

ENVIRONMENTAL CHECKLIST FORM  
CITY OF HUNTINGTON BEACH  
PLANNING & BUILDING DEPARTMENT  
~~ENVIRONMENTAL ASSESSMENT~~ **RECIRCULATED**  
**MITIGATED NEGATIVE DECLARATION 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 (**Attachment 2**). 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 **eastbound** Atlanta Avenue between 1<sup>st</sup> Street and Huntington Street to its ultimate location. This has resulted in the **eastbound** 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~~**24** 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. **The poles will be relocated approximately 25 feet to the south to allow for the widening of Atlanta Avenue. SCE will transfer the existing subtransmission and distribution circuits to the new wood poles. In addition, gas, cable, sewer, and water lines, located within existing City ROW and within the existing circulation road in the Pacific Mobile Home Park (PMHP) will be protected in-place or relocated during project construction.** In accordance with the City’s franchise agreements, the utility companies will be responsible for the relocation and/or adjustment of their facilities, **however, their physical relocation is incorporated into this environmental analysis.** 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 **height**.

#### 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 **identified in a previously approved Relocation Plan for the project** 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. **Although** it is uncertain where the impacted residents would **specifically** be relocated, **the Relocation Plan prepared in November 2011 identified a sufficient number of replacement mobile homes within the PMHP and in other mobile home parks in the City of Huntington Beach.** 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 (**road widening, deconstruction of mobile homes, reconstruction of on-site improvements in the PMHP, utility relocation, and block wall 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. **An additional 430 cubic yards of soil may need to be excavated and filled if portions of the underlying soil are found to be unsuitable during construction.**

**After the sampling for hazardous materials and their proper disposal have been completed, the eight mobile homes that would be removed by the project would be deconstructed by hand using a sawzall and other hand tools. No heavy equipment other than a haul truck is anticipated to be needed to complete this task.**

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 2562-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 **approximately** 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) **and Categorical Exclusion under the National Environmental Policy Act (NEPA) (November 2010).**

**A Mitigated Negative Declaration (MND) was adopted by the City of Huntington Beach City Council in January 2011. Subsequent to adoption of the MND in 2011, a lawsuit was filed challenging the City’s approval of the MND. As a result of the California Environmental Quality Act (CEQA) lawsuit, the Court required the City to set-aside approval of the 2011 MND and conduct additional environmental analysis. Specifically, the court required analysis of potential impacts from the in-place demolition of the eight mobile homes to be removed, relocation of utilities and construction of the proposed block wall; analysis of growth-inducing and traffic impacts with an opening year baseline; additional analysis of potential hydrology and geology/soils impacts including hydrology and geotechnical/soils studies; and analysis of the potential impacts on the established mobile home park community as a result of the project’s physical environmental changes. As such, this recirculated MND has been revised and updated to incorporate the additional analysis required by the court. Text that has been added is shown in bold and underlined font. Text that has been deleted is shown in strikethrough font.**

**Several sections of the original MND that, upon review, are still valid and did not require additional**

analysis by the court have not changed. These sections include: Agriculture, Minerals, Public Services, Recreation, Biological Resources and the Mandatory Findings of Significance. The impact conclusions remain the same as described in the original MND. The following sections include minimal changes or changes that were not required as part of the court decision: Hazards, Utilities, Greenhouse Gases and Cultural Resources. Impacts in each of these topical areas remain less than significant or less than significant with mitigation as originally concluded in the 2011 MND.

Several sections required additional substantial analysis as a result of the court decision. These sections include Land Use and Planning, Population and Housing, Geology/Soils, Hydrology and Water Quality, Noise, Air Quality, Traffic/Transportation and Aesthetics. In addition, several studies were updated including traffic, air quality and noise. A hydrology study, geotechnical investigation, view simulations and a Community Impact Analysis were also prepared. As concluded in the 2011 MND, all project impacts are less than significant or less than significant with mitigation. Two mitigation measures were added in the areas of Noise and Cultural Resources. One air quality mitigation measure to address construction impacts is no longer required, but is included to minimize construction emissions.

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

- ◆ Caltrans: Disbursement of federal funds
- ◆ ~~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 and right-of-way phases.

**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"/> <input type="checkbox"/> Air Quality | <input type="checkbox"/> <input checked="" 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**.

Jennifer Villasenor  
Signature

12-20-12  
Date

Jennifer Villasenor  
Printed Name

Senior Planner  
Title

**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.

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***SAMPLE QUESTION:***

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>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>				

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant	No Impact
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**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:1,25)

**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 or natural community conservation plan? (Sources:1)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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:4,5)

**Discussion:**

**The project area is within Census Tract 993.07. The PMHP is in Census Blocks 1005, 1006, 1007, 1008, 1009, 1019, 1020, 1021, and 1022 of Census Tract 993.07 (Attachment 3). Indicators that a community has a high degree of cohesion are high rates of homeownership; ethnic homogeneity; and a high percentage of elderly residents, long-term residents, and households of two or more people. As seen in Table I.A, based on these factors, overall, the PMHP is more cohesive when compared to the City and the County of Orange. Data at the block level are not available for housing tenure and household size. The analysis in this section is based on a Community Impact Report that was prepared by LSA in December 2012.**

**The PMHP was approved as a “trailer park” in July 1953 by the City of Huntington Beach Planning Commission. The PMHP includes 252 units, a clubhouse, workout room, swimming pool, Jacuzzi, and laundromat for use by residents. Based on the indicators of community cohesion, age of the park, and availability of community facilities, it can be concluded that the PMHP is an established community.**

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. **The road widening would result in peripheral impacts to the edge of the PMHP as opposed to bisecting the park, and the area of the PMHP would be reduced by less than 2 percent, from approximately 18.2 ac to approximately 17.8 ac. Eight mobile homes (approximately 3 percent of the mobile homes) in the PMHP would be removed.** Upon completion of the construction, the mobile home park would have access and drive aisles in the same relative location as prior to construction and would not be physically divided. **Circulation within the PMHP would not be impacted, and, as discussed in Section VI. Transportation/Traffic, resident access at the mobile home park entrance at Huntington Street would not be adversely affected or experience additional delay due to increased traffic on the surrounding roadway segments. In addition, as discussed in Section XIII. Aesthetics, the replacement of a wood fence at the Atlanta Avenue perimeter of the mobile home park with a block wall would not result in a significant physical aesthetic degradation of the mobile home park such that the mobile home park community would be significantly disrupted or divided. Interior noise within the PMHP would increase for the new first row of mobile homes. However, the noise impact would be mitigated such that interior noise levels would not exceed the established Huntington Beach Municipal Code standard for acceptable interior noise levels. Although the mobile home park community would experience construction impacts (i.e. – noise, air quality, utility service disruption, traffic), the impacts would be temporary, intermittent and can be mitigated to a less than significant level. The impacts to the PMHP are limited to the extreme northern edge of the PMHP, as such community facilities would be maintained and their use would not be interrupted due to the project. Since the PMHP would not change in terms of use, operation, or amenities provided as a result of the project, it is not anticipated that the type of households attracted to the Park would change and thus, cause a change in the**

ISSUES (and Supporting Information Sources):

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

**community character of the Park. Based on the foregoing, it is concluded that impacts related to physically dividing an established community are less than significant, impacts would occur.**

**Table I.A: Community Cohesion Indicators**

Area	Percentage				Median Household Size
	Owner-Occupied Residences	White Residents	Elderly Residents (>64 years old)	Residents Living in Residence 12 Years or Longer	
County of Orange	61	61	12	66	3 persons
City of Huntington Beach	60	77	14	52	2.5 persons
Census Tract 993.07	66	85	22	70	1.8 persons
<b>PMHP Census Blocks</b>					
Block 1005	92	91	9	<b>Not available at block level</b>	
Block 1006	0	100	0		
Block 1007	100	100	23		
Block 1008	88	95	29		
Block 1009	82	82	21		
Block 1019	82	95	16		
Block 1020	80	100	5		
Block 1021	75	91	14		
Block 1022	88	80	6		

Source: United States Census Bureau, 2010 Census, <http://factfinder2.census.gov>, accessed June 19, 2012.  
 PMHP = Pacific Mobile Home Park

