mobile homes (Unit Nos. 101, 102, 201, 301, 302, 401, 501, and 502) within the park. The impacted residents would need to be relocated pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“The Uniform Act”). However, the relocation site is not known at this time since many steps are required before the City can begin relocation. That is, because the City anticipates receiving and using federal funds to construct the project, the City first has to obtain Federal authorization to proceed with the right-of-way phase before it can begin negotiating with the mobile home park owner to acquire the necessary right-of-way. The federal authorization to proceed cannot be granted until environmental review for the project is completed pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). After completion of environmental review and once the authorization to proceed with the right-of-way phase is granted, negotiations to acquire the right-of-way can begin. If the City successfully negotiates land acquisition with the park owner, relocation of the residents would occur at that time. Potential relocation alternatives include on-site relocation, off-site relocation to another park or conventional dwelling unit, or a monetary offer for residents who no longer choose to own a manufactured/mobile home. On-site relocation could occur by relocating the residents to an existing available space within the park or through reconfiguration of the park to include an adjacent

undeveloped area along Delaware Street. Since the City cannot negotiate the relocation alternatives with the impacted residents until the aforementioned steps (i.e. – environmental review, federal authorization, land acquisition) are completed, it is uncertain where the impacted residents would be relocated. Therefore, the physical relocation is not reasonably foreseeable. At such time that the relocation site(s) can be determined, the relocation would be subject to environmental review pursuant to CEQA.

Construction Scenario

It is estimated that project construction would take approximately six months. Once a contract is awarded, the contractor would provide a construction schedule to the City for review and approval. Although the entire project area has been previously graded, it is estimated that approximately 1,300 cubic yards of export soil and 1,800 cubic yards of import soil will be required to transition the existing grade of Atlanta Avenue, which slopes from west to east, to the “new” grades of the widened road and the reconstructed on-site improvements at the Pacific Mobile Home Park property.

- 8. SURROUNDING LAND USES AND SETTING:** The project site consists of the existing Atlanta Avenue right-of-way from Huntington Street to Delaware Street and the northern portion of the Pacific Mobile Home Park, a 256-space mobile home park developed in the late 1950s. The project site is approximately 2.6 acres in area. The existing Atlanta Avenue right-of-way consists of approximately 1.57 acres of the project area and the existing mobile home park property is the remaining 1.03 acres of the project area.

The project area is bounded by single- and multi-family residential uses to the north and east. Although the project site includes the northern portion of the Pacific Mobile Home Park, the majority of the approximately 18.24-acre park, is located immediately south of the street widening site and the Waterfront Hilton Hotel is further south beyond the mobile home park. The Pacific City mixed use project site is located west of the project area.

- 9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:** Caltrans-approved Preliminary Environmental Assessment (PES) Form (January, 2009)

- 10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED)** (i.e. permits, financing approval, or participating agreement):

- ◆ Caltrans
- ◆ Federal Highway Administration

The proposed project is anticipated to receive Federal Highway Administration (FHWA) funding to construct the project. The City has been working with Caltrans to obtain the funding and has already received authorization to proceed with the engineering phase.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Land Use / Planning             | <input type="checkbox"/> Transportation / Traffic        | <input type="checkbox"/> Public Services                    |
| <input checked="" type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities / Service Systems        |
| <input type="checkbox"/> Geology / Soils                 | <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Aesthetics                         |
| <input type="checkbox"/> Hydrology / Water Quality       | <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Cultural Resources      |
| <input checked="" type="checkbox"/> Air Quality          | <input type="checkbox"/> Noise                           | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Agriculture Resources           | <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION**

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

I find that the proposed project **MAY** have a "potentially significant impact" or a "potentially significant unless mitigated impact" on the environment, but at least one impact (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further is required.**

Signature *Jennifer Villaseca*

Printed Name Jennifer Villaseca

Date 8/5/10

Title Acting Senior Planner

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. “Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XVIII. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach’s requirements.

---

**SAMPLE QUESTION:**

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Potentially Significant Less Than Significant Impact</i>	<i>No Impact</i>
<i>Would the proposal result in or expose people to potential impacts involving:</i>				
<i>Landslides? (Sources: 1, 6)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).</i>				

---

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**I. LAND USE AND PLANNING. Would the project:**

- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources:1,2,5)

**Discussion:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The General Plan Circulation Element designates Atlanta Avenue as a primary arterial street, both in the current and in the 2010 Circulation Plan of Arterial Highways. As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street. The proposed project would bring the subject segment of Atlanta Avenue into compliance with its General Plan classification as well as the Orange County Master Plan of Arterial Highways (MPAH). The project is also consistent with the 2008 Regional Transportation Plan (RTP) of the Southern California Association of Governments (SCAG).

