CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
DRAFT MITIGATED NEGATIVE DECLARATION NO. 2011-012

1. PROJECT TITLE:	**Beach Boulevard and Warner Avenue Intersection Improvements**
Concurrent Entitlements:	**None**[1]
2. LEAD AGENCY:	City of Huntington Beach Planning and Building Department 2000 Main Street Huntington Beach, CA 92648
Contact:	Jennifer Villasenor, Senior Planner
Phone:	(714) 536-5271
3. PROJECT LOCATION:	Intersection of Beach Boulevard and Warner Avenue (north side of Warner Avenue from Beach Boulevard to 65 feet east of A Lane) including portions of the adjacent commercial properties to the north: 16990 Beach Boulevard, 8021 Warner Avenue, 8071 Warner Avenue, Huntington Beach, CA 92647 (Refer to Figure 1)
4. **PROJECT PROPONENT:**	City of Huntington Beach Public Works Department 2000 Main Street Huntington Beach, CA 92648
Contact Person:	William Janusz, Principal Civil Engineer
Phone:	(714) 536-5431
5. GENERAL PLAN DESIGNATION:	Warner Avenue & A Lane: Public Street Right-of-Way 16990 Beach Boulevard & 8021 Warner Avenue: M-sp-d (Mixed Use-Specific Plan Overlay-Design Overlay) 8071 Warner Avenue: CG-F2-a (General Commerical-0.50 FAR-Auto District Overlay)

6. ZONING: Warner Avenue & A Lane: Public Street Right-of-Way
16990 Beach Boulevard & 8021 Warner Avenue: Specific Plan No. 14 – Beach and Edinger Corridors Specific Plan (SP-14)
8071 Warner Avenue: Commercial General

[1]Submittal of variance applications is anticipated for properties that would not comply with development standards as a result of the project's right-of-way acquisition.

7. PROJECT DESCRIPTION

The proposed project involves the construction of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements including a new five-foot wide sidewalk along the west side of A Lane. The recently updated General Plan Circulation Element identifies intersection improvements that will be necessary to implement the City's Arterial Highway Plan, which is designed to accommodate anticipated long-term (Year 2030) growth in the City. The updated Circulation Element also revised acceptable Level of Service (LOS) standards for key intersections within the City. The intersection of Beach Boulevard and Warner Avenue is designated as a Principal Intersection with an acceptable LOS standard of "D" in the updated Circulation Element. The proposed project is identified as one of the intersection improvements necessary to ensure that recently revised Circulation Element policies establishing minimum LOS standards for the City's updated Arterial Highways Plan are met.

Proposed Street Improvements

Currently the subject segment of Warner Avenue consists of three through lanes, two left turn lanes and a bike lane. The existing right-of-way width of the subject segment of Warner Avenue is 120 feet including curb, gutter and sidewalk. The existing right-of-way along A Lane is 45 feet. The proposed street improvements will provide installation of one westbound right turn lane on Warner Avenue at Beach Boulevard. The project will extend along Warner Avenue from Beach Boulevard easterly to the existing alley east of A Lane for a length of approximately 370 feet. On A Lane, the project includes the addition of a five-foot wide sidewalk, curb and gutter along the west side of the street for a length of approximately 150 feet. In addition, the project's scope of work includes clearing and grubbing, the construction of asphalt concrete roadway, striping, curb, gutter, sidewalk, landscaping and relocation of existing signage on the adjacent gas station parcel, reconstruction of driveways on the adjacent gas station and liquor store properties, removal of a defunct drainage inlet, relocation of irrigation lines on the auto repair property, and utility and traffic signal adjustment and relocation, including a fire hydrant and one utility pole. Above- and below-ground utilities within the right-of-way and on private property 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. With Beach Boulevard being a state highway, the project will require review and approval by Caltrans.