**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. **The project segment of Atlanta Avenue is the only segment between 1<sup>st</sup> Street and Beach Boulevard that has not been widened to its ultimate right-of-way width. The project would relieve the “chokepoint” along Atlanta Avenue in the eastbound direction, but would not increase capacity beyond one block of roadway. In addition, the area surrounding the one block road segment is built out or approved for development at maximum allowable densities. Therefore, the additional capacity along Atlanta Avenue would not instigate development that a new road or road widening project may otherwise generate in an undeveloped or less developed area.** 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

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

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 14-16 residents (**14 adults and 2 minor children**) will also need to be removed in order to construct the proposed street widening project. The removal of the homes and displacement of the **14-16** impacted residents is subject to the relocation requirements under the Federal Uniform 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.~~ **The City approved a Relocation Plan for the project that identified a sufficient number of replacement mobile homes in the City of Huntington Beach within the PMHP and in other mobile home parks. Therefore, the project is not expected to necessitate construction of replacement housing elsewhere due to displaced housing or residents. In addition, the City would prepare an updated relocation plan consistent with the Uniform Act to reflect updated information regarding available mobile homes in the City.** While eight homes with 14- 16 residents would not necessarily be considered a substantial relocation, in order to ensure that impacts to the **14-16** 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~~ **As soon as feasibly possible pursuant to applicable laws and regulations,** 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.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant No Impact
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**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:1,8,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under b.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Strong seismic ground shaking? (Sources:1,8,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under b.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) Seismic-related ground failure, including liquefaction? (Sources:1,8,9) | <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:1,86,913) | <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 **approximately 0.8 mile** northeast of the project site.

Based upon the City's General Plan (Figure EH-12) and Geotechnical Inputs Study **Subsurface Investigation Report (March 2009) prepared for the project**, the project site is located within an area with moderate to high potential for expansive soil. **weak silty clays that underlay the eastern portion of the project site should be removed to a depth of 2 ft below the grading plane and replaced with approved granular soil in order to support the roadway, because they are expansive as defined by the 2010 California Building Code (CBC). For the wall, the silty clays should be removed to a minimum depth of 3 ft and replaced with lean concrete or imported granular soil. Therefore, approximately 430 cy of soil may have to be exported, and an equal volume of soil imported in order to make the project area stable enough to withstand potential seismic ground shaking. The fill soils would be placed in eight-inch maximum thick layers and mechanically compacted to required soil compaction specifications. Seismic related liquefaction is not a concern because 80 percent of the project area lies outside the designated**

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

**liquefaction zone based on a review of the CDMG Seismic Hazard Map for the Newport Beach Quadrangle. Furthermore, the project would not significantly raise the water table in the area and, as such, no further site specific liquefaction analysis and mitigation would be required based on a review of the California Geological Society (CGS) Guidelines for Evaluating and Mitigating Seismic Hazards.** 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 prepared 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 provides 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: 1,6,138,9)

**Discussion:** Refer to response under items **a. & 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 **as discussed in item b. above.** The CBC and associated code requirements address lateral spreading and subsidence. Less than significant impacts are anticipated.

**Lateral spreading occurs when the underlying soil layer is saturated. Lateral spread potential was calculated at the eastern end of the project area where groundwater was encountered during boring testing. Per the California Geological Society (CGS SP117A), lateral spread mitigation is required if the calculated lateral spread potential is 0.5m or greater. The lateral spread potential calculated for the project area was 0.2m. Therefore, impacts would be less than significant and no mitigation would be required.**

**Collapse potential was determined from the consolidation curves that were performed on the sand and clay materials from the project site. A collapse potential of one percent or greater would indicate a geotechnical concern. The consolidation curve for the sand indicates that the collapse potential is zero.**

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**The consolidation curve for the clay indicates that the collapse potential is 0.05 percent, which is not considered significant. Therefore, impacts would be less than significant and no mitigation is required.**

- 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 ~~8,13~~)

**Discussion:** ~~See discussion under b.~~ **Based upon the project’s subsurface geotechnical investigation, silty clay was identified in borings at the easternmost portion of the project area near Delaware Street. The low R-value and designation “CL” indicate that these soils are expansive as defined by the CBC. The existing topography in the project area slopes to the east toward Delaware Street. Based on the project’s conceptual design, minimal excavation would be required to achieve the proposed grades in this area. However, if these weak silty clays are encountered for the subgrade for the street or the bearing soils for the proposed block wall, they would be removed and replaced with suitable fill material as recommended in the geotechnical report. Therefore, impacts due to substantial risks to life or property as a result of expansive soil would be less than significant.**

- 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, ~~46,13~~)

**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, ~~105,114~~)

**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~~ **Atlanta Avenue**. 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

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

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 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:4,105,114)

**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:4,105,114)

**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:4,105,114)

**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.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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**As discussed in the Hydrology Study (March 2012), there are three watersheds in the project area. As in the existing condition, storm water in the western half of the PMHP (Watershed 1 in the Hydrology Study) would drain south to the southern boundary of the PMHP and ultimately to a 78-inch storm drain main in Atlanta Avenue. Storm water flows in the eastern half (Watershed 2) would drain east to the grassy drainage along Delaware Street and then into a catch basin at the southwest corner of Atlanta Avenue and Delaware Street to the underground storm drain system. The widened Atlanta Avenue (Watershed 3) would drain east to this catch basin as well. The capacity of this catch basin is approximately 26 cubic feet per second (cfs) and the storm water runoff from Watersheds 2 and 3 with the proposed project under the 100-year storm would be approximately 24 cfs. The portion of the PMHP that would be converted to roadway and sidewalk would drain to Atlanta Avenue. Therefore, storm water flows within the PMHP would decrease. Although storm water runoff within the mobile home park would decrease; overall, the project would result in a slight increase in runoff within the widened right-of-way (Watershed 3). As indicated, the existing catch basin has sufficient capacity to accommodate flows from the widened right-of-way. In addition, a stormwater treatment BMP in compliance with NPDES requirements (such as a vegetated swale) would be implemented to effectively treat the runoff prior to entering the catch basin.**

**Based on the conclusions of the Hydrology Study and** 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 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, <u>105</u> , <u>114</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? (Sources:4, <u>105</u> , <u>114</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** 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: <u>127</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under j.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: <u>127</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under j.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Expose people or structures to a significant risk of loss, | <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
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injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  
(Sources:4,105,114)

**Discussion:** See discussion under j.

- j) Inundation by seiche, tsunami, or mudflow?  
(Sources:1)

**Discussion g – j:** 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:4,105,114)

**Discussion:** See discussion under a.

- l) Potentially impact stormwater runoff from post-construction activities? (Sources:4,105,114)

**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:4,105,114)

**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.

**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:4,105,114)

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

- p) Create or contribute significant increases in erosion of

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
the project site or surrounding areas? (Sources:4, <u>105</u> , <u>114</u> )	<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: <u>139</u> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** See discussion under e.

b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: <u>139</u> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** See discussion under e.

c) Create objectionable odors affecting a substantial number of people? (Sources: <u>139</u> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** See discussion under e.

d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: <u>139</u> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** See discussion under e.

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: <u>139</u> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**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~~ the Air Quality Report Analysis (December 2012) prepared by the ~~Chambers Group~~ for the project. An Air Quality Report was previously prepared for the

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

**Atlanta Avenue Widening Project in November 2009. However, since an updated traffic impact analysis was required as a result of a court decision, an updated air quality analysis was prepared utilizing the updated traffic data. In addition, the updated air quality analysis includes the latest ambient air quality standards and monitored emissions, 2012 construction emissions rates, and greenhouse gas emissions thresholds that were not available in 2009 (Refer to Section XVII Greenhouse Gas Emissions). Substantively, the updated air quality analysis accounts for the deconstruction and removal of eight mobile homes that will be removed as part of the project, utility relocations, and refines the project disturbance area. Both the 2009 air quality analysis and the updated 2012 analysis conclude that air quality impacts will be less than significant. The 2009 report modeled construction emissions without the inclusion of fugitive dust suppression measures required under SCAQMD Rules 402 and 403. The modeling for the updated report included these measures and no thresholds were exceeded. In addition, the 2009 report overstated the disturbance area during construction (5 ac total and 1 ac as a daily maximum). Because the project required Caltrans approval, it is required to comply with the “GREENBOOK” Standard Specifications for Public Works Construction listed in Mitigation Measure AQ-1. Therefore, this measure is included in this recirculated document.**

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. **For a project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. As shown in the table below, the proposed project would not generate any emissions that exceed the SCAQMD’s thresholds. Therefore, the proposed project is consistent with the regional AQMP.** 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.

