

Attachment 1 – Project Location



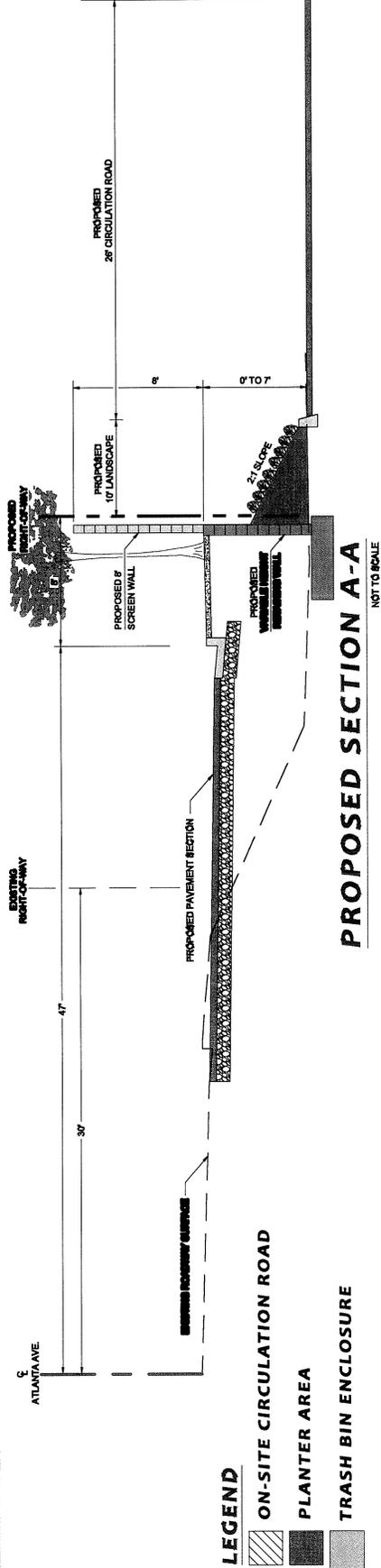
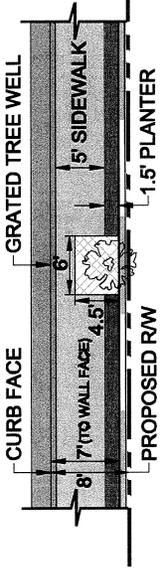
ATTACHMENT NO. 1

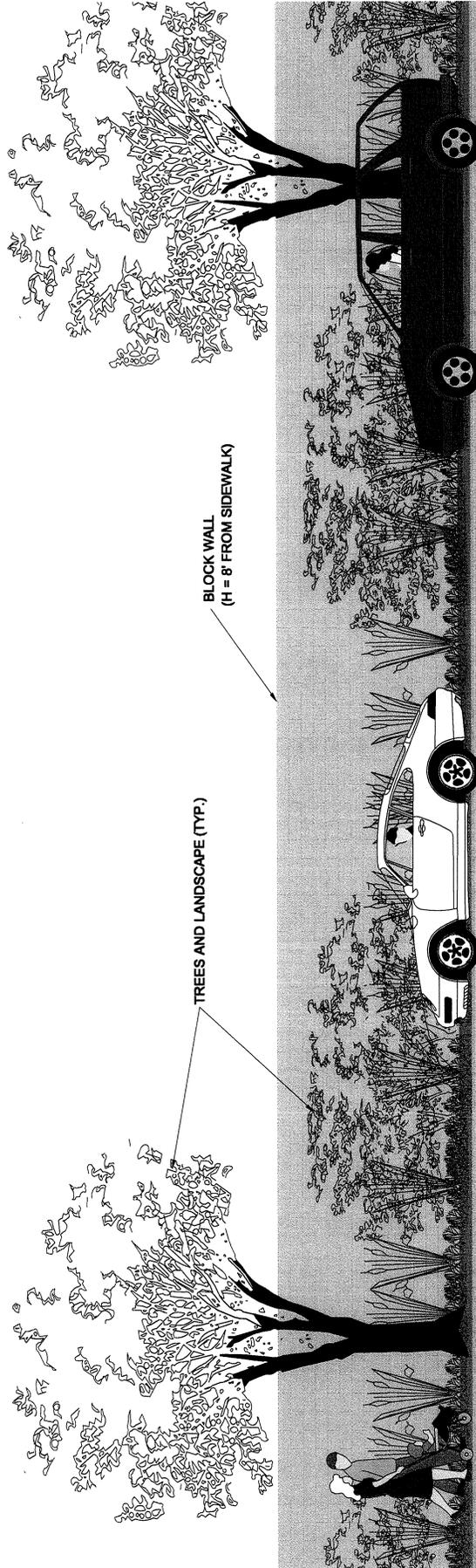
ATLANTA AVENUE WIDENING (HUNTINGTON ST. - DELAWARE ST.)