Acquisition of Right-of-Way

The proposed project would require right-of-way acquisition from adjacent privately owned commercial properties. The acquisition of right-of-way on the north side of Warner Avenue varies in width from nine to 14 feet. Acquisition on the west side of A Lane for sidewalk improvements would be three feet. A description of the acquisition from each private property is described below and shown on the preliminary design plan in Attachment No. 1. Overall, the total property acquisition per parcel is proposed as follows:

- 16990 Beach Boulevard; Gas Station (APN 107-011-067): 14 feet wide; 1,219 square feet
- 8021 Warner Avenue; Liquor Store (APN 107-100-068): 14 feet wide; 1,874 square feet
- 8071 Warner Avenue; Tire Store (APN 107-100-078): nine feet wide; 786 square feet

The gas station at 16990 Beach Boulevard takes access from both Warner Avenue and Beach Boulevard and includes a landscape planter and two monument signs at the corner of Beach and Warner. An overhead canopy over the gas pump islands is also located on the property near the corner of Beach and Warner. The gas station property is currently improved with curb, gutter, and sidewalk. The existing landscape planter at the corner of Beach and Warner would be reconfigured and the existing monument signs relocated within the reconfigured planter.

The liquor store parcel, located just east of the gas station along Warner Avenue at 8021 Warner Avenue, currently has no sidewalk or landscaping improvements on the Warner Avenue frontage and no curb, gutter, sidewalk or landscaping improvements on the A Lane frontage. There are 14 parking spaces on site, six in front of the building with access from Warner Avenue and eight behind the building with access from A Lane. Four of the parking spaces along Warner Avenue are not designed to current parking lot standards as they lack sufficient back-up space and all six spaces do not comply with parking lot location requirements of the BECSP. The Warner Avenue and A Lane frontages will be improved with curb, gutter, and sidewalk as a result of the proposed project and five parking spaces along Warner Avenue will require removal and replacement elsewhere on site. Only the accessible parking space would remain. Alternatively, the City may seek a variance to allow the liquor store property to deviate from the minimum number of required parking spaces. In addition, a variance would be required to maintain the accessible space with a back-up distance that does not meet minimum code requirements. A new sidewalk would be provided on A Lane from Warner Avenue to an existing sidewalk approximately 150 feet north of Warner Avenue. The entire street for this segment of A Lane will be re-paved to ensure an acceptable longitudinal grade and cross fall. Existing bollards behind the building along the A Lane frontage would be removed. New driveway access points will be incorporated into the Warner Avenue and A Lane frontages.

The tire store and light automotive repair center at 8071 Warner Avenue currently takes access from one driveway located on A Lane. The site improvements currently consist of curb, gutter, sidewalk, and landscape planters along both corner frontages. Four existing parking stalls within the site and facing Warner Avenue will be reduced in length by one foot due to the street widening project. The City would ensure that the spaces comply with the 19-foot minimum parking stall length requirements. An existing landscape planter along Warner Avenue would be removed but not replaced as there will no longer be adequate room for a landscape planter between the property line and the parking stalls.