ISSUES (and Supporting Information Sources):

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

<b>SCAQMD Pollutant Emission Thresholds of Significance</b>						
	<u>Emissions (Lbs/day)</u>					
	<u>CO</u>	<u>ROG</u>	<u>NOx</u>	<u>PM<sub>10</sub><sup>1</sup></u>	<u>PM<sub>2.5</sub><sup>1</sup></u>	<u>SO<sub>2</sub></u>
<u>Estimated Construction Emissions for proposed project</u>	<u>35.0</u>	<u>5.0</u>	<u>33.8</u>	<u>6.6</u>	<u>2.5</u>	<u>&lt;1</u>
<u>Regional Significance Threshold</u>	<u>550</u>	<u>75</u>	<u>100</u>	<u>150</u>	<u>55</u>	<u>150</u>
<u>Exceed Threshold?</u>	<u>NO</u>	<u>NO</u>	<u>NO</u>	<u>NO</u>	<u>NO</u>	<u>NO</u>
<u>Localized Significance Threshold</u>	<u>962</u>	<u>N/A</u>	<u>131</u>	<u>7</u>	<u>5</u>	<u>N/A</u>
<u>Exceed Threshold?</u>	<u>NO</u>		<u>NO</u>	<u>NO</u>	<u>NO</u>	

<sup>1</sup>Total PM10 and PM2.5 daily emission rate with implementation of fugitive dust suppression measures required under SCAQMD Rules 402 and 403

The project would not result in an exceedence of any regionally significant thresholds, or localized significance thresholds (LST). 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.

~~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 require that all transported loads of soil and wet materials shall be covered prior to*

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

*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 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 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)*

~~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 **eastbound** 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.

**The primary mobile source pollutant of local concern for a roadway project is carbon monoxide (CO), which is a direct function of vehicle idling time and, thus, traffic flow conditions. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable LOS or with extremely high traffic volumes.**

**As detailed in the Air Quality Analysis, all CO concentrations at intersections in the project vicinity would be below the federal and State CO standards, and project-related increases would be 0.1 parts per million (ppm) or less in both the Project Completion Year (2015) and the Design Year (2030). Because no CO hot spots would occur, the proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required. 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

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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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: 146)

**Discussion:** See discussion under b.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
|  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
- 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: 146)

**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

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

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, **and increase bicycle connectivity along Atlanta Avenue consistent with the City General Plan Circulation Element Bicycle Plan.**

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. **As discussed in the project description, a court decision on the previously approved Mitigated Negative Declaration for the project required additional traffic analysis. Specifically, the Court concluded that the analysis should include traffic conditions upon completion of the project (opening year) in addition to 2030 traffic conditions, which were included in the 2009 traffic study, to adequately determine project traffic impacts as well as growth-inducing impacts. As such, an updated Traffic Impact Analysis was prepared in December 2012 and includes an analysis of opening year traffic conditions consistent with the Court’s decision.**

**The December 2012 report also updates the existing conditions of the project’s study intersections. The Atlanta Avenue/Huntington Street intersection was not signalized at the time the 2009 traffic study was prepared, but identified that the intersection would be signalized by the time the proposed project was projected to be completed. Therefore, the existing condition in the 2009 traffic study categorized the intersection as unsignalized. For comparison purposes, the existing condition has been updated in this report to account for the signalization of the Atlanta Avenue/Huntington Street intersection that has since occurred. This updated traffic impact report also analyzes the mobile home park entrance at Huntington Street. The inclusion of this study intersection was at the request of the mobile home park owner’s representative not as a result of the Court decision. Lastly, while the 2009 traffic study analyzed 2030 traffic conditions for the project study intersections with and without the project, this report expands upon that analysis with the inclusion of future 2030 traffic volumes for the project area roadway segments with and without the project.**

**The additional information provided in the updated traffic analysis is consistent with the information and assumptions provided in the 2009 study. The description and characterization of the existing traffic operations are consistent between the two studies with the exception of the traffic signal control at Atlanta Avenue and Huntington Street, which was described as a planned improvement in the 2009 study, but has since been completed.**

**Currently, the intersections of Atlanta Avenue and First Street and Atlanta Avenue/Huntington street is currently signalized are 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

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

~~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, **opening year conditions (2015)** 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.

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~~ **southbound approach delay** at the Delaware Street/Atlanta Avenue intersection would operate at LOS F ~~and experience a significant delay~~ in 2030 without the **project in both peak hours**. 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.

**The Traffic Impact Analysis also analyzed the roadway segments of Atlanta Avenue (Huntington Street to Delaware Street) and Huntington Street (Atlanta Avenue to PMHP entrance). In the No Project condition, the Atlanta Avenue segment would operate at an unsatisfactory LOS in 2015 and 2030. With the project, both roadway segments would operate at satisfactory LOS in 2015 and 2030.** 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:154)

**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:4,146)

**Discussion:** See discussion under e.

- e) Result in inadequate emergency access? (Sources:4,146)

**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

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

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:4,146)

**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:4,146)

**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)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Discussion:** See discussion under e.

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| 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, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources:1,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under e.

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| 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"/> |
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**Discussion:** See discussion under e.

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| 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*

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

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| 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:

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| 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.

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| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**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

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

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources:4,517,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under c.

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| 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:4,517,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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**Discussion:** See discussion under c.

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| 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:4,517,18) | <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, **including but not limited to deconstruction of the eight mobile homes to be removed,** would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials. **Polychlorinated biphenyls (PCBs) are a hazardous material known to be present within certain utility transformers. However, the risk of release of hazardous material is generally only a concern if a transformer is not fully enclosed or leaking. A search of the U.S. EPA’s PCB Transformer Registration Database did not identify the existence of utility transformers containing PCBs within the project area. In addition, any hazardous materials will be handled and disposed of in accordance with applicable State and federal regulations.**

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 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

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

**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:15+)
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**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:4,15)

**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.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 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:1~~65~~)

**Discussion:** See discussion under d.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources:1~~65~~)

**Discussion:** See discussion under d.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:1~~65~~)

**Discussion:** See discussion under d.

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

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 14, 165)

**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. **In December 2012, an updated Noise Impact Analysis was prepared by LSA. The 2012 Noise Impact Analysis confirms the conclusions of the previous noise study with respect to short-term/construction impacts and expands upon the analysis of long-term noise impacts on residents of the mobile home park. The additional analysis is summarized in this section under Long-term/Operational Noise.**

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 95~~8~~ 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:*

- *Ensure that all construction equipment has sound-control devices.*
- *Prohibit equipment with un-muffled exhaust.*
- *Site staging of equipment as far away from sensitive receptors as possible.*
- *Limit idling of equipment whenever possible.*
- *Notify adjacent residents in advance of construction work.*
- *Educate contractors and employees to be sensitive to noise impact issues and noise control methods.*
- *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.*

Long-term/Operational Noise

Traffic noise levels were predicted using the Federal Highway Administration (FHWA) Traffic Noise **Prediction** Model and were evaluated under existing conditions, **Year 2015 conditions with and without the**

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

~~project, and~~ Year 2030 conditions ~~without the project and~~ **with and without** Year 2030 conditions with the project. The model included existing noise barriers such as existing fencing at surrounding sites as well as the proposed concrete block retaining wall for the **Year 2015 and** Year 2030 With Project scenario. **For CEQA analysis, a substantial increase is a level that is “readily noticeable by the human ear in an outdoor environment,” which is usually considered to be 3 dBA or more.** Based on the analysis in the Noise Study Report **Impact Analysis (December 2012)**, traffic volumes associated with the proposed project would not result in significant increases over existing noise levels nor will the project approach or exceed the established ~~NAC~~ **exterior noise levels at the PMHP would not exceed the City’s exterior noise standard with the proposed block wall in place. Other residences in the project vicinity would not be impacted either.** For the mobile home park, traffic noise levels upon project completion would be reduced from existing conditions likely due to the replacement of the wood fence with a concrete block wall. Less than significant noise impacts would occur. Similarly, long-term vibration impacts generally associated with traffic volumes and traffic noise levels would **not be substantial**, also be less than significant. **However, even with the block wall in place, mobile home units that are within 100 ft of the roadway centerline (Units 202, 402, 403, 503, 504; Attachment 4) would be exposed to traffic noise exceeding the City’s interior noise standard with windows open. These units would need to be provided with mechanical ventilation systems such as air-conditioning to be able to close the windows and maintain the interior noise standard of 45 dBA Ldn. This requirement is specified in Mitigation Measure NOISE-2. With implementation of Mitigation Measure NOISE-2, interior noise impacts would be less than significant.**

**NOISE-2: During final design, the City shall coordinate with the affected new frontline mobile home residents (within 100 feet of the Atlanta Avenue centerline) to ensure that mechanical ventilation systems such as air-conditioning are provided to maintain the interior noise standard of 45 A-weighted decibels (dBA) day-night average noise level (Ldn).**

Therefore, the project would not result in significant temporary or permanent noise and vibration impacts and would not result in an exceedence of applicable noise standards. Less than significant 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 expose people residing or working in the project area to excessive noise levels? (Sources:1,5+)

**Discussion:** See discussion under f.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources:4,15+)

**Discussion e & f:** The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project is not within two miles of a public airport or a private airstrip. 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 expose people residing or working in the area to excessive noise levels. No impacts would occur.

