

4.13 TRANSPORTATION/TRAFFIC

This EIR section analyzes the potential for adverse impacts on existing transportation and traffic conditions resulting from implementation of the proposed project. Data used to prepare this section were taken from the City's General Plan Circulation Element, *Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Ellis Project* dated July 21, 2011 (Appendix D), and the *Beach Boulevard and Edinger Avenue Corridors Specific Plan Traffic Study* dated August 2009. In addition, analysis and findings from the *Beach and Edinger Corridors Specific Plan EIR*, which was certified in December 2009, was used where appropriate. Full bibliographic entries for all reference materials are provided in Section 4.13.5 (References) at the end of this section.

4.13.1 Environmental Setting

This section provides an assessment of existing conditions in and around the project study area, including a description of the existing street and highway system, traffic volumes on these facilities, and operating conditions at selected intersections. This section also analyzes the proposed project and its substantial compliance with the findings of the transportation/traffic section of the EIR prepared for the BECSP area, of which this project is a part. Therefore, this section relies on both the project-specific traffic information provided in the BECSP Traffic Analysis for Beach-Ellis Project prepared for this project, which supplements the information contained in the BECSP Traffic Study, as well as the information provided in the certified BECSP EIR. The traffic impact area analyzed for the project includes the area immediately surrounding the proposed project site including the intersections of Beach Boulevard and Ellis Avenue, Main Street and Ellis Avenue, and Beach Boulevard and Talbert Avenue (Figure 4.13-1 [Project Study Area Intersections]).

4.13.2 Regulatory Framework

Refer to Section 4.13.2 (Regulatory Framework) of the BECSP Program EIR, for applicable federal, state, and local regulations that would apply to the proposed project. No new regulations have been implemented since certification of the Program EIR.

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

■ General Plan and BECSP Consistency Analysis

The proposed project is located at the southeast corner of Beach Boulevard and Ellis Avenue. Alternative modes of transportation would be accessible for both patrons of the commercial uses within the project area, as well residents of the proposed project. OCTA operates bus line 172 on Main Street/Beach Boulevard/Garfield Avenue, bus line 29 on Beach Boulevard, as well as bus line 76 on Talbert Avenue providing a convenient location for use by future residents. The walkability of the

surrounding area, and access to public transit would promote objectives relating to traffic reduction and an increased reliance on alternative modes of transportation included in the Circulation Element and the Growth Management Element of the City’s General Plan. As discussed further in Section 4.13.3 (Project Impacts and Mitigation), all of the intersections within the project study area would operate at acceptable levels of service with the implementation of BECSP mitigation measures, including those within the immediate vicinity of the project site (Beach Boulevard and Ellis Avenue, and Main Street and Ellis Avenue). Therefore, the proposed project would meet acceptable minimum standards as stated in General Plan Policy 5.3.4, and would not conflict with this policy or the BECSP. Additionally, the proposed project would be considered consistent with the Goals and Policies of the Huntington Beach General Plan.

The proposed project is in substantial compliance with the objectives of the BECSP Town Center Neighborhood designation by providing ground floor commercial and (mixed-use) residential in an area with local amenities, including access to public transit. The proposed project is a key component in achieving the “critical mass” of mixed uses in the neighborhood, to create a vibrant and walkable neighborhood.