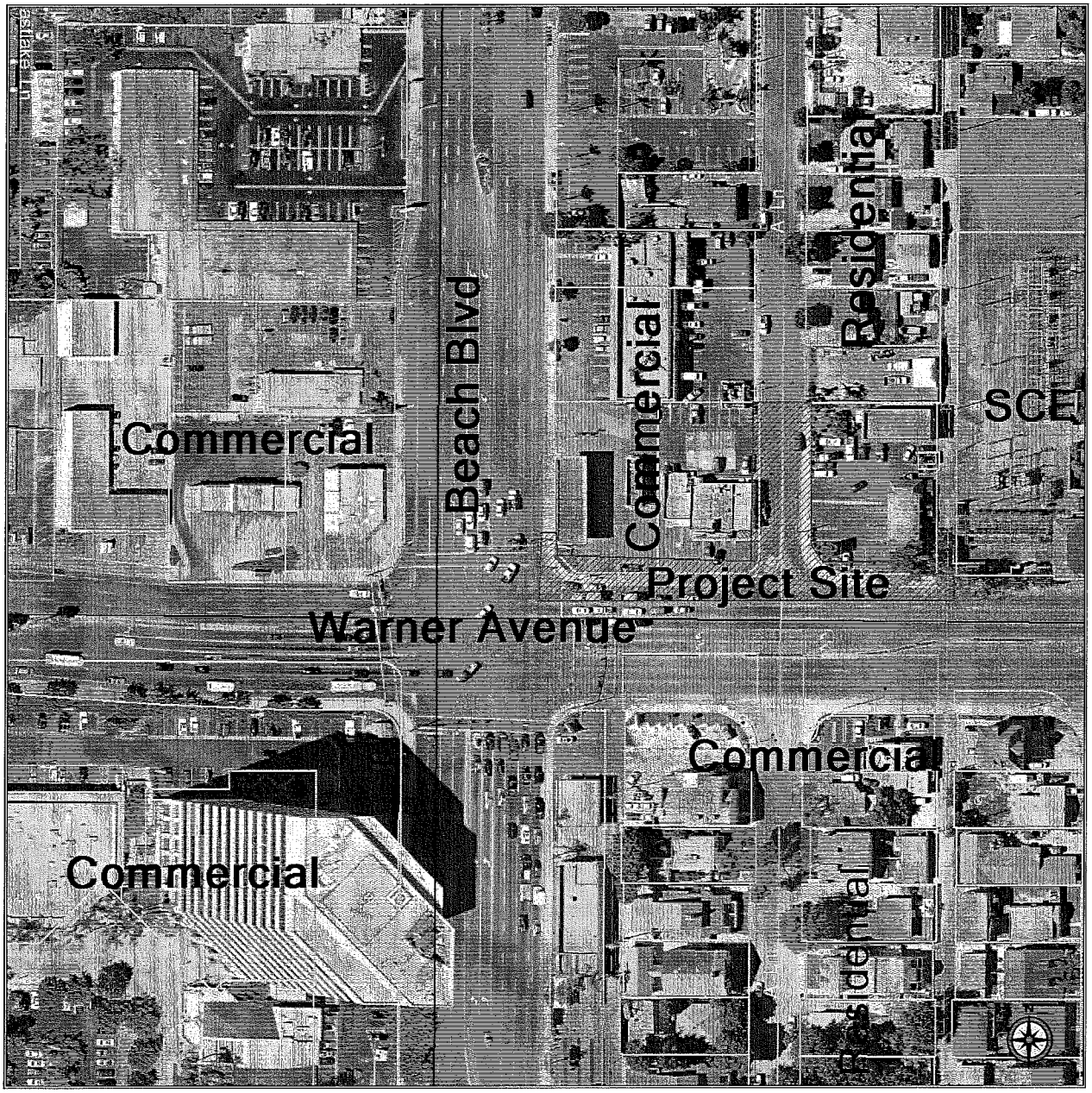
Construction Scenario

It is estimated that project construction (road widening, demolition and reconstruction of on-site improvements on commercial properties, and utility relocation) would take approximately three months. Once a contract is awarded, the contractor would provide a construction schedule to the City for review and approval. The entire project area has been previously graded. Grading operations would involve transitioning the new right-of-way and relocated curb and gutter to the adjacent commercial properties. It is estimated that approximately 400 cubic yards (including removed AC pavement) would be exported from the project site. Import would not be required unless on-site soil is determined to be contaminated and replacement with suitable fill material is required.

8. SURROUNDING LAND USES AND SETTING:

The project site is surrounded by commercial properties. The closest residential uses exist north of the northern project boundary on A Lane and to the south across Warner Avenue behind existing commercial properties that front Warner Avenue.

Figure 1 – Project Site and Surrounding Uses



9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

Program Environmental Impact Report No. 09-001 was certified on November 12, 2012 and analyzed the potential environmental impacts associated with an update to the City's Circulation Element of the General Plan. The City's traffic model was also updated as part of this effort. The traffic model identifies year 2030 projected average daily traffic volumes on the City's Arterial Highway Plan including 19 intersections that will require long-term improvements to accommodate projected traffic volumes. The proposed project is one of the intersection improvement projects identified in the traffic model. Since the proposed project was included as part of the Circulation Element update for which Program EIR No. 09-001 was prepared and certified, the analysis in this environmental assessment is tiered from Program EIR No. 09-001 where appropriate. In addition, the project is included in the traffic analysis of the Beach and Edinger Corridors Specific Plan (BECSP) Program EIR (EIR No. 08-008) and payment toward the project improvements is identified as a mitigation measure for development proposed within the BECSP area.