**XI. PUBLIC SERVICES.** Would the project result in

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Fire protection? (Sources:1, <u>1922</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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**Discussion:** See discussion under e.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Police Protection? (Sources:1, <u>1922</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under e.

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|---------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Schools? (Sources:1, <u>1922</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under e.

- |                                     |                          |                          |                          |                                     |
|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Parks? (Sources:1, <u>1922</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under e.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Other public facilities or governmental services? (Sources:1, <u>1922</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion a – e:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements including relocation of two existing fire hydrants on Atlanta Avenue. The project does not propose new structures or uses that would significantly increase the demand for public services including schools, parks and libraries. The project reduces existing traffic hazards and includes design features to minimize vehicular conflicts. Improvements in the function of the roadway will also serve to maintain or improve acceptable response times. Atlanta Avenue will remain open during construction, however, access may be limited at times throughout project construction. A traffic control plan, which accounts for emergency access, is required to be implemented during construction. Existing emergency access gates and a fire access lane within the existing mobile home park would be reconstructed on-site in their current configuration. Therefore, less than significant impacts are anticipated.

**XII. UTILITIES AND SERVICE SYSTEMS.** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources:45) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources:45)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Discussion:</b> See discussion under e.				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources:4,195,22)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion:</b> See discussion under e.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources:45)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Discussion:</b> See discussion under e.				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources:45)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion a – e & h:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. These improvements include new curb and gutter and relocation of existing utilities along the south side of Atlanta Avenue. Existing overhead utilities will be relocated 25 feet to the south during project construction while underground utilities would be either protected in-place, if possible, or relocated within the project site. Disruption of service may occur during utility relocation. However, the disruption would be temporary, limited to daytime working hours and generally not exceed one day. Southern California Edison customers could experience service disruption up to three days as the power is transferred from the old lines to the new lines. Affected residents and customers would be notified 72 hours in advance of any utility service disruption and would be provided a 24-hour emergency contact number. In addition, customers with special needs such as for medical equipment and devices would be accommodated during any temporary disruption, as needed.

Stormwater within the project area will continue to drain to the existing public storm drain system in Delaware Street and Atlanta Avenue. No new residential, commercial or industrial uses or structures are proposed that would generate additional wastewater beyond the current conditions necessitating expansion or construction of new wastewater treatment facilities. In addition, the project will not result in the creation of new stormwater drainage or treatment facilities beyond the required stormwater BMPs that are contemplated as part of the project nor will it create a significant demand for water usage beyond that which currently exists for the project area. The project will require water for landscape irrigation, however proposed landscaping will replace existing landscaping and would be required to comply with the City's Water Efficient Landscape Ordinance. Less than significant impacts would occur

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** See discussion under g.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion f & g:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements and does not propose new waste generating uses that would contribute additional solid waste. Some amount of solid waste may be generated from project construction. The nearest landfill is the Frank R. Bowerman Landfill located in the City of Irvine. The landfill has a remaining capacity in excess of 30 years based on the present solid waste generation rates. The project will not noticeably impact the capacity of the existing landfill. In addition, waste from construction of the project is required to comply with all regulations related to solid waste including City specification No. 431-92, which provides for the proper disposal of contaminated soils. Less than significant impacts are anticipated.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources:4, <u>195,22</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under item e above.

**XIII. AESTHETICS.** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? (Sources:1,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources:1,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources:1,4, <u>21, 22</u> ) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion a – c:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project area is not within a State-designated or eligible scenic highway nor does it constitute a scenic vista. In addition, the project will not damage existing scenic resources including rock outcroppings or historic buildings. Atlanta Avenue is designated as a landscape corridor in the Circulation Element of the General Plan. The project will involve the removal of existing landscaping on

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

Atlanta Avenue although new landscaping and street trees are proposed as part of the project. The new landscaping is required to comply with City landscape requirements for street trees and parkways. Although the project proposes to remove 25 trees from within the mobile home park, some trees may be able to be preserved and relocated on site, and all mature, healthy trees that are removed are required to be replaced at a 2:1 ratio. Removal and relocation of the trees requires approval by the Planning and Building and Public Works Departments.

**The proposed project, particularly the replacement of the existing six-foot tall wood fence with an eight-foot tall block wall, would result in a change in the visual character from within the mobile home park as well as from the street. The project would also result in the relocation of existing utility poles. The utility poles would be replaced with poles equivalent in diameter to the existing poles at a similar height (within 10 feet of the existing height). View simulations of key views were prepared to show the changes to the visual character of the project area. Figure 5 shows the locations of the key views (Attachment 5). Figures 6–8 (Attachment 6) show the changes between the existing condition and the proposed condition for each of the key views.**

**Key View 1 is looking north from Unit 104 toward Units 101 and 102. In the existing condition, Units 101 and 102, the landscaped slope, wooden fence, and two-story apartment buildings are visible on the north side of Atlanta Avenue. In the proposed condition, Units 101 and 102 would be removed. The landscaped slope, block wall, and one of the apartment buildings are visible. The retaining wall is within the landscaped slope. Because the block wall is closer to the viewer than the existing wooden fence, only one apartment building is visible. The visual character of the proposed condition is similar to the existing condition.**

**Key View 2 is looking west from the driveway access to Atlanta Avenue near Unit 401. The existing condition shows potted plants at Unit 401, parked cars, the landscaped slope, wooden fence, utility poles, and the apartment buildings on the north side of Atlanta Avenue. In the proposed condition, Unit 401 would be removed. The proposed condition shows the landscaped slope, block wall, new street trees, and utility poles. The retaining wall is within the landscaped slope. Because the block wall is closer to the viewer than the existing wooden fence, the apartment buildings are not visible. The visual character of the proposed condition is similar to the existing condition.**

**Key View 3 is looking east on Atlanta Avenue at Huntington Street. The existing condition shows street landscaping, utility poles, the wooden fence, and the roofs of mobile homes. The proposed condition shows the additional lane in the eastbound direction, new street landscaping, the block wall, and utility poles. The roofs of the mobile homes are not visible because the block wall is higher than the existing wooden fence at this location. The visual character of the proposed condition is similar to the existing condition.**

**The view simulations for the three Key Views show that after the project is completed, the visual character of the site will substantially be the same as it currently exists. In addition, the view simulations demonstrate that an increase in height from a six-foot tall wood fence to an eight-foot tall block wall would not result in a significant degradation of the visual character of the site, particularly from within the mobile home park. Landscape buffers, proposed pilasters and variation in wall height further reduce the visual massing of the block wall. While the impact of aesthetic changes is generally subjective based on the viewer’s preference, However, since old pavement, street striping, landscaping and fencing will be replaced with new, there will be a general aesthetic enhancement of the project area. Furthermore, the mobile home park previously applied for a conditional use permit to construct a six and a half feet tall block wall along the Atlanta Avenue property line, but subsequently withdrew the application due to costs. To that**

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

**end, the proposed block wall could be regarded as a beneficial change for the mobile home park community.**

There will be a temporary degradation of the existing visual character in the area during construction. However, construction of the project is anticipated to last approximately six months and as such, impacts during construction can be considered less than significant. Less than significant impacts would occur.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources:1,4)

**Discussion:** Existing sources of light and glare in the project area include streets lights and vehicular headlights. Currently, street lights are located on utility poles and would be relocated as part of the project **as shown on Figures 2 and 8 (Attachments 2 and 6)**. There would be no new street lighting beyond what currently exists as a result of the proposed project. Although the project provides for increased capacity on Atlanta Avenue, there would not be an increase in traffic as a result of the project and therefore, the project would not result in more light and glare from vehicular headlights such that impacts would be significant. Other sources of light from the project would be lights from bicycles as a result of the proposed bike lanes. This potentially new light source, since it is likely that bicyclists currently travel on the subject segment of Atlanta Avenue, would be minimal and not result in a substantial increase in light and glare in the project area. No light standards are proposed for relocation or replacement within the mobile home park. Impacts would be less than significant.