4.13.3 Project Impacts and Mitigation

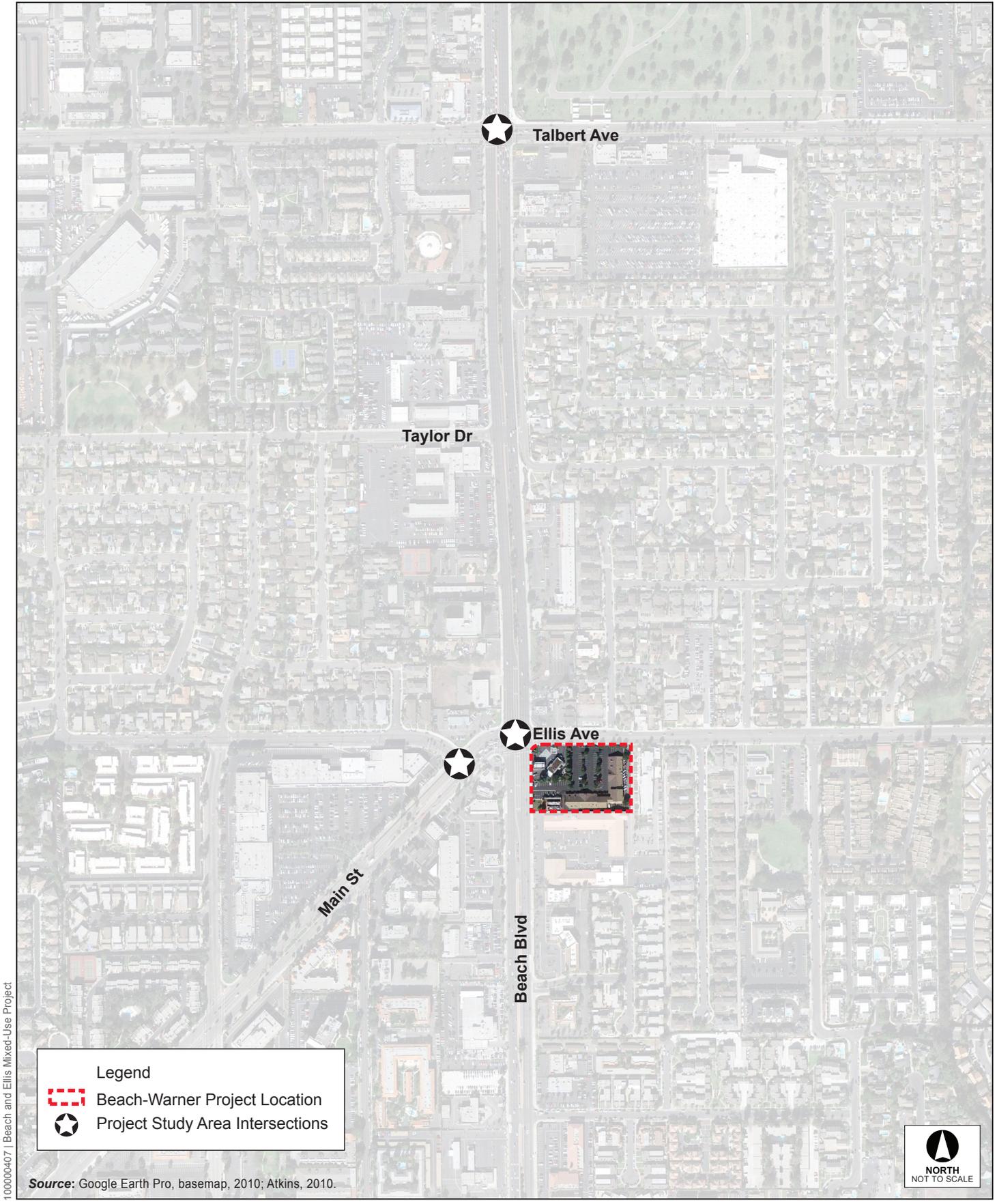
■ Analytic Method

Intersection Analysis

As part of the environmental analysis of the BECSP, intersection capacity utilization (ICU) analysis was performed at intersections throughout the overall BECSP area. ICU values are used to determine levels of service at study area intersection locations and provide a means to quantitatively estimate incremental traffic impacts. To calculate the ICU value for an intersection, the volume of traffic using an intersection is compared with the capacity of the intersection. The ICU is usually expressed as a decimal percent (e.g., 0.86). The decimal percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The ICU-based level of service (LOS) is defined below in Table 4.13-1 (ICU Level of Service).

Table 4.13-1 ICU Level of Service	
Level of Service	Intersection Capacity Utilization (ICU) Value
A	0–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	> 1.00

SOURCE: Austin-Foust Associates, Inc., *City of Huntington Beach, Beach Boulevard and Edinger Avenue Corridors Specific Plan Traffic Study* (August 2009), Table 1-1.



Legend

-  Beach-Warner Project Location
-  Project Study Area Intersections

Source: Google Earth Pro, basemap, 2010; Atkins, 2010.



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Figure 4.13-1
Project Study Area Intersection

Levels of service for signalized intersections are defined in terms of control delay as follows:

- LOS A describes operations with low control delay, up to 10 seconds per vehicle. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
- LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than the LOS A, causing higher levels of delay.
- LOS C describes operations with control delay greater than 20 seconds and up to 35 seconds per vehicle. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though may still pass through the intersection without stopping.
- LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high volume to capacity (V/C) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
- LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent.
- LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high V/C ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The City of Huntington Beach considers LOS D acceptable, whereas LOS E is the performance standard for the CMP intersections.

The criterion for a significant impact is an ICU increase of one percent or more. A determination is carried out by summing the project traffic ICU contribution to each critical movement (such as left turns within an intersection) in the ICU calculation to three decimal places (i.e., one decimal place for a percentage value).

Existing Year 2008 Intersection Operating Conditions

The existing ICU values and LOS for intersections in close proximity to the project site included in Table 4.13-2 (Existing [2008] ICU Summary) are taken from the BECSP Traffic Study prepared in 2009 for the BECSP Program EIR. The BECSP Traffic Study includes baseline traffic conditions at the time the notice of preparation (NOP) was prepared for the BECSP Program EIR which included the proposed project. The NOP released July 31, 2008, is included as Appendix A2 of the BECSP Program EIR. Accordingly, existing year traffic conditions are Year 2008.

As shown in Table 4.13-2, the intersections of Beach Boulevard and Ellis Avenue and Main Street and Ellis Avenue would operate at an acceptable LOS, while the intersection of Beach Boulevard and Talbert Avenue would operate with a PM peak hour deficiency (LOS E) in existing year 2008.

Table 4.13-2 Existing (2008) ICU Summary				
<i>Intersection</i>	<i>AM Peak Hours</i>		<i>PM Peak Hours</i>	
	<i>ICU</i>	<i>LOS</i>	<i>ICU</i>	<i>LOS</i>
Beach Boulevard and Talbert Avenue	.70	B	.94	E
Beach Boulevard and Ellis Avenue	.54	A	.64	B
Main Street and Ellis Avenue	.27	A	.37	A

SOURCE: Austin-Foust Associates, Inc., *Beach and Edinger Specific Plan Area Traffic Analysis for Beach-Ellis Project* (July 21, 2011), Table 5.

Future Year 2030 Intersection Operating Conditions

The 2030 ICU values and LOS with the BECSP build-out for intersections in close proximity to the project site are included in Table 4.13-3 (2030 ICU Summary). As shown in Table 4.13-3, the intersections of Beach Boulevard and Ellis Avenue and Main Street and Ellis Avenue would operate at an acceptable LOS, while the intersection of Beach Boulevard and Talbert Avenue would operate with a PM deficiency (LOS E) in 2030 with BECSP build-out, consistent with existing year 2008 intersection operating conditions.

Table 4.13-3 2030 ICU Summary				
<i>Intersection</i>	<i>AM Peak Hours</i>		<i>PM Peak Hours</i>	
	<i>ICU</i>	<i>LOS</i>	<i>ICU</i>	<i>LOS</i>
Beach Boulevard and Talbert Avenue	.85	D	1.00	E
Beach Boulevard and Ellis Avenue	.64	B	.78	C
Main Street and Ellis Avenue	.32	A	.45	A

SOURCE: Austin-Foust Associates, Inc., *Beach and Edinger Specific Plan Area Traffic Analysis for Beach-Ellis Project* (July 21, 2011), Table 3.

■ Project Traffic

The traffic related to the proposed project has been calculated by determining the average daily trips (ADT) and Peak Hour trips generated from the project site based on land use characteristics and quantities. These discreet quantities of traffic are then distributed throughout the project area on the existing roadway network.