Most of the project area is located within the Specific Plan. As such, this environmental assessment utilizes information for the private commercial properties as applicable.

10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED)

- State of California Department of Transportation (Caltrans) Encroachment Permit

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.

☐ Land Use / Planning	☐ Transportation / Traffic	☐ Public Services
☐ Population / Housing	☐ Biological Resources	☐ Utilities / Service Systems
☐ Geology / Soils	☐ Mineral Resources	☐ Aesthetics
☐ Hydrology / Water Quality	☒ Hazards and Hazardous Materials	☒ Cultural Resources
☐ Air Quality	☐ Noise	☐ Recreation
☐ Agriculture Resources	☐ Greenhouse Gas Emissions	☐ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature	April 17, 2013 Date
Jennifer Villaseñor 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 may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (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 XIX 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 XIX. Other sources used or individuals contacted have been cited in the respective discussions.

7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach's requirements.

SAMPLE QUESTION:

ISSUES (and Supporting Information Sources):	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the proposal result in or expose people to potential impacts involving:				
Landslides? (Sources: 1, 6)	☐	☐	☐	☒
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).				

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. LAND USE AND PLANNING. Would the project:				
a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 1-4)	☐	☐	☒	☐

Discussion: The City of Huntington Beach General Plan Land Use designations for the project site are: Public Street Right-of-Way within the intersection; M-sp-d (Mixed Use-Specific Plan Overlay-Design Overlay) on private property on the north side of Warner Avenue between Beach Boulevard and A Lane; and CG-F2-a (General Commerical-0.50 FAR-Auto District Overlay) on private property on the north side of Warner Avenue between A Lane and B Lane. The proposed project consists of improvements to the street system and intersection and does not introduce new uses in the area that would be incompatible with these existing land use types.

The project would not conflict with applicable General Plan policies. The recently updated General Plan Circulation Element identifies intersection improvements that will be necessary to implement the City's updated Arterial Highway Plan, which is designed to accommodate anticipated long-term (2030) growth in the City. The Circulation Element policies were also revised to establish updated Level of Service (LOS) standards for key intersections within the City. The intersection of Beach Boulevard and Warner Avenue is designated as a Principal Intersection with an acceptable LOS standard of "D" in the updated Circulation Element. The proposed project would implement improvements consistent with the City's Arterial Highway Plan to accommodate General Plan build-out growth and ensure that recently revised policies establishing minimum LOS standards for key intersections are met.

The acquisition of right-of-way for the project reduces lot size, parking, setbacks, and/or landscaping on each of the three adjacent parcels within the project area. The proposed project also results in the three properties becoming non-compliant with development standards of the Beach and Edinger Corridors Specific Plan (BECSP) and Huntington Beach Zoning and Subdivision Ordinance (HBZSO).

BECSP

The gas station and liquor store parcels are located within the BECSP Town Center Boulevard Segment. Currently, the gas station and liquor store developments do not comply with the development standards and regulations of the BECSP. The acquisition of right-of-way along Warner Avenue and A Lane and associated curb, gutter and sidewalk improvements would bring these two parcels into greater compliance with some of the Specific Plan standards. For instance, setbacks along Warner Avenue would be brought in conformance to the front setback requirements of the BECSP for the gas station parcel. In addition, the sidewalk improvements along Warner Avenue would comply with the Neighborhood Street requirements of the BECSP. For the liquor store property, front setbacks would exceed the maximum 15 feet allowed, but would be brought closer to compliance with the property line moving 14 feet closer to the building thereby reducing the front setback from 35 feet to 21 feet. Along Beach Boulevard and A Lane, front setbacks currently do not comply. The proposed project would reduce existing gas station canopy setbacks along a portion of Beach Boulevard by two feet. The liquor store building setback along A Lane would be reduced from three feet to zero furthering the nonconformity. All other existing setbacks would not be affected by the project.