**XIV. CULTURAL RESOURCES.** Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources:230,241)

**Discussion:** See discussion under d.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources:230)

**Discussion:** See discussion under d.

- c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources:250)

**Discussion:** See discussion under d.

- d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources:230)

**Discussion a – d:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The existing project area consists of roadway that has existed since 1927,

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

and a mobile home park that was developed in the 1950s. There are no locally significant historic structures and the project site is not listed in the General Plan Historic and Cultural Resources Element. Although the mobile home park is at least 50 years old, it has been determined by the State Office of Historic Preservation, that the mobile home park is not eligible for listing on the National Register of Historic Places.

An archeological survey report was prepared by Bonterra Consulting in April 2010. The report indicates that three archeological sites (CA-ORA-149, CA-ORA-276 and CA-ORA-1654) have been identified within a half-mile radius of the project area. In addition, based on a review of the Native American Heritage Commission (NAHC) sacred lands database, archeological literature, and historic maps, CA-ORA-149 may have extended into the project area at one time. Although existing site records place the archeological site outside of the project area, it is acknowledged that previous researchers had extended CA-ORA-149 east of Huntington Street into the Pacific Mobile Home Park site. However, it has been concluded that portions of the site east of Huntington Street would have been destroyed by construction of the mobile home park, the existing elevation of which is 2 to 5 meters below the original site surface. This is well below the depth of the archeological deposit of CA-ORA-149 estimated at less than two meters based on deBarros' 2005 data recovery excavations for the Pacific City project. Even so, because subsurface investigation of the project area did not previously occur, it could not be concluded that CA-ORA-149 is not present on the project site. Therefore, potential exists for small pockets of CA-ORA-149 to remain under the existing mobile home park, sidewalks, and streets.

Site Survey

In addition to a study of existing data, a survey of the project area was conducted on May 21, 2009 by Bonterra Consulting. The survey focused on determining the presence of any remaining surface expressions of CA-ORA-149 on non-asphalt covered areas south of Atlanta Avenue within the project area. No previously unknown cultural resources were identified during the survey, but visibility was nearly zero as the majority of the project area is paved. Since the project area is mostly paved, the survey extended to an undeveloped, unpaved area parallel to the mobile home park and Delaware Street. However, this area is covered with gravel, has undergone similar grading to the project site, and is beyond the original archeological site boundaries.

Although there were no cultural resources identified during the survey and study of available data, the historic use of the area increases likelihood of finding buried cultural resources during project construction-related activities. In addition, intact resources and human burials associated with CA-ORA-149 were discovered during archeological excavations for the Pacific City project, which is east of the project area, across Huntington Street. Therefore, an Extended Phase I Report was conducted to evaluate the subsurface soils within an unpaved area of the project site (located south of the existing Atlanta Avenue and north of the northern property line of the mobile home park) and determine whether any significant cultural deposits associated with CA-ORA-149 exist within the project site. The assessment was completed in combination with the geological soil auger borings conducted by WorleyParsons for the ADL testing as well as hand excavation of shovel test pits conducted by Bonterra. The subsurface site work identified a few cultural specimens (one artifact and 15 flakes) of poor contextual integrity and that the soil has been previously filled and disturbed and does not constitute an intact portion of CA-ORA-149 or an archeological deposit. In addition, the cultural materials that were discovered during the testing would not be significant nor would they warrant formal curation since they lack original provenience (intact, primary deposits) and show evidence of mixing with modern materials. Although the results of the testing suggest that although CA-ORA-149 may have extended onto the project site, based on the soil borings and hand excavations, no primary cultural deposit remains on the project site. However, to ensure impacts to cultural resources would be less than significant, ~~the following~~ Mitigation Measures CULT-1 and CULT-2 are recommended.

**An examination of geological maps indicated that the project area is situated on sediments that include**

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

**Holocene Axial Channel Deposits and Pleistocene Paralic Deposits, also known as marine terrace deposits. In addition, it is possible that Pleistocene Alluvium may be encountered during excavation in areas mapped as Holocene Axial Channel Deposits. Both the Pleistocene Alluvium and the Pleistocene Paralic deposits are sensitive for paleontological resources. The locality search conducted at the Natural History Museum of Los Angeles County (LACM) indicated that there are no known paleontological resources located within the project area, but that there are six known vertebrate localities located immediately to the southwest of the project area.**

**Although no paleontological resources were identified directly within the project area during the locality search, based on the results of the locality search and examination of geologic maps, sediments that can contain fossil exist within the project area. Therefore, there is the potential to encounter paleontological resources during ground-disturbing activities. The Old Paralic Deposits exposed on the western half of the project have a high sensitivity for containing paleontological resources. Excavations extending deeper than 8 ft beneath the surface on the eastern half of the project have the potential to encounter either Pleistocene Alluvium, or possibly Old Paralic Deposit sediments, and are also considered to have high paleontological sensitivity once this 8 ft depth is reached. Although the footing for the retaining/block wall would not exceed 8 ft below ground surface on the eastern half of the project area, it is possible that sensitive sediments may be encountered at shallower depths in the eastern half of the project, especially close to the contact between the Old Paralic Deposits and Holocene Axial Channel Deposits. In order to mitigate potential adverse impacts to nonrenewable paleontological resources, Mitigation Measure CULT-3 is required.**

However, to ensure impacts to cultural resources would be less than significant, the following mitigation measures are recommended:

**CULT-1:** *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.*

**CULT-2:** *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.*

**CULT-3:** *Upon final project design and prior to the beginning of construction, a qualified paleontologist shall review the final project plans to determine whether construction activities would affect native sediments containing sensitive paleontological resources. The qualified paleontologist shall provide his/her findings in writing and provide recommendations for further paleontological monitoring during construction if necessary. If construction activities would not disturb native sediments, no further mitigation*

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

would be required. If construction activities would occur in native sediments identified as being sensitive for paleontological resources, the qualified paleontologist shall prepare a Paleontological Resources Impact Mitigation Plan (PRIMP) consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (SVP, 1995 and 2010). The PRIMP shall include, but not be limited to, the following and shall be implemented prior to and during construction, as specified:

- Attendance at the pregrade conference by a project paleontologist or his/her representative. At this meeting, the paleontologist will explain the likelihood for encountering paleontological resources, where these resources may occur, what resources may be discovered, and the methods that will be employed if anything is discovered.
- Monitoring of excavation activities by a qualified paleontological monitor in areas identified as likely to contain paleontological resources. The monitor shall be equipped to salvage fossils and/or matrix samples as they are unearthed in order to avoid construction delays. The monitor shall be empowered to temporarily halt or divert equipment in the area of the find in order to allow removal of abundant or large specimens.
- Because the underlying sediments may contain abundant fossil remains that can only be recovered by a screening and picking matrix, it is recommended that these sediments occasionally be spot screened through 1/8 to 1/20-inch mesh screens to determine if small vertebrate fossils exist. If small fossils are encountered, additional sediment samples (up to 6,000 pounds) shall be collected and processed through 1/20-inch mesh screens to recover additional fossils.
- Preparation of recovered specimens to a point of identification and permanent preservation. This includes the washing and picking of mass samples to recover small invertebrate and vertebrate fossils and the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the storage cost for the developer.
- Identification and curation of specimens into a museum repository with permanent retrievable storage.
- Preparation of a report of findings with an appended itemized inventory of specimens. When submitted to the Lead Agency, the report and inventory will signify completion of the program to mitigate impacts to paleontological resources.

With implementation of the proposed mitigation measures, impacts to cultural resources would be less than significant.