Other improvements of the project include a concrete block retaining wall, which would replace an existing wood fence separating Atlanta Avenue from the existing mobile home park south of Atlanta Avenue. The concrete block retaining wall requires a conditional use permit pursuant to the Huntington Beach Zoning and Subdivision Ordinance (HBZSO), which is part of the project’s entitlement request and analyzed as part of the scope of the project within this document. The project also requires acquisition of an additional 25 feet of right-of-way south of Atlanta Avenue. The right-of-way would be acquired from the existing mobile home park immediately south of Atlanta Avenue and would result in the removal of eight homes from their current location in the park. The residents of the eight homes would be required to be relocated pursuant to the Federal Uniform Act and is further discussed under the Population and Housing section of this document. Finally, as the project site is located in the coastal zone, a coastal development permit is required subject to the requirements of Chapter 245 of the HBZSO. The coastal development permit is required to ensure that the project conforms to the California Coastal Act and would not be detrimental to coastal resources and access. As discussed throughout the document, the project would not cause significant environmental impacts to coastal resources and would be improving coastal access by providing a sidewalk and Class-II bike lane and improving an existing Orange County Transit Authority (OCTA) bus stop.

After acquisition of 25 feet of the existing mobile home park for right-of-way, the resulting mobile home park would remain in compliance with the applicable development standards of the HBZSO such as lot size and setbacks. In addition, the resulting density of the mobile home park would be consistent with its General Plan land use designation of Residential Medium Density – 15 units per acre, even if all of the residents choose to relocate within the existing mobile home park.

Based on the analysis above, the project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Less than significant impacts would occur.

- b) Conflict with any applicable habitat conservation plan

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

or natural community conservation plan? (Sources:1)

**Discussion:** The project would not conflict with any applicable habitat conservation plan or natural community conservation plan as no such plan is adopted for the City of Huntington Beach. No impacts would occur.

- c) Physically divide an established community? (Sources:4)

**Discussion:** Although the project involves a street widening project, it would not result in the division of an established community. The project would widen Atlanta Avenue between Huntington Street and Delaware Street to its designated classification and improve circulation in the project area. In order to accomplish the proposed project, acquisition of 25 feet of additional right-of-way is required from the existing mobile home park immediately south of Atlanta Avenue. Upon completion of the construction, the mobile home park would have access and drive aisles in the same location as prior to construction and would not be physically divided. Less than significant impacts would occur.

**II. POPULATION AND HOUSING.** Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources:4,5)

**Discussion:** The project does not include new residential units or commercial and industrial uses that would induce substantial population growth. The project proposes to widen Atlanta Avenue and therefore would be increasing capacity for the road and indirectly allow for population growth. However, the widening project would bring the subject segment of Atlanta Avenue into compliance with its General Plan Circulation Element designation and would not induce growth that was not previously accounted for in the General Plan. Impacts would be less than significant.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources:4,5)

**Discussion:** See discussion under c.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources:4,5)

**Discussion b & c:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. To accomplish the project, acquisition of 25 feet of additional right-of-way is required on the south side of Atlanta Avenue. Along with the acquisition of this 25 feet wide by 630 feet long (approx.) strip of land from the mobile home park immediately south of Atlanta Avenue, eight homes (Unit Nos. 101, 102, 201, 301, 302, 401, 501, and 502) consisting of 14 residents will also need to be removed in order to construct the proposed street widening project. The removal of the homes and displacement of the 14 impacted residents is subject to the relocation requirements under the Federal Uniform

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Act. The Federal Uniform Act, passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. Alternatives for the relocation of the units would include on-site relocation, off-site relocation to another park or conventional dwelling unit, or a monetary offer for residents who no longer choose to own a manufactured/mobile home.

Because the City anticipates receiving and using federal funds to construct the project, the City first has to obtain Federal authorization to proceed with the right-of-way phase before it can begin negotiating with the mobile home park owner to acquire the necessary right-of-way. The federal authorization to proceed cannot be granted until environmental review for the project is completed pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). After completion of environmental review and once the authorization to proceed with the right-of-way phase is granted, negotiations to acquire the right-of-way can begin. If the City successfully negotiates land acquisition with the park owner, relocation of the residents would occur at that time. Therefore, the ultimate relocation of the impacted mobile homes/residents is not known at this point because real estate negotiations with the mobile home park owner and residents cannot commence until the City completes environmental review and receives authorization to proceed with the right-of-way phase. While eight homes with 14 residents would not necessarily be considered a substantial relocation, in order to ensure that impacts to the 14 residents that would require relocation is less than significant, the following mitigation measure is recommended:

**POP-1:** *Upon Federal authorization to proceed with right-of-way acquisition, the City shall commence with acquisition and relocation in accordance with the provisions of the Federal Uniform Act. Notification to and discussions with the impacted residents shall occur as soon as feasibly possible pursuant to the Federal Uniform Act. The City shall ensure that a relocation plan is prepared prior to final project plans and relocation is implemented in accordance with the Federal Uniform Act.*

Compliance with the Federal Uniform Act will ensure the proper and fair treatment of the mobile home park owner and displaced residents in an efficient manner during the acquisition and relocation process. With implementation of POP-1, less than significant impacts would occur.