The project would also remove five parking spaces on the liquor store parcel. The location of these parking spaces

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

in front of the building along Warner Avenue does not comply with the BECSP. In this regard, the nonconformity would be removed. However, removal of these spaces would result in an overall deficiency of four BECSP required parking spaces. In addition, the remaining accessible space in front of the store would not meet minimum back-up distance.

HBZSO

For the tire store/auto repair property subject to the HBZSO, the project would remove an existing landscaping planter along Warner Avenue. The site would not meet minimum site landscaping requirements of six percent. In addition, although the width of the existing landscape planter does not comply with current HBZSO perimeter landscaping requirements, its removal would further the nonconformity.

Variances would be required to deviate from the development standards identified as non-compliant. Additionally, the City would reconfigure on-site parking at the liquor store parcel to ensure compliance with the BECSP or request a variance, accompanied by a parking demand study, to deviate from the requirements. In each circumstance where the project would either increase an existing nonconforming standard or cause an existing compliant standard to become nonconforming, the City would apply for variance applications at no expense to the affected property owners. Thus, resulting conflicts in the existing zoning development standards caused by the project would be resolved through the public hearing process. Additionally, as discussed in the proceeding sections of this document, the resulting nonconformities would not cause significant environmental impacts. Less than significant impacts would occur and no mitigation measures would be required.

b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 1)	☐	☐	☐	☒

Discussion: The City of Huntington Beach, and therefore, the project site, is not included in any adopted habitat or natural community conservation plan. No impacts would occur and no mitigation measures would be required.

c) Physically divide an established community? (Sources: 1, 4 and 5)	☐	☐	☒	☐

Discussion: The proposed project involves a street widening project, but would not result in the division of an established community. The project would add a westbound right turn lane on Warner Avenue, an existing Major Arterial, at the intersection of Beach Boulevard and improve traffic circulation in the project area. In order to accomplish the proposed project, approximately three to 14 feet of additional right-of-way is required from three adjacent properties immediately north of Warner Avenue. Implementation of the project would result in loss of parking and/or landscaping on each of the three parcels. Parking would be removed and reconfigured on the liquor store parcel, and, although the location of the parking lot behind the store would be a change, access to the store would be maintained on site. Existing reciprocal access exists between the gas station and liquor store parcels. The proposed project would not remove existing reciprocal access between the two parcels. In addition, upon completion of construction, access and drive aisles to the properties would be reconstructed in the same relative location on the properties. New sidewalk would be installed along the west side of A Lane, where one does not currently exist, serving to physically connect pedestrian access on A Lane to Warner Avenue. During construction, access to the properties from Warner Avenue and A Lane would be temporarily disrupted. However, access to the properties would be maintained from Beach Boulevard throughout project construction. Therefore, implementation of the proposed project would not divide the physical arrangement of the surrounding community. Less than significant impacts would occur and no mitigation measures would be required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. <u>POPULATION AND HOUSING</u>. 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 involves the addition of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. The project does not propose any new homes or businesses nor does it include extensions of the roadway or other infrastructure in an undeveloped/ underdeveloped area that would substantially induce population growth. The proposed street widening project would increase capacity to accommodate forecasted (Year 2030) growth and would not itself be a catalyst for development in the area. In addition, properties surrounding the project area are built out. Construction of the project would last approximately three months. Any employment growth from construction of the project would be temporary for the duration of the project. Therefore, project implementation would not induce substantial growth, either directly or indirectly. Less than significant impacts would occur and no mitigation measures would be required.

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

Discussion: See discussion under item c.