**XV. RECREATION.** Would the project:

- a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources:4,195,22)

**Discussion:** See discussion under c.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources:45)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Discussion:** See discussion under c.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Affect existing recreational opportunities? (Sources:45) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion a –c:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. There may be increased use of surrounding parks during construction by workers that may utilize the parks before, during and after work. However, the proposed project does not involve the creation of new homes or businesses that would substantially increase the use of existing parks and recreational facilities beyond the construction phase. The project will not affect nor does it include expansion of existing recreational opportunities. Although the project will provide additional travel lanes on Atlanta Avenue, the additional lanes will bring the subject segment of Atlanta Avenue into compliance with its primary arterial designation of the General Plan Circulation Elements and Orange County Master Plan of Arterial Highways (MPAH) as well as provide for the forecasted build-out capacity. Therefore, the increased capacity of Atlanta Avenue is not anticipated to provide for growth not already anticipated by the General Plan. As such, the project would not require the addition or expansion of recreational facilities. Less than significant impacts would occur.

**XVI. AGRICULTURE RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under c.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** See discussion under c.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion a – c:** The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The existing project area consists of roadway that has existed since 1927, and a mobile home park that was developed in the 1950s. The project does not propose any changes that would affect existing farmland or agricultural uses and would not result in conversion of farmland/agricultural uses as there are none within the vicinity of the project site. The site is not zoned for agricultural uses, nor is it under a Williamson Act contract. Finally, the project area is not mapped as Prime Farmland, Unique Farmland or Farmland of

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

Statewide Importance. No impacts would occur.

**XVII. GREENHOUSE GAS EMISSIONS.** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: 139)

**Discussion:** The California Energy Commission calculated that in 2004, California produced 492,000,000 metric tons of carbon dioxide (CO<sub>2</sub>) emissions. On an individual basis, a project generally would not generate enough GHG emissions to create a significant impact on global climate change. For instance, the proposed project would result in a total of approximately 173 tons of CO<sub>2</sub> emissions during construction. This represents a negligible amount when compared to the overall contribution of the State’s GHG emissions impacting global climate change. A project’s potential impact would be its incremental contribution of GHG emissions when combined with all other GHG emission sources to cause significant cumulative impacts that could result in global climate change impacts. The proposed project has the potential to result in GHG emissions from both construction and operation of the proposed street widening.

Short-term/Construction

Construction GHG emissions would include emissions produced from material processing, emissions from construction equipment and vehicles, and emissions from travel delay due to construction. These emissions would be produced at different levels throughout construction. The project would result in a total of approximately 173 tons of CO<sub>2</sub> emissions during construction. Implementation of a traffic control plan would manage traffic and reduce travel delays during construction to the extent possible. The largest source of GHG emissions during construction would occur from construction equipment exhaust. Generally, measures that are employed to reduce emissions from construction equipment would also reduce GHG emissions. Mitigation Measure AQ-1 includes measures such as limiting equipment idling time and ensuring that equipment is properly maintained that would control equipment exhaust. In addition, all construction vehicles are required to use CARB approved on-road diesel fuel, when locally available, to reduce emissions of CO, ROG and particulate matter during construction.

**During construction, GHG emissions related to the roadway widening would be mainly from CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> contained in exhaust from off-road diesel construction equipment/vehicles (e.g., idling and operation of backhoes, cranes, and drilling rigs), from on-road trucks used by vendors (to deliver materials to the site) and on-site workers, and from use of portable equipment (e.g., generators). The short-term construction emissions were calculated using the Road Construction Emissions Model that was developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD Road Construction Emission Model is included in the models recommended by the SCAQMD for roadway projects. The construction GHG emissions were estimated at 207.3 tons (188 metric tons) using the SMAQMD model in conjunction with estimated vehicle/equipment usage schedules. These GHG emissions are well below significance thresholds thus far suggested (e.g., 10,000 metric tons/year included in the SCAQMD-suggested guidelines; 7,000 metric tons/year by the CARB).** While there is no specific threshold of significance for GHG emissions, it is reasonable to apply the same requirements for criteria pollutants in that significance occurs when a project results in a cumulatively considerable net increase of GHG emissions. Therefore, since the project’s contribution of **GHG** CO<sub>2</sub> emissions is minor and measures would be implemented to further reduce GHG emissions during construction, impacts from GHG emissions during construction would not result in a cumulatively considerable net increase of GHG emissions and impacts would be less than significant.

Long-term/Operational

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

The project does have potential to produce GHG emissions from vehicles traveling along Atlanta Avenue. However, the highest level of GHG emissions from mobile sources, specifically carbon dioxide (CO<sub>2</sub>), occur at “stop-and-go” speeds (0 – 25 miles per hour). The proposed street widening project would provide for additional capacity on Atlanta Avenue but would not generate increased traffic volumes. In addition, the project would relieve congestion by enhancing operations and improving travel times. By eliminating an existing “choke point” on Atlanta Avenue, thereby reducing “stop-and-go” speeds, the project may result in reduced CO<sub>2</sub>-GHG emissions. **Since the proposed project would reduce congestion and does not add vehicle trips, the difference in the GHG emissions in the With Project and No Project conditions would be negligible. Again,** there is no specific threshold of significance other than to reasonably consider whether a project would result in a cumulatively considerable net increase in GHG emissions. Based on the scope of the project including the project’s potential to reduce CO<sub>2</sub>-GHG emissions, the project would not result in significant impacts from GHG emissions. Less than significant impacts would occur.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: 139)

**Discussion:** One of the main strategies of the Caltrans Climate Action Program to reduce GHG emissions is to make California’s transportation system more efficient. As discussed above, the highest levels of CO<sub>2</sub>-GHG emissions occur when vehicles travel at “stop-and-go” speeds. The purpose of the proposed project is to eliminate a “choke point” on Atlanta Avenue and reduce an area currently experiencing queuing and “stop-and-go” speeds. The project also proposes to add a Class-II bike lane and would bring the subject segment of Atlanta Avenue into compliance with its MPAH designation, which is administered by the Orange County Transit Authority (OCTA), a member of Southern California Association of Governments (SCAG).

Transportation control measures in the AQMP are provided by SCAG and include those contained in the 2008 Regional Transportation Plan (RTP). The proposed project is identified in the 2008 RTP and is consistent with Travel Demand Management strategies identified in the RTP including enhancing non-motorized and transit modes of transportation in the area. The proposed project is consistent with the Caltrans Climate Action Program and the 2008 RTP. Projects that are consistent with these programs would be consistent with other programs and policies of a broader context such as AB 32. Therefore, the project would not conflict with applicable policies, plans or programs adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.**

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources:1-243)

**Discussion:** The project, during construction, could result in disturbances to migratory bird species. In addition, there is potential for cultural resources to be discovered during construction-related ground-disturbance. However, with mitigation, impacts would be less than significant.

- b) Does the project have impacts that are individually limited,

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources:1-23)

**Discussion:** As discussed throughout the document, the proposed project would have less than significant impacts for the majority of impact areas. Therefore, the project’s contribution in the context of cumulatively considerable adverse impacts would be less than significant. The project does require mitigation for potentially significant impacts in the areas of air quality, biological resources, and cultural resources. However, all of the identified potentially significant impacts can be mitigated during project construction and therefore do not represent a cumulatively considerable significant impact. Mitigation for impacts identified in the area of population and housing are due to relocation of 164 residents that would occur as a result of acquisition of additional right-of-way for the project and not due to substantial increases in population or indirect growth that would result in cumulatively considerable impacts.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources:1-243)
- 

**Discussion:** As discussed throughout the document, the project would result in less than significant impacts (i.e. – traffic, noise, hazards) or less than significant impacts with mitigation (air quality, noise and housing) in areas with the potential to have adverse effects on human beings.