**III. GEOLOGY AND SOILS.** Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault ? (Sources:1,6,13)

**Discussion:** See discussion under b.

- ii) Strong seismic ground shaking? (Sources:1,6,13)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**Discussion:** See discussion under b.

iii) Seismic-related ground failure, including liquefaction? (Sources:1,6,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Discussion:** See discussion under b.

iv) Landslides? (Sources:1,6,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
----------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

**Discussion:** See discussion under b.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources:1,6,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Discussion a, b & d:** The project includes the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project site is not identified as an area of potentially unstable slope areas in the General Plan Environmental Hazards Element and is not within the Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the Newport-Inglewood fault located northeast of the project site. Based upon the City's General Plan (Figure EH-12) and Geotechnical Inputs Study, the project site is located within an area with moderate to high potential for expansive soil. In addition, the project site is in an area with a low potential for liquefaction (General Plan Figure EH-7).

The project site is located in the seismically active region of Southern California. Therefore, the site could be subjected to strong ground shaking in the event of an earthquake. The proposed development would be required to comply with the California Building Code (CBC), which includes regulations for projects to be designed to withstand seismic forces. In addition, the project is required to prepare a site specific geotechnical investigation, including subsurface exploration and laboratory testing, to further evaluate the nature and engineering characteristics of the underlying soils. The report will provide recommendations for the design and construction of the project, including recommendations to address liquefaction and expansive soil potential. Adherence to the seismic design and construction parameters of the CBC, the City's Municipal Code and recommendations outlined in a site specific geotechnical investigation, would ensure protection of the project from impacts associated with seismic activity. Less than significant impacts would occur.

The project site has been previously graded and developed with roadway, drainage facilities, walkways and landscaped areas. Although the proposed project has the potential to result in erosion of soils during construction activities, erosion will be minimized by compliance with standard City requirements for submittal of an erosion control plan, for review and approval by the Department of Public Works. In the event that unstable soil conditions occur on the project site due to previous grading, excavation, or placement of fill materials, these conditions would be remedied pursuant to the recommendations in the required geotechnical study for the project site. Less than significant impacts would occur.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources:1,6,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	-----------

**Discussion:** Refer to response under item b. for discussion of liquefaction and landslides. Subsidence is large-scale settlement of the ground surface generally caused by withdrawal of groundwater or oil in sufficient quantities such that the surrounding ground surface sinks over a broad area. Withdrawal of groundwater, oil, or other mineral resources would not occur as part of the proposed project and, therefore, subsidence is not anticipated to occur. However, in the event of an earthquake in the Huntington Beach area, the site may be subject to ground shaking. The CBC and associated code requirements address lateral spreading and subsidence. Less than significant impacts are anticipated.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources:1,6,13) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under b.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources:1,6,13) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** The project does not involve new uses or development that would increase wastewater necessitating alternative wastewater disposal systems or soils capable of supporting them. No impacts would occur.

**IV. HYDROLOGY AND WATER QUALITY.** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project does not involve new residential, commercial or industrial uses that would generate a source of additional stormwater runoff that would exceed capacity of the existing storm drain system nor would it be a source of a substantial amount of additional polluted runoff. Surface runoff along the south side of Atlanta Avenue, along the mobile home park frontage, will continue to flow easterly towards the existing storm drain system at Delaware Street. Drainage in the mobile home park is conveyed via a network of concrete v-gutters and flows southerly to an existing sump system within the park and then out to the existing public storm drain system at Delaware Street. The street widening will require grading that may result in minor changes to the existing site elevation due to the relocation of the curb and gutter. Likewise, the reconstruction of the on-site drive aisle within the existing mobile home park will require grading work to transition from the "new" grades of the street widening to the existing elevations of the park. Ultimately, however, the storm water will continue to drain as it does today. Existing site conditions, including the amount of impervious area, site elevations, and drainage patterns would generally be the same upon completion of the project.

Since the project site is greater than one acre, the project is subject to the provision of the General Construction Activity Stormwater Permit of the State Water Resources Control Board (SWRCB). The City must submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including preparation of a

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Stormwater Pollution Prevention Plan (SWPPP) and applicable National Pollution Discharge Elimination System (NPDES) regulations. The SWPPP will establish Best Management Practices (BMPs) for construction of the facility, including source, site and treatment controls to be installed and maintained at the site. In addition, all construction activities would comply with the City's Grading Manual and the Grading and Excavations Chapter of the Huntington Beach Municipal Code (HBMC). These guidelines include specifications to minimize the effects from erosion during construction. Therefore, compliance with the Statewide General Construction Activity Stormwater Permit and all applicable codes, would ensure impacts on water quality would be less than significant.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?) (Sources:4,5,14)
- |                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** The project does not propose new residences or commercial or industrial uses that would require additional water demand that would substantially deplete groundwater supplies. The project would require minimal water for landscaping irrigation. The amount of post-construction impervious surface would remain the same as pre-project conditions (71% paving and buildings; 29% landscaping) and therefore, would not interfere with groundwater recharge such that there would be a lowering of the groundwater table or aquifer volume. Less than significant impacts would occur.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources:4,5,14)
- |                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under d.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources:4,5,14)
- |                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion c & d:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The entire project site, which includes the segment of Atlanta Avenue proposed to be widened and the existing northern portion of the mobile home park south of Atlanta Avenue, has been previously graded. The project would not result in a significant change in existing topographical conditions or site elevations such that the existing drainage pattern would be altered resulting in substantial erosion and siltation on or off-site. In addition, the amount of post-construction impervious area relative to pervious area would remain the same as pre-project conditions. Given that the site conditions (ratio of pervious to impervious area) and elevations would remain relatively unchanged, an increased rate or amount of surface runoff that could result in on or off-site flooding is not anticipated to occur. Impacts would be less