CONCEPTUAL DESIGN



PLAN SCALE
1" = 40' 0" (1:1600)





CONCEPTUAL VIEW FROM STREET
(LOOKING SOUTHERLY FROM ATLANTA AVENUE)

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



PREPARED UNDER THE SUPERVISION OF
DEPARTMENT OF PUBLIC WORKS
DATE: _____
APPROVED BY: _____
CITY ENGINEER, ANDREW DUNN, P.E.
DATE: _____
A.C.E. MCISBELL

REVISED	DATE	BY	DESCRIPTION

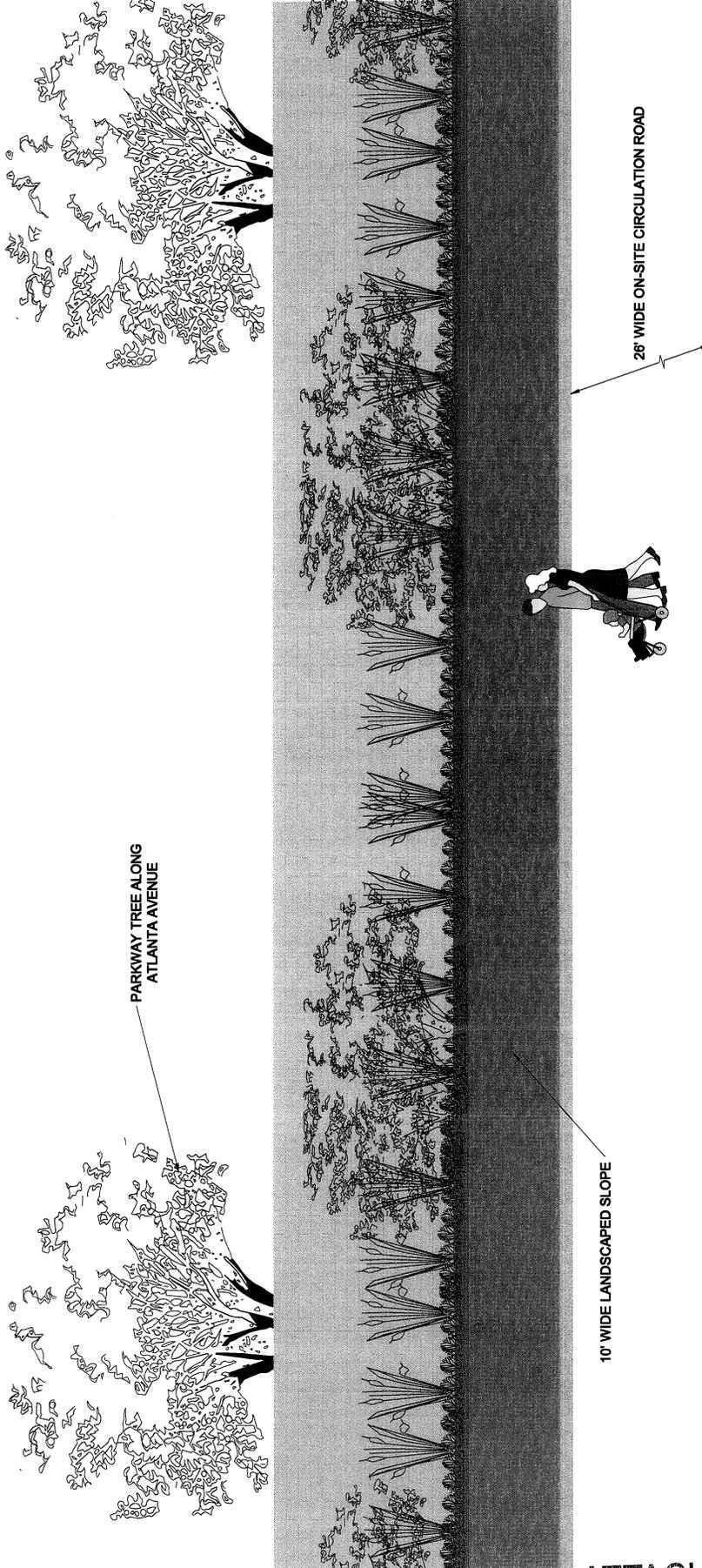
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Underground Service Alert
Call: TOLL FREE
1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG



**CONCEPTUAL VIEW FROM PACIFIC MOBILEHOME PARK
(LOOKING NORTHERLY TOWARDS ATLANTA AVENUE)**

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



PREPARED UNDER THE SUPERVISION OF
DEPARTMENT OF PUBLIC WORKS
SCALE: AS SHOWN
APPROVED BY:
CITY ENGINEER, ANTHONY DAMAS, P.E.
R.C.E. MCISELL DATE:

APPROVED BY	DATE

DATE	DESCRIPTION	APPROVED

DATE	BY	DESCRIPTION

DATE	DESCRIPTION

DATE	DESCRIPTION

Underground Service Alert
Call: TOLL FREE
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Project Narrative

Project: **Atlanta Avenue Widening, CC-1319**
Application: EA/CDP/CUP
Applicant: City of Huntington Beach Public Works Department
Contact: Jonathan Claudio, Senior Civil Engineer
Phone #: (714) 374-5380
Date: July 24, 2009

The City proposes to widen the south side of Atlanta Avenue, between Huntington Street and Delaware Street, to comply with the primary arterial street classification in the General Plan Circulation Element. The project site is bounded by single-family residential, apartment and condominium uses to the north and the east, by the Waterfront Hilton Hotel property to the south, and the Pacific City mixed-use development (currently under construction) to the west. As the proposed street widening project will provide the build-out traffic capacity forecasted and bring this segment of Atlanta Avenue into compliance with the County's Master Plan of Arterial Highways, the Orange County Transportation Authority has approved grant funding to the City for the engineering, right-of-way, and construction phases of this street widening project. The current budget constraints, however, have limited the City's ability to provide the local matching funds required to receive the grant funding. Consequently, the right-of-way and construction phases of this project may be delayed until the 2010/11 fiscal year.

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 2 through lanes in each direction of travel, separated by a striped median. Currently, this 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 street improvements will provide an additional through lane and bike lane in each direction of travel.

The project's scope of work primarily includes clearing and grubbing, the construction of asphalt concrete roadway, striping, curb, gutter, sidewalk, an 8 feet tall screen wall atop a variable height (7 ft. max.) retaining wall, landscaping, reconstruction of a 26 ft. wide on-site circulation road, utility adjustment and relocation. Since this street widening project proposes to remove and reconstruct the south curb line of Atlanta Avenue an additional 27 ft. (approx.) to the south, it will be necessary to relocate the 5 utility poles and overhead lines currently located within the existing southerly parkway area. The undergrounding of the existing overhead utility lines, however, is not included within the scope of this project. In accordance with the City's franchise agreements, the utility companies will be responsible for the relocation and/or adjustment of their facilities which may be in conflict with the proposed City street improvements.