Project Trip Generation

Trip generation represents the amount of traffic attracted to and produced by a particular land use, project site, or development. The trip generation for the project site is summarized in Table 4.13-4 (Trip Generation Comparison for Beach and Ellis Project) along with the estimated number of trips generated by land uses approved under the BECSP for the project site. As shown in Table 4.13-4, the proposed

project generates fewer AM peak hour trips (87 trips versus 125 trips), fewer PM peak hour trips (133 trips versus 210 trips), and fewer daily trips (1,693 trips versus 2,971 trips) than contemplated for the project site in the BECSP. The proposed project would result in a 30 percent decrease in the AM peak hour, a 37 percent decrease in the PM peak hour, and a 43 percent reduction of ADT compared to land uses approved under the BECSP.

Table 4.13-4 Trip Generation Comparison for Beach and Ellis Project

Project Description	Amount	Peak Hour						ADT
		AM			PM			
		In	Out	Total	In	Out	Total	
Proposed Project								
Mixed-Use Residential	105 du	11	43	54	42	23	65	706
General Commercial	37,000	23	14	37	68	70	138	1,589
Internal Capture*		-2	-2	-4	-14	-14	-28	-316
Pass-by Reduction**					-20	-22	-42	-286
Project Trip Generation Total		32	55	87	76	57	133	1,693
Approved BECSP Land Uses for the Project Site								
Mixed-Use Residential	120 du	12	49	61	48	26	74	806
General Commercial	71,000	43	28	71	130	135	265	3,049
Internal Capture*		-4	-4	-8	-24	-22	-46	-305
Pass-by Reduction**					-40	-42	-82	-579
Approved BECSP Land Uses Trip Generation Total		51	73	124	114	97	211	2,971
Net Change from Approved BECSP		-20	-18	-37	-38	-40	-78	1,278
% Difference from Approved BECSP				-30%			-37%	-43%

SOURCES: Austin-Foust Associates, Inc., *Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Ellis Project* (July 21, 2011), Table 1

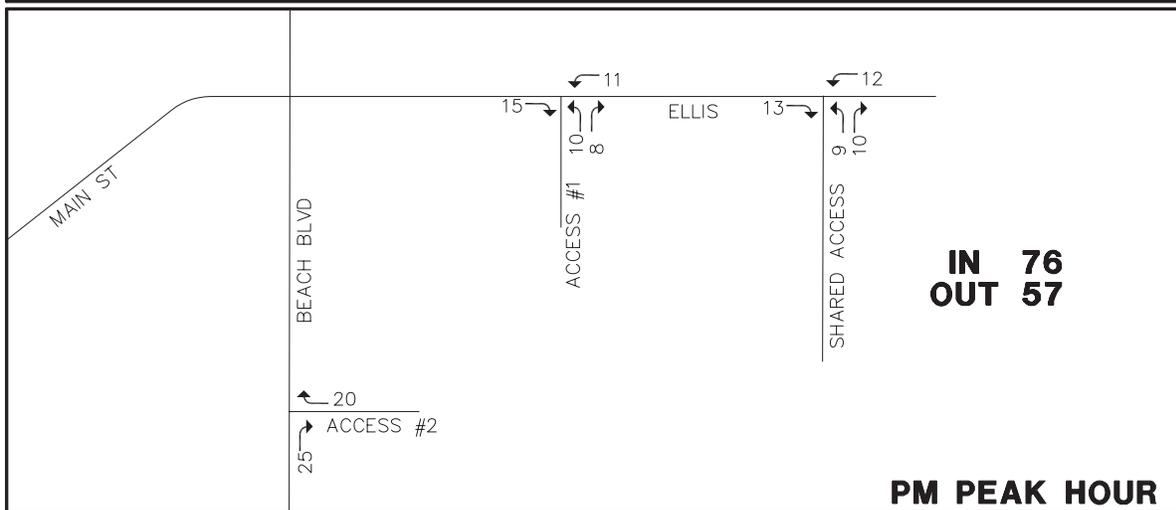
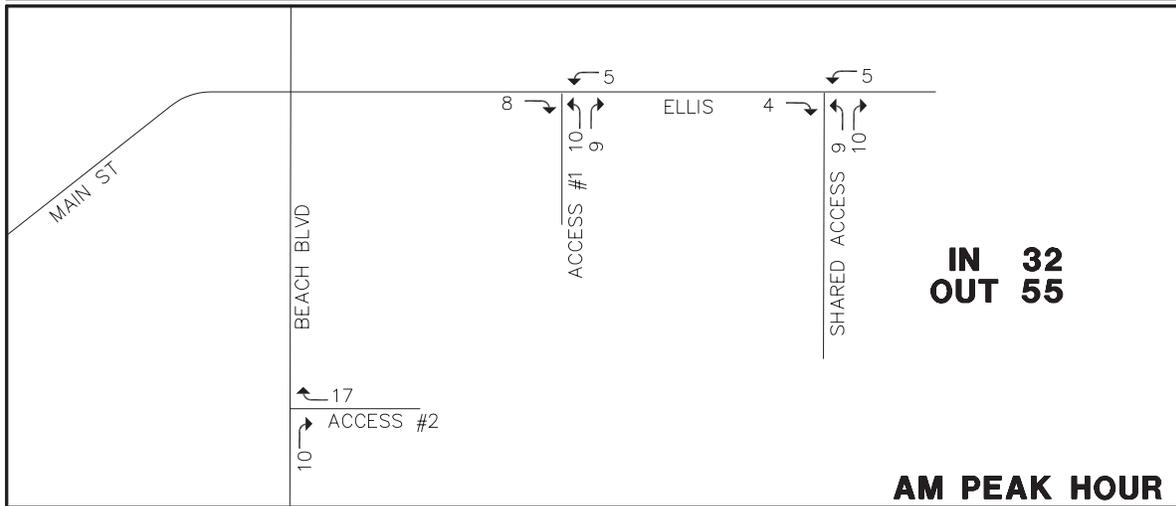
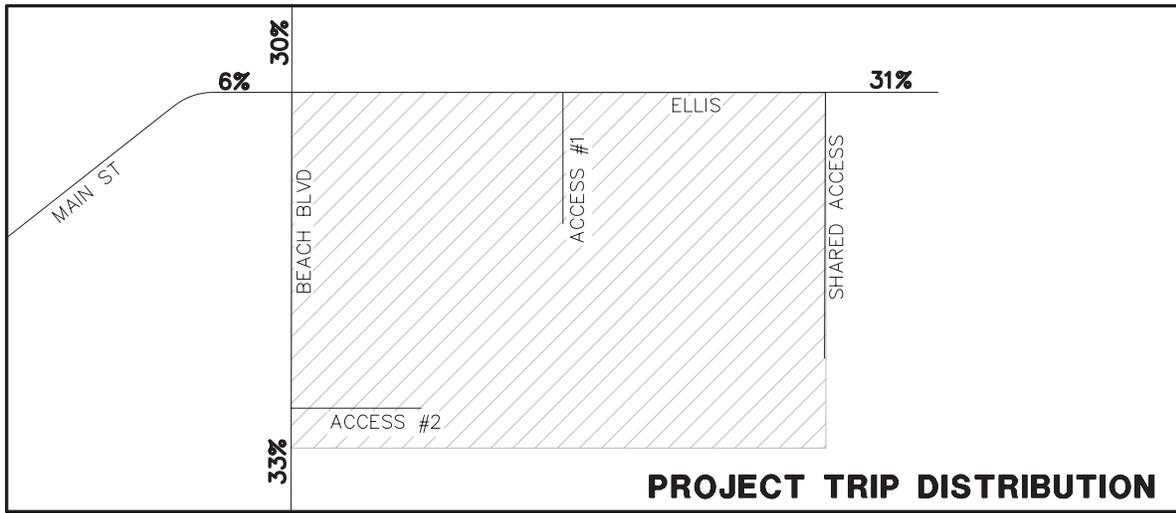
ADT = average daily traffic; du = dwelling unit; sf = square feet