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
than significant.				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion:</b> See discussion under a & d.				
f) Otherwise substantially degrade water quality? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion:</b> See discussion under a.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources:7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion:</b> See discussion under j.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources:7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion:</b> See discussion under j.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion:</b> See discussion under j.				
j) Inundation by seiche, tsunami, or mudflow? (Sources:1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion g – j:</b> The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project site is located in FEMA flood zone X and would not place housing or structures within a 100-year flood hazard area. The nearest flood control channel is located approximately 1,700 feet from the project site and would not pose a significant risk for potential flooding on the project site. The project site is mapped as a moderate tsunami run-up area in the Environmental Hazards Element of the General Plan. However the project does not propose new commercial or industrial uses or residences that would expose a substantial number of people to inundation by tsunami, seiche or mudflow. Impacts would be less than significant.				
k) Potentially impact stormwater runoff from construction activities? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**Discussion:** See discussion under a.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| l) Potentially impact stormwater runoff from post-construction activities? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under a & d.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** The project does not include new uses that would involve vehicle or equipment fueling or maintenance, waste handling, storage, delivery areas or loading docks and outdoor work areas. Although project construction may include vehicle and equipment maintenance, material storage and outdoor work areas, the project is required to follow existing requirements for construction to ensure that impacts to water quality during construction would be less than significant. See discussion under a & d.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under a & d.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under a & d.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under a & d.

V. **AIR QUALITY.** The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources:19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

**Discussion:** See discussion under e.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Expose sensitive receptors to substantial pollutant concentrations? (Sources:19)  <b>Discussion:</b> See discussion under e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Create objectionable odors affecting a substantial number of people? (Sources:19)  <b>Discussion:</b> See discussion under e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources:19)  <b>Discussion:</b> See discussion under e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources:19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (and Supporting Information Sources):

Potentially Significant Impact      Potentially Significant Unless Mitigation Incorporated      Less Than Significant Impact      No Impact

**Discussion a – e:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements including new curb, gutter, sidewalk, landscaping, and retaining wall. The City of Huntington Beach is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD). The entire Basin is designated as a national- and State-level nonattainment area for Ozone, carbon monoxide (CO), respirable particulate matter (PM<sub>10</sub>) and fine particulate matter (PM<sub>2.5</sub>). Sensitive receptors in the area include residents in nearby developments to the north, south and east. The nearest sensitive receptors would be residents of the existing mobile home park from which the project proposes to acquire right-of-way. These residents are within 50 feet of the project’s construction boundary. The analysis in this section is based on a November 2009 Air Quality Report prepared by the Chambers Group.

Air Quality Management Plan (AQMP)

The project is designed to bring the subject segment of Atlanta Avenue into compliance with the General Plan designation and County of Orange Master Plan of Arterial Highways (MPAH). The Orange County Transit Authority (OCTA) is a member of the Southern California Association of Governments (SCAG) and is responsible for administering the MPAH. Since OCTA is a member of SCAG and SCAG developed the 2007 AQMP Transportation Conformity Budgets that were adopted by the SCAQMD as part of the AQMP, the project is considered consistent with the AQMP. In addition, projects that are consistent with the General Plan are generally considered to be consistent with the AQMP since the AQMP is based upon forecasted General Plan buildout and growth.

Construction Emissions

Construction emissions were calculated based on localized and regional significance thresholds for certain pollutants. The table below provides a summary of the project’s construction emissions compared to the SCAQMD thresholds of significance.

SCAQMD Pollutant Emission Thresholds of Significance						
	Emissions (Lbs/day)					
	CO	ROG	NOx	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>2</sub>
Estimated Construction Emissions for proposed project	20.5	4.5	36.6	21.8	5.8	<1
Regional Significance Threshold	550	75	100	150	55	150
Exceed Threshold?	NO	NO	NO	NO	NO	NO
Localized Significance Threshold	1,711	N/A	197	14	9	N/A
Exceed Threshold?	NO		NO	YES	NO	

The project would not result in an exceedence of any regionally significant thresholds, but would result in an exceedence of localized significance thresholds (LST) for PM<sub>10</sub>. LSTs are developed based on the ambient concentrations of a pollutant for each source receptor area and the distance to the nearest sensitive receptor to determine a project’s localized air quality impacts. The SCAQMD has developed LSTs for projects 5 acres or less in total area. The City of Huntington Beach is in the North Coastal Orange County source receptor area.