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

Discussion b & c: The project involves the addition of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. These improvements would be constructed within and immediately adjacent to the roadway rights-of-way around the intersection of Warner Avenue and Beach Boulevard. Although the project results in the need for acquisition of property, the affected properties are not developed with residences and therefore, no people or existing housing would be displaced as a result of the project. Therefore, no impacts would occur and no mitigation measures would be required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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, 10)	☐	☐	☒	☐

Discussion: Primary ground rupture or fault rupture is defined as surface displacement that occurs along a fault during an earthquake. According to the General Plan Environmental Hazards Element, the nearest active fault is the Newport-Inglewood fault, located approximately 2 ½ miles from the project site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, impacts related to rupture of a known fault delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map would be less than significant and no mitigation measures would be required.

ii) Strong seismic ground shaking? (Sources: 1, 10)	☐	☐	☒	☐

Discussion: The project site is located in the seismically active Southern California region which is prone to earthquakes that may result in hazardous conditions to people within the region. According to the General Plan Environmental Hazards Element, the nearest active fault is the Newport-Inglewood fault, located approximately 2 ½ miles from the project site. Earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude and the nature of the earth materials below the site. The proposed project consists of improvements to an existing street intersection. This type of project poses relatively minimal threat to people who may be using the road during a seismic event. The project is subject to existing code requirements including preparation of a site specific geotechnical investigation, including subsurface exploration and laboratory testing, to further evaluate the nature and engineering characteristics of the underlying soils. The report will provide recommendations for the design and construction of the project, including recommendations to address liquefaction and expansive soil potential. Adherence to the seismic design and construction parameters of the CBC, the City's Municipal Code and recommendations outlined in a site specific geotechnical investigation, would ensure protection of the project from impacts associated with seismic activity. Less than significant impacts would occur.

iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 10)	☐	☐	☒	☐

Discussion: According to the General Plan Environmental Hazards Element Figure EH-7, the project site is located in an area with a High-Medium potential for liquefaction. Existing City codes require a detailed soils and geotechnical analysis including soil sampling and laboratory testing with design recommendations to ensure that the final project design would achieve an acceptable level of soil stability. The final project design plans would incorporate the recommendations of the soils and geotechnical analysis and be constructed with treatment programs to eliminate liquefiable soils including options such as re-compaction or removal-and-replacement. In addition, adherence to the seismic design and construction parameters of the City's Municipal Code would ensure protection of the project from impacts associated with seismic activity. Less than significant impacts would occur.

iv) Landslides? (Sources: 4, 9)	☐	☐	☐	☒

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

Discussion: The project site is characterized by flat topography. In addition, Program EIR No. 09-001 indicates that there is no area in Huntington Beach where a significant hazard for seismically induced landslides occurs. Therefore, no impacts would occur and no mitigation measures would be required.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 4,10)	☐	☐	☒	☐

Discussion: During construction, the proposed project could result in some soil erosion or loss of topsoil. The proposed project is required to adhere to the requirements of the Huntington Beach Municipal Code – Title 17 Grading and Excavation Code for construction, which specifies best management practices (BMPs) and requirements for erosion control. The proposed project would not change the existing flat topography of the project site. In addition, the project site will maintain its relatively impervious condition. Due to the flat topography and primarily impervious surface characteristics of the site, potential impacts related to soil erosion or loss would be minimal. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant and no mitigation measures would be required.

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, 10, 20)	☐	☐	☒	☐

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. Less than significant impacts are anticipated.

Lateral spreading occurs when the underlying soil layer is saturated and generally occurs when the liquefiable soils occur deeper in the subsurface. The project site is in an area with a shallow layer (less than a half foot deep) of liquefiable soils and therefore, impacts due to lateral spread are anticipated to be less than significant.

The City of Huntington Beach has a relatively high water table. According to the General Plan Environmental Hazards Element, the project site has a historic groundwater level within 10 feet below the ground surface. Construction of the road widening is not anticipated to require deep excavation work; however, replacement of utilities may reach depths where groundwater could occur. Implementation of existing requirements for the preparation of a site-specific soils and geotechnical analysis including soil sampling and laboratory testing with design recommendations would ensure that the project's design accounts for potential impacts due to soil collapse. Less than significant impacts would occur.