* Assumes internal capture of 5 percent AM peak hour, 14 percent PM peak hour, and 10 percent ADT based on commercial trips.

** Pass-by reduction factor of 34% for the AM and PM peak hours, and 20 percent for ADT volumes. Pass-by reduction is calculated after the internal capture is accounted for.

Project Trip Distribution

Trip distribution and assignment represents the directional orientation of traffic to and from an individual parcel. Trip distribution is influenced by existing travel patterns, the geographic location of an individual parcel, the location of residential areas, commercial and recreational opportunities, and proximity to the regional freeway system. The geographic distribution of trips in the study area to and from the project was estimated using distribution patterns derived from the Huntington Beach Traffic Model (HBTM). This is based on the distribution of daily trips generated by the project, as assigned to the study area street system. Figure 4.13-2 (Project Trip Distribution and Project Access Volumes) shows the project's future trip distribution.



ZZ% Project Trip Distribution
 XX Access Volumes
 Project Site



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Source: Austin-Foust Associates, Inc., 2010.

Figure 4.13-2
 Project Trip Distribution and Project Access Volumes

■ Thresholds of Significance

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

- 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 nonmotorized 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
- 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
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

■ Effects Not Found to Be Significant

Threshold	Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks?
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The project area is not located within 2 miles of a public or private airstrip. However, a private helipad is located 1.5 miles north of the project site on the rooftop of the office tower located at the southwest corner of Beach Boulevard and Warner Avenue. The proposed project would not result in a change to the air traffic patterns of this helipad. The project does not propose any structures of substantial height that would interfere with existing airspace or flight patterns. *No impact* would occur.

■ Impacts and Mitigation Measures

Threshold	Would the proposed project 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 nonmotorized 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?
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Impact 4.13-1 Under Year 2030 conditions, implementation of the proposed project could conflict with the City’s acceptable LOS standard of D or better identified in Policy CE 2.1.1 of the General Plan for the performance of the project area roadway system. However, with the incorporation of BECSP mitigation, this would be a *less than significant* impact.

Year 2030 volumes used for this analysis were derived using the Huntington Beach Traffic Model (HBTM). Year 2030 conditions of the proposed project include build-out of the City’s General Plan and regional growth projections from OCTA.

As shown in Table 4.13-4, the proposed project would result in a 30 percent decrease in AM peak hour trips, a 37 percent decrease in PM peak hour trips, and a 43 percent reduction of ADT compared to land uses contemplated for the project site under the BECSP. This can be credited largely to the reduction of commercial development proposed (37,000 sf) compared to that anticipated under the BECSP (71,000 sf).

Table 4.13-5 (2030 ADT Volume Summary) presents the ADT volumes anticipated from full build out of the BECSP, as well as those anticipated in 2030 with build-out of both the BECSP and the proposed project. A project of 120 residential dwelling units and 71,000 sf of commercial uses was contemplated for the project site and factored into the BECSP traffic analysis. The project, as proposed, is 15 dwelling units and 34,000 sf of the commercial uses smaller than contemplated for the project site in the BECSP traffic analysis.

Table 4.13-5 2030 ADT Volume Summary

<i>Location</i>	<i>2030 BECSP ADT Volume</i>	<i>2030 ADT Volume with Proposed Project</i>	<i>% Change</i>
Beach Boulevard north of Ellis Avenue	62,000	61,490	<-1%
Beach Boulevard south of Ellis Avenue	51,000	50,440	-1.1%
Beach Boulevard south of Garfield Avenue	45,000	44,660	<-1%
Ellis Avenue (Main Street) west of Beach Boulevard	7,000	6,900	-1.4%
Ellis Avenue east of Beach Boulevard	22,000	21,475	-2.4%

SOURCE: Austin-Foust Associates, Inc., *Beach and Edinger Specific Plan Area Traffic Analysis for Beach-Ellis Project*, (July 21, 2011) Table 2.