## **XIX. EARLIER ANALYSIS.**

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents Prepared and Utilized in this Analysis:

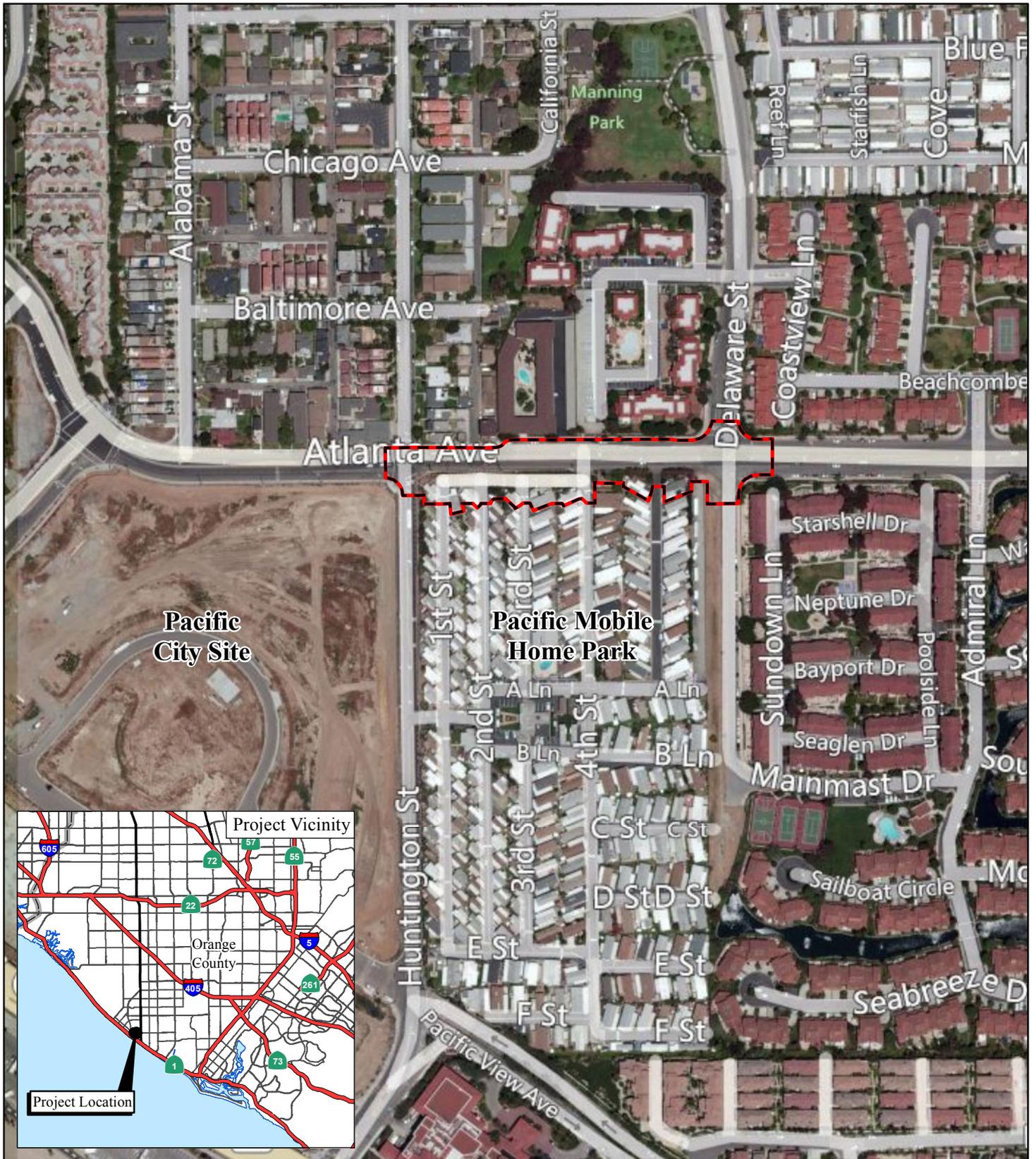
<b><u>Reference #</u></b>	<b><u>Document Title</u></b>	<b><u>Available for Review at:</u></b>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach
2	City of Huntington Beach Zoning and Subdivision Ordinance	“
3	Project Vicinity Map	See Attachment No.1
4	Conceptual Project Plan	See Attachment No. 2
5	Community Impact Report (December 2012)	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach
6	Census Tract Map	See Attachment No. 3
7	Relocation Plan (November 2011)	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach
8	Subsurface Investigation Report (March 2009)	“
9	Addendum to the Subsurface Investigation Report (August 2012)	“
10	Hydrology Study (March 2012)	“
11	City of Huntington Beach Municipal Code	“
12	FEMA Flood Insurance Rate Map (FIRM No. 06059C0263J, 12/3/09)	“

13	Air Quality Analysis (December 2012)	“
14	Traffic Impact Analysis (December 2012)	“
15	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	“
16	Noise Impact Analysis (December 2012)	“
17	Phase I Environmental Site Assessment (October 2009)	“
18	Phase II Environmental Site Assessment (March 2010)	“
19	City of Huntington Beach Environmental Assessment Form (February 2009)	“
20	Noise Monitoring Locations Map	See Attachment No. 4
21	Photo Location Map	See Attachment No. 5
22	Key Views 1-3	See Attachment No. 6
23	Historic Property Survey Report & Archeological Survey Report (April 2010)	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach
24	State Historic Preservation Office concurrence letter (June 2010)	“
25	Paleontological Assessment Report (December 2012)	“
26	Summary of Mitigation Measures	See Attachment No. 7



# **Attachment No. 1**



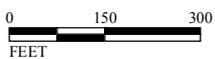


LSA

LEGEND

 Project Site

FIGURE 1



SOURCE: Bing Maps (c. 2008); City of Huntington Beach (6/27/2012)

F:\TTE1202\GIS\CIA\_ProjLoc\_Fig1.mxd (10/18/2012)

Atlanta Avenue Widening  
Project Location



## **Attachment No. 2**





LSA

LEGEND

- Project Site
- Proposed Retaining Wall/Blockwall
- Proposed Mobile Homes to be Relocated
- Proposed Circulation Road
- Conceptual Striping
- Proposed Driveway
- Proposed Utility Pole with Street Light
- Proposed Curb-Gutter
- Proposed Landscaping
- Proposed Sidewalk
- Proposed Tree



SOURCE: City of Huntington Beach ( 2010); City of Huntington Beach (6/2012)  
 I:\TTE1202\GIS\CIA\_ProposedProj.mxd (10/3/2012)

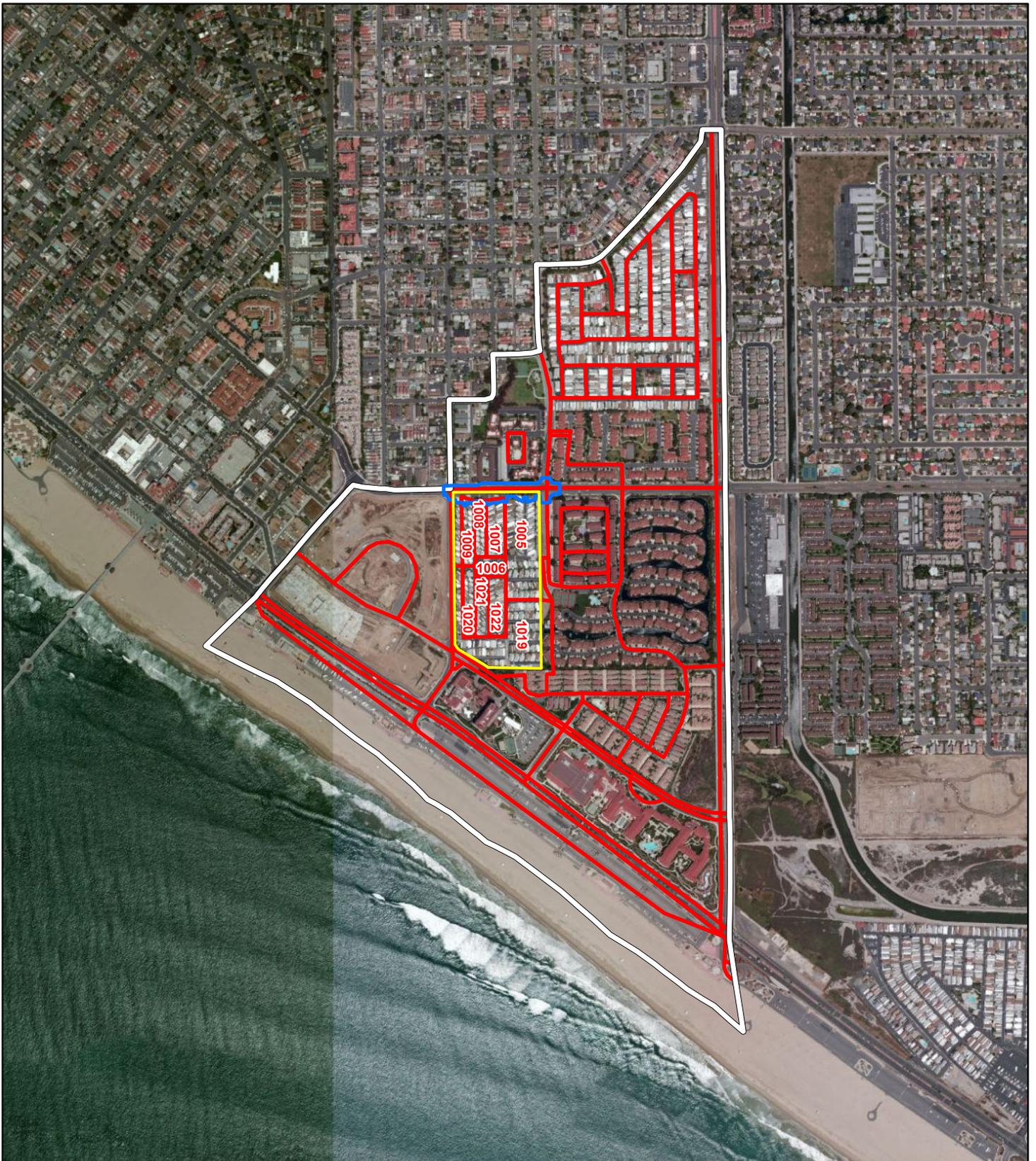
FIGURE 2

Atlanta Avenue Widening  
 Proposed Project



## **Attachment No. 3**

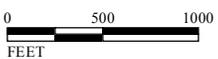




LSA

LEGEND

- Project Site
- Census Tract (Study Area)
- Census Tract Block
- Pacific Mobile Home Park