ISSUES (and Supporting Information Sources):

	Potentially Significant	Potentially Significant	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	-------------------------	-------------------------	--------------------------------	------------------------------	-----------

Since the project would result in construction emissions that exceed the SCAQMD LST for PM<sub>10</sub> mitigation is required. The project is required to comply with SCAQMD Rule 403 – Fugitive Dust to control construction emissions. In addition, implementation of the following mitigation measure would reduce construction emissions to a less than significant level.

**AQ-1:** *The City shall require, by contract specifications, implementation of the following measures:*

- *All work shall be done in accordance with the "GREENBOOK" Standard Specifications for Public Works Construction, 2009 Edition, as written and promulgated by Public Works Standards, Inc.*
- *The construction contractor shall not discharge smoke, dust, equipment exhaust, or any other air contaminants into the atmosphere in such quantity as will violate any federal, State or local regulations. (Greenbook Section 7-8.2)*
- *The contractor shall comply with Caltrans' Standard Specification Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).*
- *The contractor shall apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.*
- *The contractor shall spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.*
- *The contractor shall wash trucks as they leave the right-of-way as necessary to control fugitive dust.*
- *The contractor shall properly tune and maintain construction equipment and vehicles and use low-sulfur fuel in all construction equipment as provided in the California Code of Regulations Title 17, Section 93114.*
- *The contractor shall develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to adjacent uses and residents.*
- *The contractor shall locate equipment and materials storage as far away from residential as practical.*
- *The contractor shall establish environmentally sensitive areas for receptors within which construction activities involving extended idling of diesel equipment would be prohibited to the extent feasible.*
- *The contractor shall use track out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.*
- *The contractor shall require that all transported loads of soil and wet materials shall be covered prior to transport, or provide adequate freeboard to reduce PM<sub>10</sub> and deposition of particulate matter during transportation.*
- *The contractor shall route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling along local roads.*
- *The contractor shall install landscaping as soon as practical after grading to reduce windblown particulate in the area.*
- *The contractor shall implement a street sweeping program with Rule 1186-compliant PM<sub>10</sub>-efficient vacuum units on at least a 14-day frequency.*
- *The contractor shall abate dust nuisance by cleaning, sweeping and spraying with water, or other means as necessary. (Greenbook Section 7-8.1)*
- *The contractor shall provide a self-loading motorized street sweeper equipped with a functional water spray system. The sweeper shall clean all paved areas within the work site and all pave haul routes at least once a day. (Greenbook Section 7-8.1)*

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Since the Road Construction Model for calculating emissions does not have built-in methodology to quantify reductions from each of the listed measures, an estimate for mitigated PM<sub>10</sub> construction emissions is not available. Implementation of Rule 403 can result in up to a 50 percent reduction. Given that the project's emissions exceeded the LST by only 40 percent, it can be reasonably assumed that implementation of the recommended mitigation measures combined with compliance with Rule 403 would reduce the project's emissions below the threshold and to a less than significant level.

Post-construction/Long-term emissions

Typically, road widening projects are not assumed to have significant long-term air quality impacts. The project is not a development project that would introduce new residential, commercial or industrial uses that would be an indirect source of air quality pollutants. The proposed project would improve existing traffic operations and alleviate an existing "choke point" on Atlanta Avenue improving circulation and reducing potential vehicle queuing and idling. The "stop-and-go" speeds associated with the "choke point" and vehicle queuing are generally the largest source of vehicle emissions. Since the project would alleviate these issues, concentration of vehicle exhaust in the area may also be reduced. Therefore, the project would result in less than significant long-term/operational impacts to air quality.

Odors

Objectionable odors from the project may result during construction from equipment exhaust as well as from installation of the asphalt paving. However, construction is anticipated to last approximately six months. In addition, odor emissions would disperse rapidly from the site and would not cause significant effects affecting a substantial number of people. Odors from vehicle exhaust emissions after completion of the street widening would likely be less than pre-project conditions as the project would eliminate a point of congestion and reduce vehicle idling, thereby reducing the concentration of objectionable odors from vehicle exhaust in the project area. Less than significant impacts would occur.

The project, with implementation of AQ-1, would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, since the project, with mitigation, would not result in an exceedence of established thresholds, the project would not result in exposure of sensitive receptors to substantial pollutant concentrations. As the project is consistent with the AQMP and, with mitigation, does not result in an exceedence of thresholds for non-attainment pollutants and ozone precursors NO<sub>x</sub> and VOC, it would not result in cumulatively considerable impacts to air quality and less than significant impacts would occur.