As shown in Table 4.13-5, all segments are projected to have slight decreases in daily traffic volumes compared to daily traffic volumes projected for the BECSP in 2030.⁹⁴ However, the magnitude of change is roughly two percent or less. Based on this reduction in ADT, the proposed project would not exceed anticipated daily traffic volumes identified for the BECSP, which were determined to be less than significant in the BECSP EIR.

⁹⁴ 2030 BECSP ADT Volumes reflected a project consisting of 120 residential dwelling units and 71,000 sf of commercial uses on the project site. The project, as proposed, is 15 dwelling units and 34,000 sf of commercial uses smaller than the project contemplated for the project site in the BECSP traffic analysis.

Table 4.13-3, which includes 2030 ICU values and LOS for the approved BECSP, shows that all study intersections would operate at an acceptable LOS with the exception of Beach Boulevard and Talbert Avenue, which would operate with a PM deficiency (LOS E). Because the reduction in ADT with the proposed project is too small to result in a change, the anticipated LOS at these intersections would not change (from those identified in the BECSP EIR and traffic study) as a result of the proposed project. However, the deficiency identified at Beach Boulevard and Talbert Avenue would be mitigated through implementation of mitigation measures BECSP MM4.13-13 and BECSP MM4.13-14 which requires traffic improvements at this intersection as part of the overall BECSP development. Although this mitigation is not a direct project responsibility since the proposed project would result in a decrease in ADT from the BECSP traffic study, the proposed project would be required to make a fair share contribution to the traffic improvements identified in the BECSP.

In conclusion, the proposed project would result in a reduced ADT at the project site, would not exceed overall ADT within the BECSP area in 2030, and would not result in a change to the LOS at intersections in the vicinity of the project site. Therefore, although the intersection of Beach Boulevard and Talbert Avenue would operate at a PM peak hour deficiency, because the project would not make worse the impact identified in the BECSP EIR and traffic study (in fact it would slightly improve the conditions based on a reduction in ADT), the proposed project would not conflict with applicable plans, including the City's General Plan, and would result in a less than significant impact to intersections in the immediate project vicinity.

Although mitigation is not a project responsibility, as required by mitigation measures BECSP MM4.13-1 through BECSP MM4.13-18, the proposed project will be subject to a fair-share contribution towards future improvements to the area roadway system. This contribution, and therefore satisfaction of mitigation, would reduce the project's impacts on the area roadway system to a less than significant level as determined in the certified BECSP Program EIR. As the proposed project is substantially consistent with the project contemplated in the BECSP EIR and would not result in additional ADT above that in the BECSP EIR, the proposed project is considered consistent with the analysis in the BECSP EIR and would result in less than significant impacts.

Therefore, impacts from the proposed project are considered ***less than significant*** with the implementation of mitigation measures BECSP MM4.13-1 through BECSP MM4.13-18.

BECSP MM4.13-1 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate westbound right-turn lane to the intersection of Beach Boulevard at Warner Avenue. Implementation of this improvement would require Caltrans approval.

BECSP MM4.13-2 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of dual northbound and southbound left-turn lanes to the intersection of Beach Boulevard at Garfield Avenue. Implementation of this improvement would require Caltrans approval.

BECSP MM4.13-3 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Brookhurst Street at Adams Avenue.

- BECSPMM4.13-4 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right-turn lane to the intersection of Brookhurst Street at Adams Avenue.*
- BECSPMM4.13-5 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth southbound through lane to the intersection of Brookhurst Street at Adams Avenue.*
- BECSPMM4.13-6 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth eastbound through lane to the intersection of Brookhurst Street at Adams Avenue.*
- BECSPMM4.13-7 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth westbound through lane to the intersection of Brookhurst Street at Adams Avenue.*
- BECSPMM4.13-8 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right-turn overlap for a westbound right turn at the intersection of Brookhurst Street at Adams Avenue.*
- BECSPMM4.13-9 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right-turn overlap for a northbound right turn at the intersection of Brookhurst Street at Adams Avenue.*
- BECSPMM4.13-10 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.*
- BECSPMM4.13-11 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.*
- BECSPMM4.13-12 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right-turn lane to the intersection of Beach Boulevard at Bolsa Avenue. Implementation of this improvement would require Caltrans approval.*
- BECSPMM4.13-13 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a second westbound left turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.*
- BECSPMM4.13-14 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a de facto westbound right turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.*
- BECSPMM4.13-15 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the conversion of a separate westbound right-turn lane to a de facto right-turn lane at the intersection of Newland Street at Warner Avenue.*
- BECSPMM4.13-16 *For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Newland Street at Warner Avenue.*

BECSP MM4.13-17 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.

BECSP MM4.13-18 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.

Impact 4.13-2 Under Existing plus Project conditions, implementation of the proposed project would not conflict with the City's acceptable LOS standard of D or better identified in Policy CE 2.1.1 of the General Plan for the performance of the project area roadway system. This impact is considered *less than significant*.

The purpose of the Existing plus Project analysis is to comply with CEQA, which requires that the baseline for assessing environmental impacts is the existing conditions at the time the NOP is prepared. As previously disclosed, the NOP for the BECSP Program EIR, which included the proposed project, was released on July 31, 2008. Accordingly, the Existing plus Project analysis is based on existing year 2008 traffic volumes taken from the BECSP Traffic Study and provided in Table 4.13-2, plus traffic generated by the proposed project (i.e., residential with mixed-use commercial), which represents Existing plus Project traffic volumes. However, it should be noted that this analysis is hypothetical because the actual buildout and occupancy of the project is year 2019.

To derive existing year 2008 with-project volumes, the project-only peak hour intersection volumes are added to the existing (no-project) intersection volumes. Table 4.13-6 (Existing Year (2008) and Project Trip Generation Comparison) summarizes the increase in trip generation due to the proposed project compared to existing conditions on the project site. The existing trip generation, based on existing land uses on the project site is first estimated, and this amount is then subtracted from the proposed project trip generation. The result is the project's increase in trip generation and these volumes are then assigned to the street system using the trip distribution presented earlier in the report (refer to Figure 4.13-2).