SOURCE: Bing Maps (c. 2008); City of Huntington Beach (6/2012)  
 F:\TTE1202\GIS\CensusTracts\_8x11.mxd (10/16/2012)

FIGURE 3

*Atlanta Avenue Widening  
 Study Area Census Tract*



## **Attachment No. 4**

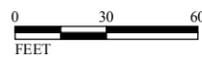




LSA

LEGEND

-  Project Site
-  Noise Monitoring Location with #ID



SOURCE: Aerial, City of Huntington Beach (2010); City of Huntington Beach (6/2012)  
 I:\TTE1202\GIS\AmbientNoiseMonLoc.mxd (10/16/2012)

FIGURE 4

*Atlanta Avenue Widening*  
 Ambient Noise Monitoring Location



## **Attachment No. 5**





LSA

LEGEND

 Project Site

 Photo Location



SOURCE: Aerial, City of Huntington Beach (2010); City of Huntington Beach (6/2012)

F:\TTE1202\GIS\PhotoLoc.mxd (10/16/2012)

FIGURE 5



## **Attachment No. 6**





Existing Key View 1: Looking north from PMHP Unit 104.



Key View 1 View Simulation

LSA

FIGURE 6





Existing Key View 2: Looking west from Unit 401.



Key View 2 View Simulation

L S A

FIGURE 7





Existing Key View 3: Looking east on Atlanta Avenue at Huntington Street.



Key View 3 View Simulation

L S A

FIGURE 8



## Attachment No. 7

### Summary of Mitigation Measures

<u>Description of Impact</u>	<u>Mitigation Measure</u>
<ul style="list-style-type: none"> <li>• Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere</li> <li>• Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere</li> </ul>	<p><b>POP-1:</b> <del>Upon Federal authorization to proceed with right-of-way acquisition</del> <u>As soon as feasibly possible pursuant to applicable laws and regulations</u>, 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.</p>
<ul style="list-style-type: none"> <li>• Violate any air quality standard or contribute substantially to an existing or projected air quality violation</li> <li>• Expose sensitive receptors to substantial pollutant concentrations</li> </ul>	<p><b>AQ-1:</b> The City shall require, by contract specifications, implementation of the following measures:</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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)</li> <li>○ The contractor shall comply with Caltrans’ Standard Specification Section 7-1.01F and Section 10 of Caltrans’ Standard Specifications (1999).</li> <li>○ The contractor shall apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.</li> <li>○ The contractor shall spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.</li> <li>○ The contractor shall wash trucks as they leave the right-of-way as necessary to control fugitive dust.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ The contractor shall locate equipment and materials storage as far away from residential as practical.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ The contractor shall require that all transported loads of soil and wet materials shall be covered prior to transport, or provide adequate freeboard to</li> </ul>

	<p><i>reduce PM<sub>10</sub> and deposition of particulate matter during transportation.</i></p> <ul style="list-style-type: none"> <li>○ <i>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.</i></li> <li>○ <i>The contractor shall install landscaping as soon as practical after grading to reduce windblown particulate in the area.</i></li> <li>○ <i>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.</i></li> <li>○ <i>The contractor shall abate dust nuisance by cleaning, sweeping and spraying with water, or other means as necessary. (Greenbook Section 7-8.1)</i></li> <li>○ <i>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)</i></li> </ul>
<ul style="list-style-type: none"> <li>● 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</li> </ul>	<p><b>BIO-1:</b> <i>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.</i></p> <p><i>Nesting habitat for protected or sensitive species:</i></p> <ol style="list-style-type: none"> <li>1) <i>Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible.</i></li> <li>2) <i>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.</i></li> <li>3) <i>Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.</i></li> </ol>
<ul style="list-style-type: none"> <li>● A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project</li> </ul>	<p><b>NOISE-1:</b> <i>The City shall require by contract specifications the following measures:</i></p> <ul style="list-style-type: none"> <li>○ <i>Ensure that all construction equipment has sound-control devices.</i></li> <li>○ <i>Prohibit equipment with un-muffled exhaust.</i></li> <li>○ <i>Site staging of equipment as far away from sensitive receptors as possible.</i></li> <li>○ <i>Limit idling of equipment whenever possible.</i></li> <li>○ <i>Notify adjacent residents in advance of construction work.</i></li> <li>○ <i>Educate contractors and employees to be sensitive to noise impact issues and noise control methods.</i></li> <li>○ <i>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</i></li> </ul>

	<p>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.</p>
<ul style="list-style-type: none"> <li>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</li> </ul>	<p><b>NOISE-2:</b> <u>During final design, the City shall coordinate with the affected new frontline mobile home residents (within 100 feet of the Atlanta Avenue centerline) to ensure that mechanical ventilation systems such as air-conditioning are provided to maintain the interior noise standard of 45 A-weighted decibels (dBA) day-night average noise level (Ldn).</u></p>
<ul style="list-style-type: none"> <li>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5</li> <li>Disturb any human remains, including those interred outside of formal cemeteries</li> </ul>	<p><b>CULT-1:</b> <i>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.</i></p> <p><b>CULT-2:</b> <i>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.</i></p>
<ul style="list-style-type: none"> <li>Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?</li> </ul>	<p><b>CULT-3:</b> <u>Upon final project design and prior to the beginning of construction, a qualified paleontologist shall review the final project plans to determine whether construction activities would affect native sediments containing sensitive paleontological resources. The qualified paleontologist shall provide his/her findings in writing and provide recommendations for further paleontological monitoring during construction if necessary. If construction activities would not disturb native sediments, no further mitigation would be required. If construction activities would occur in native sediments identified as being sensitive for paleontological resources, the qualified paleontologist shall prepare a Paleontological Resources Impact Mitigation Plan (PRIMP) consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (SVP, 1995 and 2010). The PRIMP shall include, but not be limited to, the following and shall be implemented prior to and during construction, as specified:</u></p>

- Attendance at the pregrade conference by a project paleontologist or his/her representative. At this meeting, the paleontologist will explain the likelihood for encountering paleontological resources, where these resources may occur, what resources may be discovered, and the methods that will be employed if anything is discovered.
- Monitoring of excavation activities by a qualified paleontological monitor in areas identified as likely to contain paleontological resources. The monitor shall be equipped to salvage fossils and/or matrix samples as they are unearthed in order to avoid construction delays. The monitor shall be empowered to temporarily halt or divert equipment in the area of the find in order to allow removal of abundant or large specimens.
- Because the underlying sediments may contain abundant fossil remains that can only be recovered by a screening and picking matrix, it is recommended that these sediments occasionally be spot screened through 1/8 to 1/20-inch mesh screens to determine if small vertebrate fossils exist. If small fossils are encountered, additional sediment samples (up to 6,000 pounds) shall be collected and processed through 1/20-inch mesh screens to recover additional fossils.
- Preparation of recovered specimens to a point of identification and permanent preservation. This includes the washing and picking of mass samples to recover small invertebrate and vertebrate fossils and the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the storage cost for the developer.
- Identification and curation of specimens into a museum repository with permanent retrievable storage.
- Preparation of a report of findings with an appended itemized inventory of specimens. When submitted to the Lead Agency, the report and inventory will signify completion of the program to mitigate impacts to paleontological resources.