The mixed-use Pacific City development located immediately west of the project site has recently widened Atlanta Avenue between 1st Street and Huntington Street to its ultimate location. This has resulted in the segment of Atlanta Avenue between Huntington Street and Delaware Street as the lone remaining "choke point" on Atlanta Avenue between 1st 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 help to minimize this accident potential and provide for improved traffic safety.

Furthermore, this segment of Atlanta Avenue is an existing transit route with a proposed Class II bicycle trail. The current transit activity turning from Huntington Street and stopping on Atlanta Avenue is constrained due to the substandard width of the existing roadway, the tight turning radius at the southeast corner of Atlanta Avenue and Huntington Street, and the presence of cyclists who share the roadway on this segment of Atlanta Avenue. Widening the roadway to provide 2 eastbound travel lanes and a designated bike lane will help to reduce the impacts of the existing bus stop (located approx. 100 ft. east of Huntington Street) and improve the ability of the roadway to accommodate bus turns. Consequently, the overall traffic operations in the area will be enhanced with the proposed street widening by minimizing delays and the associated impacts.

The existing public street right-of-way along this 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. 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). Along with the acquisition of this 25 feet wide by 630 feet long (approx.) strip of land from the Pacific Manufactured Home Park located at 80 Huntington Street (APN 024-291-16), the City anticipates that 8 manufactured homes (Unit Nos. 101, 102, 201, 301, 302, 401, 501, and 502) will also need to be relocated in order to construct the proposed street widening project. The ultimate location of these units is not known at this point, however, as real estate negotiations with the Park owner and the affected residents cannot commence until the City receives Federal authorization to proceed with the right-of-way phase. The foreseeable alternatives include on-site relocation to a comparable unit, off-site relocation to another park with a comparable unit, or a monetary offer for residents who no longer choose to own a manufactured home. The City's real estate consultant will ensure that all relocation work for this project shall comply with the applicable City, State, and Federal laws.

Although the City has received authorization to proceed with the engineering phase, the construction of this project is contingent upon a number of factors including: 1) the City's ability to obtain the Federal, State, and local approvals required to proceed with the right-of-way and construction phases; 2) negotiating the successful land acquisition and subsequent relocation of the Pacific Manufactured Home Park residents directly affected by the construction of the proposed street widening project; and 3) the availability of Federal grant and local matching funds. As previously stated, the right-of-way and subsequent construction phase of this project may be delayed until the 2010/11 fiscal year. Based upon the current scope of work, the construction phase is estimated to last for approximately 6 months from the date the contractor is given the notice to proceed by the City.

Jonathan Claudio, Project Engineer

Date

Attachment No. 4

Summary of Mitigation Measures

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

	<p><i>reduce PM₁₀ and deposition of particulate matter during transportation.</i></p> <ul style="list-style-type: none"> ○ <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> ○ <i>The contractor shall install landscaping as soon as practical after grading to reduce windblown particulate in the area.</i> ○ <i>The contractor shall implement a street sweeping program with Rule 1186-compliant PM₁₀-efficient vacuum units on at least a 14-day frequency.</i> ○ <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> ○ <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>
<ul style="list-style-type: none"> ● A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project 	<p>NOISE-1: <i>The City shall require by contract specifications the following measures:</i></p> <ul style="list-style-type: none"> ○ <i>Ensure that all construction equipment has sound-control devices.</i> ○ <i>Prohibit equipment with un-muffled exhaust.</i> ○ <i>Site staging of equipment as far away from sensitive receptors as possible.</i> ○ <i>Limit idling of equipment whenever possible.</i> ○ <i>Notify adjacent residents in advance of construction work.</i> ○ <i>Educate contractors and employees to be sensitive to noise impact issues and noise control methods.</i> ○ <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 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.</i>
<ul style="list-style-type: none"> ● Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 ● Disturb any human remains, including those interred outside of formal cemeteries 	<p>CULT-1: <i>If cultural resources are encountered during 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>CULT-2: <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</i></p>

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.