As shown in Table 4.13-6, implementation of the proposed project would result in a net increase of 510 daily trips, 59 trips in the AM peak hour and 31 trips in the PM peak hour compared to existing conditions. The change in ADT volumes is too small to produce a significant change in ADT volumes on the surrounding streets. Table 4.13-7 (Existing Year (2008) With and Without Project ICU Comparison) summarizes the Existing plus Project ICU values and LOS, and provides a comparison against the existing (no-project) conditions. As shown in Table 4.13-7, the proposed project would not result in significant impacts under Existing plus Project conditions. Therefore, a less than significant Existing plus Project impact would occur as a result of the proposed project.

Table 4.13-6 Existing Year (2008) and Project Trip Generation Comparison

Project Description	Amount	Peak Hour						ADT
		AM			PM			
		In	Out	Total	In	Out	Total	
Proposed Project								
Mixed-Use Residential	105 du	11	43	54	42	23	65	706
General Commercial	37,000	23	14	37	68	70	138	1,589
Internal Capture*		-2	-2	-4	-14	-14	-28	-316
Pass-by Reduction**					-20	-22	-42	-286
Project Trip Generation Total		32	55	87	76	57	133	1,693
Existing Uses								
Shopping Center	27,540	17	11	28	50	52	102	1,1183
Existing Land Uses Trip Generation Total		17	11	28	50	52	102	1,1183
Net Change from Existing		15	44	59	26	5	31	510

SOURCES: Austin-Foust Associates, Inc., *Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Ellis Project* (July 21, 2011), Table 4

ADT = average daily traffic; du = dwelling unit; sf = square feet

* Assumes internal capture of 5 percent AM peak hour, 14 percent PM peak hour, and 10 percent ADT based on commercial trips.

** Pass-by reduction factor of 34% for the AM and PM peak hours, and 20 percent for ADT volumes. Pass-by reduction is calculated after the internal capture is accounted for.

Table 4.13-7 Existing Year (2008) With and Without Project ICU Comparison

Intersection	Without Project				With Project			
	AM Peak Hours		PM Peak Hours		AM Peak Hours		PM Peak Hours	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Beach Boulevard and Talbert Avenue	.70	B	.94	E	.70	B	.94	E
Beach Boulevard and Ellis Avenue	.54	A	.64	B	.55	A	.64	B
Main Street and Ellis Avenue	.27	A	.37	A	.27	A	.37	A

SOURCE: Austin-Foust Associates, Inc., *Beach and Edinger Specific Plan Area Traffic Analysis for Beach-Ellis Project* (July 21, 2011), Table 5.

Impact 4.13-3 **Construction of the proposed would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. This impact is considered *less than significant*.**

Most construction traffic generally occurs outside of the peak periods, consistent with the typical construction workday of 7:00 AM to 3:00 PM. Further, per mitigation measure BECSP MM4.2-9, construction activities that would affect traffic flow on the arterial system would be scheduled between 10:00 AM and 4:00 PM. Additionally, the project site is located on Beach Boulevard, a State highway, and several arterial roadways in the project vicinity are designated truck routes identified in the City General Plan Circulation Element (Figure CE-7). Specifically, Main Street and Garfield Avenue are designated truck routes and are easily accessible from the project site. Access to the I-405 freeway is available from

Beach Boulevard to the north and Ellis Avenue and Talbert Avenue to the east. Access to state freeways would eliminate truck traffic on the surrounding arterial streets. Truck trips could travel along Beach Boulevard and/or designated truck routes north or east to I-405. Furthermore, mitigation measures BECSP MM4.2-8 through BECSP MM4.2-10 (as included in Section 4.2 [Air Quality]) would ensure that construction traffic does not block the free flow of traffic. The proposed project would also be required to submit a traffic control plan during construction to ensure appropriate emergency access during construction. As such, construction-related traffic impacts would be *less than significant*. No mitigation measures are required.

Threshold	Would the proposed project 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?
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Impact 4.13-4 Implementation of the proposed project would not 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. This would be a *less than significant* impact.

The Orange County Transportation Authority is designated as the Congestion Management Agency (CMA) to oversee the Orange County CMP. The CMP Highway System includes specific roadways, which include state highways and Smart Streets, and CMP arterial monitoring locations/intersections. There are five CMP intersections throughout the BECSP area. The nearest CMP intersection is the intersection of Beach Boulevard and Warner Avenue located 1.5 miles north of the project site. CMP traffic impact analysis (TIA) is required for projects generating more than 2,400 daily trips (over 3 percent of LOS E), or 1,600 daily trips for projects with direct access to/from CMP highways. CMP-designated intersections have a performance standard of LOS E or better (intersection capacity utilization (ICU) less than 1.00), unless the 1992 baseline is worse, in which case the ICU cannot increase by 0.1 or more. A project will be required to identify mitigation if the TIA demonstrates a CMP intersection exceeds the CMP LOS standard. The CMP analysis was carried out to 2016, which is the assumed BECSP build-out for the BECSP traffic analysis, per CMP guidelines. Accordingly, year 2016 information from the BECSP EIR was used for this analysis and the results are presented in Table 4.13-8 (CMP Intersection Analysis).⁹⁵ This table shows all CMP intersections analyzed in the BECSP; the bolded intersection is nearest to the project area, although it is not located within the limited project study area.

As shown in Table 4.13-8, none of the CMP intersections would have ICU values that exceed the allowable CMP threshold of 1.00. Additionally, the proposed project will generate 43 percent fewer ADT (30 percent fewer AM peak hour trips and 37 percent fewer PM peak hour trips) than the project contemplated for the project site in the BECSP, and the contribution to CMP intersections would be less

⁹⁵ Although the entirety of the proposed project will not yet be complete in 2016, the build-out year of 2019 was sufficiently close to the previously studied year 2016 of the BECSP EIR and traffic study to utilize for the purposes of this portion of the analysis.

than identified in the BECSP EIR, which resulted in a less than significant impact. Therefore, a *less than significant* impact to CMP intersections would occur as a result of the proposed project.