**VI. TRANSPORTATION/TRAFFIC.** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
|  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?  
(Sources:16)

**Discussion:** See discussion under b.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources: 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion a & b:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The subject segment of Atlanta Avenue from Huntington Street to Delaware Street is designated as a primary arterial in the General Plan Circulation Element and Orange County Master Plan of Arterial Highways (MPAH). As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and 2 through lanes in each direction of travel, separated by a striped median. The proposed project would bring the subject segment of Atlanta Avenue into compliance with its primary arterial designation of the General Plan and MPAH. The subject segment of Atlanta Avenue is also an existing Orange County Transit Authority (OCTA) transit route. The current transit activity turning from Huntington Street and stopping on Atlanta Avenue is constrained due to the substandard width of the existing roadway, the tight turning radius at the southeast corner of Atlanta Avenue and Huntington Street, and the presence of cyclists who share the roadway on this segment of Atlanta Avenue. Widening the roadway to provide 2 eastbound travel lanes and a designated bike lane will help to reduce the impacts of the existing bus stop (located approx. 100 ft. east of Huntington Street) and improve the ability of the roadway to accommodate bus turns.

During construction, there may be some vehicle delay during various stages of the project. In addition, construction traffic from truck haul trips and workers entering and exiting the project site would add to the existing traffic conditions. However, project construction would be temporary lasting up to six months and is required to implement a traffic control plan, subject to review and approval by the Department of Public Works, during construction to minimize disruption to motorists within the project area. The project would require soil import and export and, at most, would require approximately 345 total haul trips (based on a nine cubic yard truck capacity), which could result in 10 – 30 truck trips per day depending on the construction schedule. The number of haul trips would be considered in the traffic control plan and measures to reduce air quality would require that the haul trip schedule avoid peak traffic times. The requirement for a traffic control plan as well as the relatively minimal number of daily trips would not result in significant impacts to traffic during construction such that the level of service on Atlanta Avenue and surrounding streets would be impacted.

A traffic analysis was prepared for the proposed project by Austin Foust Associates in March, 2009. The analysis studied three intersections within or adjacent to the project area: Atlanta Avenue/First Street; Atlanta Avenue/Huntington Street; and Atlanta Avenue/Delaware Street. The intersection of Atlanta Avenue and First Street is currently signalized. The other two study intersections are currently unsignalized. The Atlanta Avenue/Huntington Street intersection is currently being signalized as part of another project while the intersection at Delaware will remain an unsignalized two-way stop-controlled intersection.

The study analyzed traffic impacts with and without the project for existing conditions and build-out conditions of the year 2030. The performance criteria used were based on peak hour intersection volumes. Intersection capacity utilization (ICU) values were calculated for each of the AM and PM peak hours. The ICUs represent volume to capacity (V/C) ratios for these time periods and, with their associated level of service (LOS), provide an adequate measure of performance.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	-----------

The analysis concluded that the widening project will improve the performance of the project's study intersections. For instance, without the widening project, the Huntington Street/Atlanta Avenue intersection would operate at LOS F for the year 2030 scenario. With the project, the intersection would operate at LOS A. In addition, the stop-controlled movements at the Delaware Street/Atlanta Avenue intersection would operate at LOS F and experience a significant delay in 2030 without the project. With the project, the intersection would operate at LOS E in the AM peak hour and would still operate at LOS F in the PM peak hour, but experience a substantially reduced delay in both the AM and PM peak hours. Therefore, less than significant impacts would occur. In addition, the overall traffic operations as a transit corridor will be enhanced with the proposed street widening by minimizing delays and the associated impacts.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources:11)

**Discussion:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. Although the City is located within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, the project will not result in the development of new structures or buildings that would interfere with existing airspace or flight patterns. No impacts would occur.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources:4,16)

**Discussion:** See discussion under e.

- e) Result in inadequate emergency access? (Sources:4,16)

**Discussion d & e:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. In addition to providing additional vehicular travel lanes, the project will remove an existing "choke point" at the intersection of Atlanta Avenue and Huntington Street, which will reduce existing traffic hazards and minimize vehicular conflicts, thereby improving emergency access within the project area. The project will also improve the safety of bicyclists and pedestrians by constructing a designated bike lane and sidewalk that currently do not exist within the subject segment on the south side of Atlanta Avenue. An existing fire lane and two emergency access gates within the existing mobile home park will be moved and reconstructed in the same location (relative to the property line) within the mobile home park. Atlanta Avenue will remain open during construction and a traffic control plan, which will address emergency access, is required to be implemented during construction. Less than significant impacts would occur.

- f) Result in inadequate parking capacity? (Sources:4,16)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	-----------

**Discussion:** The project does not propose new structures or uses that would generate additional parking demand within the project area resulting in inadequate parking capacity. During project construction, workers will park at a designated staging area, subject to approval by the Department of Public Works, to avoid impacting existing on-street parking spaces on the north side of Atlanta Avenue. The project does not propose to remove any on-street parking spaces nor will any common parking spaces within the mobile home park be removed. No public parking lots or required coastal access parking will be utilized for the project. Less than significant impacts would occur.