Intersection	No Project		With Project	
	AM	PM	AM	PM
Beach Boulevard at Adams Avenue	0.65	0.82	0.65	0.82
Beach Boulevard at Edinger Avenue	0.83	0.94	0.86	0.94
Beach Boulevard at Pacific Coast Highway	0.64	0.75	0.65	0.75
Beach Boulevard at Warner Avenue	0.72	0.92	0.74	0.93
Beach Boulevard at Bolsa Avenue	0.88	0.97	0.86	0.96

SOURCE: Austin-Foust Associates, Inc., *City of Huntington Beach, Beach Boulevard and Edinger Avenue Corridor Specific Plan Traffic Study* (August 2009), Table 5-2

Threshold	Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
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Impact 4.13-5 Implementation of the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) with the implementation of code requirements. This would be a *less than significant* impact.

For the purposes of this analysis, hazards are defined as changes to circulation patterns that could result in unsafe driving or pedestrian conditions. Examples include inadequate vision or stopping distance, sharp roadway curves where there is an inability to see oncoming traffic, or vehicular/pedestrian traffic conflicts. The proposed project would not substantially increase hazards due to design features or incompatible uses nor would it introduce design features incompatible with current circulation patterns.

Currently the project site is accessed from multiple driveways on both Beach Boulevard and Ellis Avenue. The surface parking lot for the Town and Country Plaza and Restaurant is accessed from one driveway on Beach Boulevard and two driveways on Ellis Avenue. The Shell Gas Station is accessed from two driveways on Beach Boulevard and two driveways on Ellis Avenue, flanking the intersection. Due to a center median on Beach Boulevard, driveways along Beach Boulevard only allow for right turn in/right turn out movements only. In addition to the driveways along Ellis Avenue, an existing private alleyway along the eastern perimeter of the site provides access from Ellis Avenue into the surface parking lot.

With implementation of the project, access to the project site would be consolidated to one driveway on Beach Boulevard, one driveway on Ellis Avenue, and the existing private alleyway, all leading directly into the proposed internal parking structure. The driveway on Beach Boulevard would continue to allow for right turn in/right turn out only movements. Access for delivery trucks would be provided from the existing private alleyway.

The amount of parking provided on the project site would be designed to comply with the Parking Regulations established in BECSP Section 2.1.4 for the Town Center Neighborhood designation. All parking is proposed in a parking structure internal to the site, accessible from driveways on Beach Boulevard, Warner Avenue and the existing private alleyway, as described above. Level one would provide 109 retail parking spaces, Level two would provide 111 retail parking spaces, and Level three would provide 263 residential parking spaces for a total of 483 parking spaces. Pedestrian and vehicular circulation would be provided throughout the parking structure to the retail and residential uses.

Proposed access to the project site is shown in Figure 4.13-2. Reducing the number of driveways providing access to the project site would not be a major cause of accidents for adjacent roadways and intersections, and turning movements from Beach Boulevard and Ellis Avenue would remain substantially the same. Design of the access points will be formally approved during the site plan review process undertaken by the City. Compliance with city requirements and the site plan review process would ensure impacts related to design hazards are *less than significant*.

Threshold	Would the proposed project result in inadequate emergency access?
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Impact 4.13-6 Implementation of the proposed project would not result in inadequate emergency access. This would be a *less than significant* impact.

As part of standard development procedures, plans for the proposed project, as well as other development within the BECSP, would be submitted to the City of Huntington Beach Fire Department for review and approval to ensure that all new development has adequate emergency access in compliance with existing regulations. The project will be required to prepare a traffic control plan for its construction; this would ensure adequate emergency access would be maintained during construction. Therefore, a *less than significant* impact would occur after compliance with existing regulations, and future project traffic would not impede emergency access to and from adjacent and surrounding roadways.

Threshold	Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
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Impact 4.13-7 Implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. This would be a *less than significant* impact.

Project implementation would be consistent with local policies related to alternative transportation, including the City of Huntington Beach General Plan Land Use and Circulation Elements, the Circulation Plan and Development Standards set forth in the BECSP. The proposed project site's designation as a Town Center Neighborhood and its location with the Five Points District Segment of the BECSP requires further design considerations that promote alternative modes of transportation. Alternative modes of transportation are accessible for both patrons of commercial uses at the project site and within the project area, as well as residents of the future development. The walkability of the

surrounding area, as well as the easy access to public transit, would promote the city’s goal of reducing vehicle miles traveled by residents and visitors of the BECSP area and the city.

Near the proposed project, OCTA operates bus line 172 on Main Street/Beach Boulevard/Garfield Avenue, bus line 29 on Beach Boulevard, as well as bus line 76 on Talbert Avenue providing a convenient location for use by future residents and commercial patrons. The location of the project site in proximity to public transportation would provide residents with a convenient means of alternative transportation. As discussed in Chapter 3 (Project Description) of the BECSP EIR, a primary objective of the proposed project is to promote alternative methods of transportation by creating an active pedestrian environment that is supported by public transit. In consideration of the project site’s proximity to public transportation and walkability to the Five Points shopping center, the project promotes and allows for the use of alternative transportation modes. Due to project compatibility with adopted policies relating to alternative transportation, this impact would be *less than significant*. No mitigation measures are required.

4.13.4 Cumulative Impacts

According to CEQA, cumulative impacts are those impacts where two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts (Guidelines Section 15355). The BECSP EIR and traffic analysis were certified in December 2009. The proposed project is located within the BECSP area. Project-related traffic, when considered in the context of adjacent or nearby development (existing and future) could result in cumulative LOS and other impacts that are considered unacceptable. However, as discussed in this section, traffic resulting from the proposed project does not exceed what was analyzed in the BECSP and associated traffic study for the project site. Therefore, generally, the proposed project would not contribute substantial traffic that was not contemplated under the BECSP EIR and would generally be consistent with impacts identified in the BECSP EIR. Therefore, the geographic context for cumulative transportation impacts is the BECSP planning area.

Threshold	Would the proposed project 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 nonmotorized 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?
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Impacts related to the proposed project’s generation of traffic that could lead to a conflict with an established measure of effectiveness for project area intersections were found to be less than significant. The impacts associated with implementation of the BECSP were found to be less than significant with incorporation of mitigation. Mitigation measures BECSP MM4.13-1 through BECSP MM4.13-18 required in BECSP EIR set forth the payment of fair-share impact fees to fund future improvements.

Under 2030 conditions, implementation of the mitigation measures BECSP MM4.13-1 through BECSP MM4.13-18 would ensure that five of the seven impacted intersections (as identified in the BECSP EIR) have acceptable ICU values. The improvements for the remaining two locations, Brookhurst Street at Adams Avenue and Beach Boulevard at Bolsa Avenue, would mitigate the project impact at these

locations but not achieve an acceptable LOS. Even with implementation of mitigation measures BECSP MM4.13-3 through BECSP MM4.13-9 and BECSP MM4.13-12, the Brookhurst Street at Adams Avenue intersection would remain at LOS E in the AM peak hour and the Beach Boulevard at Bolsa Avenue intersection would remain at LOS F in the PM peak hour. At both of these intersections, with the incorporation of mitigation measures, the impact to the intersection would be mitigated to a less than significant level, even though the LOS would not be considered acceptable. However, while these intersections are located within the cumulative study area of the BECSP, they are outside City jurisdiction to ensure mitigation completion. Therefore, the impact remains ***significant and unavoidable***.

In addition, the BECSP area would contribute traffic to the I-405 northbound loop ramp from Beach Boulevard, as well as the regional freeway system, which are both projected to have deficiencies in 2030. For a deficient Caltrans intersection, any increase in delay due to the project is considered a significant impact. The 2030 results show two locations in the BECSP area with impacts, both of which were identified in the ICU analysis: Beach Boulevard at Warner Avenue and Beach Boulevard at Garfield Avenue. Therefore, the proposed project would contribute to a deficient system for which there is no feasible mitigation to reduce impacts. Further, as these are under Caltrans jurisdiction, the City does not have jurisdiction to ensure mitigation completion. The impact would remain ***significant and unavoidable***.

As for construction-related impacts to transportation, most construction traffic generally occurs prior to the peak periods, consistent with the typical construction workday of 7:00 AM to 3:00 PM. Further, per mitigation measure BECSP MM4.2-9, construction activities that would affect traffic flow on the arterial system would be scheduled between 10:00 AM and 4:00 PM. Additionally, the project site is located on Beach Boulevard, a State highway, and several arterial roadways in the project vicinity are designated truck routes in the City General Plan Circulation Element, including Main Street and Garfield Avenue. Access to the I-405 freeway is available from Beach Boulevard to the north and Ellis Avenue and Talbert Avenue to the east. Access to state freeways would reduce truck traffic on the surrounding arterial streets. Truck trips could travel along designated truck routes north to I-405 or south-southwest to Pacific Coast Highway. As discussed in this section, the proposed project would result in a less than significant impact during construction and will not be cumulatively considerable with respect to the number of truck trips. Further, as identified in the BECSP EIR, due to the minor number of truck trips expected with construction of future projects in the BECSP area, the likelihood that construction of projects will occur over a 10- to 20-year timeframe and not all concurrently, and due to the temporary nature of construction activities, truck trips due to import/export activities in the project area would not be anticipated to cause a substantial increase in traffic volumes and delays in the project area. All projects, including the proposed, would be required to prepare and implement a traffic control plan that would ensure adequate emergency access during the construction process. Therefore, the proposed project would not be cumulatively considerable and cumulative traffic impacts resulting from construction would be ***less than significant***.

Threshold	Would the proposed project 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?
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Impacts related to potential conflict with the Orange County CMP were found to be less than significant in the BECSP EIR. The following CMP intersections were analyzed throughout the BECSP area:

- Beach Boulevard at Adams Avenue
- Beach Boulevard at Edinger Avenue
- Beach Boulevard at Pacific Coast Highway
- Beach Boulevard at Warner Avenue
- Beach Boulevard at Bolsa Avenue

None of these intersections exceed the ICU value CMP threshold of 1.00, resulting in a less than significant impact. Further, the proposed project would not change the LOS at CMP intersections. The proposed project would therefore not result in cumulatively considerable contribution to the area and the cumulative impact would be *less than significant*.

Threshold	Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
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No new roadways would be introduced as a result of the proposed project. Access to the proposed parking structure would be available from Beach Boulevard and Ellis Avenue. Design of the proposed access points will be formally approved during the site plan review process undertaken by the City. Compliance with city requirements and the site plan review process for the proposed project would ensure impacts related to design hazards would not result in a cumulatively considerable contribution to the area and the cumulative impact would be *less than significant*.

Threshold	Would the proposed project result in inadequate emergency access?
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The BECSP was found to have less than significant impacts related to inadequate emergency access. The proposed project would not result in significant impacts to emergency access and would therefore not make a cumulatively considerable contribution. No mitigation is required. Therefore, this cumulative impact is *less than significant*.

Threshold	Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
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The BECSP was found to have less than significant impacts related to conflict with adopted plans, policies or programs regarding alternative transportation modes. The proposed project would not result in significant impacts due to a conflict with adopted policies, plans, or programs nor would it otherwise decrease the performance or safety of public transit, bicycle, or pedestrian facilities. Therefore the proposed project would not make a cumulatively considerable contribution and this cumulative impact would be *less than significant*. No mitigation is required.

4.13.5 References

Austin-Foust Associates, Inc. *City of Huntington Beach, Beach Boulevard and Edinger Avenue Corridors Specific Plan Traffic Study*, August 2009.

———. *City of Huntington Beach, Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach Ellis Project*, July 21, 2011.

Huntington Beach, City of. Circulation Element. *Huntington Beach General Plan*, May 13, 1996.

———. *Beach and Edinger Corridors Specific Plan Environmental Impact Report*, November 2009.