- g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources:4,16)

**Discussion:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. These improvements include construction of a new ADA accessible sidewalk, Class II bike lane and a new OCTA bus stop along the south side of Atlanta Avenue. The subject segment of Atlanta Avenue does not currently have a sidewalk or designated bike lane. The bus stop is existing, but does not meet current OCTA transit stop standards. Because the current roadway narrows at the intersection of Huntington Street and Atlanta Avenue, traffic flow is often impeded when the bus makes stops at this location. In addition, bicyclists are currently forced into travel lanes due to the roadway narrowing and the existing transit stop configuration. The project would improve the current conditions with the installation of the proposed improvements and would improve traffic safety for pedestrians, bicyclists and transit users traveling within the project area. Less than significant impacts would occur.

**VII. BIOLOGICAL RESOURCES.** Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S, Fish and Wildlife Service? (Sources:1,4)

**Discussion:** See discussion under e.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources:1,4)

**Discussion:** See discussion under e.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool,

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources:1,4)

**Discussion:** See discussion under e.

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources:1,4) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

**Discussion:** See discussion under e.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources:1,2,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project area consists of existing roadway and a mobile home park. These uses have been existing since the 1920s and 1950s respectively. The project site does not consist of riparian or sensitive habitat and there is no potential for wetlands to occur within or adjacent to the project area. In addition, the site is not delineated on any federal, state or local maps as a wetlands area. The project does not have the potential to impact the habitat of special status species.

The project proposes to remove existing landscaping within the project area along Atlanta Avenue and within the mobile home park. Existing landscaping along Atlanta Avenue consists of primarily non-native species and no trees are proposed for removal along Atlanta Avenue. A total of 25 trees, including several Monterey pines, would be either removed from or relocated within the mobile home park. The project is subject to a standard requirement for the replacement of any existing mature healthy trees to be removed within the mobile home park at a 2:1 ratio. Existing vegetation adjacent to the project area is limited to parkway trees and landscape planters across Atlanta Avenue, approximately 40 feet from the project area. All existing vegetation outside the project area will not be removed or impacted by the proposed street widening project. Vegetation removal and construction vehicle traffic may result in the disturbance of nesting species protected by the Federal Migratory Bird Treaty Act (MBTA). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Although existing trees within and near the project site may contain nesting areas for birds, the project site does not serve as a wildlife corridor or habitat linkage as it is essentially isolated vegetation within an urbanized area. Notwithstanding, the Federal Migratory Bird Treaty Act protects migratory birds and their occupied nests and eggs and as such, any vegetation removal should occur outside of the bird-nesting season. To ensure that the project complies with the MBTA and impacts would be less than significant, the following mitigation measure is recommended:

**BIO-1:** *Prior to the onset of ground disturbance activities, the project developer shall implement the following mitigation measure which entails nesting surveys and avoidance measures for sensitive nesting and MBTA species, and appropriate agency consultation.*

*Nesting habitat for protected or sensitive species:*

- 1) Vegetation removal and construction shall occur between September 1 and January 31 whenever*

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

- feasible.*
- 2) *Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds), a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or U.S. Fish and Wildlife Service.*
  - 3) *Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.*

With implementation of standard code requirements and the recommended mitigation measure, which ensures compliance with the MBTA, less than significant impacts would occur.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan for the area; therefore, no impacts are anticipated.

**VIII. MINERAL RESOURCES.** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under b.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**Discussion a & b:** Although Huntington Beach has been the site of oil and gas extraction since the 1920s, oil production has decreased over the years, and today, oil producing wells are scattered throughout the City. The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project site is not designated as a known or important mineral resource recovery site in the General Plan or any other land use plan. In addition, the project area has been used as a road since at least 1927 and the mobile home park was developed in the 1950s. A Phase I Environmental Site Assessment conducted by WorleyParsons in October 2009, indicates that no current or former oil wells are present at the site and there is no evidence of the release of petroleum products within the project area. Therefore, the proposed project will not result in the loss of a known mineral resource or a mineral resource recovery site. No impacts would occur.

**IX. HAZARDS AND HAZARDOUS MATERIALS.**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources:4,5,17,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under c.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources:4,5,17,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under c.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources:4,5,17,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion a – c:** The nearest school, Peterson Elementary School, is approximately half a mile from the project site. In addition, the project does not propose new structures or uses that will involve the routine transport, use or disposal of hazardous materials. The project does not provide on-site fuel dispensing, underground, or outdoor storage of hazardous materials. Hazardous or flammable substances that would be used during the construction phase include vehicle fuels and oils in the operation of heavy equipment for onsite excavation and construction. Construction vehicles may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid or other materials. The proposed construction operation would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials.

According to the Phase I Environmental Site Assessment (WorleyParsons, October 2009) prepared for the project, the project site does not have any evidence of dumping, landfilling, stained soils, distressed vegetation, or other evidence suggesting the possible release of hazardous substances. However, because the site has been historically used as a roadway, it was concluded that aerially deposited lead (ADL) from

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

automobile exhaust could be present in shallow soils. As such a Phase II Environmental Site Assessment was recommended to determine the nature and extent of ADL in the on-site soils so that the soil can be properly managed (either reused on-site or disposed of) in accordance with State regulations. In March 2010, a Phase II Environmental Site Assessment to investigate for the presence of ADL was conducted for the project.

The Phase II site investigation included soil borings and hand augering of varying depths to collect soil samples for laboratory analysis. Based on the laboratory analysis, concentrations of ADL in the soil would not have to be classified as Resource Conservation and Recovery Act (RCRA) hazardous waste. Therefore, the on-site soils may be re-used on site, pursuant to Department of Toxic Substance Control (DTSC) protocols, or, if removed and disposed of off-site, would not be classified as RCRA-hazardous waste. Other metals and contaminants found to be present in the soil, such as arsenic, were representative of background concentrations and would not pose significant human health risks above comparison levels.

Discovery of additional soil contamination during ground disturbing activities is required to be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92. All fill soil (on-site and imported) shall meet City Specification #431-92 – Soil Cleanup Standards and would be submitted to the Fire Department for review and joint approval with the Public Works Department prior to issuance of a grading permit. With implementation of standard City specifications and other applicable State and federal requirements, less than significant impacts would occur.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources:17) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** The project site is not listed on the State’s Hazardous Waste and Substance Site List. According to the Phase I Environmental Site Assessment the project site is not listed on any regulatory database of hazardous sites. No impacts would occur.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources:11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under f.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources:4,11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**Discussion e & f:** The project area is not within the vicinity of a private airstrip. Although the City is located within the Planning Area for the Joint Force Training Center, Los Alamitos, the project site is not located within the height restricted boundaries identified in the Airport Environs Land Use Plan or within two miles of any known public or private airstrip. In addition, the proposed project does not propose any new structures with heights that would interfere with existing airspace or flight patterns. No impacts would occur.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources:1)

**Discussion:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The proposed project will not impede access to the surrounding area both during construction and after the project is complete. Primary access to the adjacent mobile home park is located on Huntington Street and will not be impacted by the proposed project. There are two gated emergency access drives to the mobile home park on Atlanta Avenue that are not used by residents. These access drives are proposed to be removed and relocated to the same location on the site as part of the project. In addition, Atlanta Avenue will remain open during construction. To minimize impacts during construction, a traffic control plan is required to be implemented during construction. The project will not impair implementation of or physically interfere with any adopted emergency response plan or evacuation plan. Less than significant impacts would occur.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources:1,4)

**Discussion:** The project area includes Atlanta Avenue, a primary arterial in the City, and an existing mobile home development adjacent to Atlanta Avenue. There are no wildlands within or surrounding the project area. No impacts would occur.

X. **NOISE.** Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources:15)

**Discussion:** See discussion under d.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources:15)

**Discussion:** See discussion under d.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:** See discussion under d.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:14,15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Discussion a – d:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The associated improvements include replacement of an existing wood fence with a concrete block wall separating Atlanta Avenue from the mobile home park. Residential uses surround the project site to the north, south and east. A noise study report was prepared for the project by the Chambers Group in April 2010.

Short-term/Construction Noise

Construction of the proposed project would increase noise and vibration levels in the vicinity of the project area. Construction noise and vibration would be temporary (lasting up to six months) and intermittent depending on the type of equipment being used and the stage of construction. Intermittent noise levels during construction activities could reach up to 98 decibels (dBA), which is an increase of up to 25 dBA over existing noise levels. Chapter 8.40 – Noise of the Huntington Beach Municipal Code (HBMC) exempts noise related to construction provided all construction activities occur between the hours of 7:00 AM and 8:00 PM Monday - Saturday. Construction activities are prohibited Sundays and Federal holidays. The proposed project, would be required to follow standard protocols for public works projects and construction activities would occur Monday – Friday between the hours of 7:00 AM and 4:00 PM, which is more restrictive than the City’s Noise Ordinance. Therefore, impacts from noise and vibration during construction would be considered less than significant.

Even though construction noise impacts are less than significant, the following measures are recommended to reduce the annoyance construction noise can have on residents surrounding the project site.

**NOISE-1:** *The City shall require by contract specifications the following measures:*

- o *Ensure that all construction equipment has sound-control devices.*
- o *Prohibit equipment with un-muffled exhaust.*
- o *Site staging of equipment as far away from sensitive receptors as possible.*
- o *Limit idling of equipment whenever possible.*
- o *Notify adjacent residents in advance of construction work.*
- o *Educate contractors and employees to be sensitive to noise impact issues and noise control methods.*
- o *Install temporary acoustic barriers between the mobile home removal and construction activities and the row of mobile homes to remain closest to Atlanta Avenue. Acoustical barriers should provide a Sound Transmission Class Rating of 25 and should be situated in a manner to provide an uninterrupted continuous barrier between all mobile home removal and road construction activities. During the mobile home removal activities, the barriers should stretch from the east edge of the property to the west and zig-zag between homes where necessary. After removal of the mobile homes and prior to construction of the drive aisle*