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: 1,10)	☐	☐	☒	☐

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

Discussion: According to the General Plan Environmental Hazards Element Figure EH-12, the project site is within an area with moderate to high expansive soil potential. The project is required to prepare a detailed soils and geotechnical analysis including soil sampling and laboratory testing with design recommendations to ensure that the final project design would achieve an acceptable level of soil stability. The final project design would incorporate the recommendations of the soils and geotechnical analysis and construct the project with treatment programs to eliminate expansion of soils including options such as grouting or re-compaction. If expansive soils are encountered for the sub-grade of the street and could not achieve acceptable soil stability using treatment programs, they would be removed and replaced with suitable fill material as recommended in the required 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: 4,5)	☐	☐	☐	☒

Discussion: The proposed project does not include septic tanks or other alternative wastewater disposal systems. No impact would occur and no mitigation measures would be required.

IV. <u>HYDROLOGY AND WATER QUALITY</u>. Would the project:

a) Violate any water quality standards or waste discharge requirements? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: The proposed project involves the construction of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements as described below. 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. The proposed project would not generate waste water or discharge of effluent.

Between Beach Boulevard and A Lane along the north side of Warner Avenue surface runoff adjacent to the commercial frontages currently flows westerly towards the existing storm drain system at Beach and Warner. On the north side of Warner Avenue, east of A Lane, surface runoff adjacent to the commercial frontage currently flows westerly to A Lane and then northerly along A Lane to the existing storm drain system at Robidoux Drive. Drainage on the adjacent private properties flows directly onto Warner Avenue and A Lane and then out to the existing public storm drain systems at Beach and Warner and Robidoux Drive as described above. The street widening will require grading that may result in minor changes to the existing street elevation due to the relocation of the curb and gutter. Likewise, the reconstruction of on-site improvements and utility relocation on the three adjacent commercial properties will require grading work to transition the new improvements to the existing elevations on-site. Ultimately, however, stormwater will continue to drain as it does today. Due to an increase in overall impervious area of 1,200 square feet (0.03 acre) the project would add approximately 0.1 cubic feet per second (cfs) of runoff to the existing storm drain system. The Public Works Department has indicated that this increase would be insignificant.

During construction, the proposed project could cause debris or other contaminants to enter the storm water system. In addition, grading activity could result in erosion of contaminated soil. The proposed project is required

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

to adhere to the requirements of the Huntington Beach Municipal Code – Title 17 Grading and Excavation Code for construction, which specifies best management practices (BMPs) and requirements for erosion control. The General NPDES Permit for Construction Activities issued by the California Water Resources Control Board and the Areawide Urban Stormwater Runoff Permit for Orange County issued by the California Regional Water Quality Control Board would also require BMPs such as soil stabilization, sediment control, wind erosion control, tracking control, non-stormwater management, waste management, etc., and would reduce potential construction impacts to water quality. With implementation of existing City and agency codes and regulations, impacts to water quality would be less than significant.

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

Discussion: The project does not propose new residences, 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 that is likely to be the same as required under current conditions. The amount of post-construction impervious surface would result in a minor net increase of approximately 1,200 sf or .03 acre over pre-project conditions. Therefore, the project would not interfere with groundwater recharge such that there would a lowering of the groundwater table or aquifer volume. Impacts to groundwater supplies or recharge would be less than significant and no mitigation measures would be required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources: 4, 5)	☐	☐	☒	☐

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 or surface runoff in a manner which would result in flooding on or off-site? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion c & d: The project involves the construction of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. The project does not propose to alter the course of a river or a stream. In addition, with implementation of the proposed project, stormwater would continue the same drainage pattern as currently exists (described in item a).

The entire project site, which includes portions of Warner Avenue, A Lane and three commercial properties north of Warner Avenue, has been previously graded and consists primarily of impervious surface. 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. The preliminary and

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

final project design plans would ensure that surface water will continue to flow in a similar pattern in the area. A minor net increase in impervious surfaces of 1,200 square feet (0.03 acre) would result upon completion of project construction. However, according to the Public Works Department, this minor increase would add approximately 0.1 cubic feet per second (cfs) of runoff to the existing storm drain system and would be an insignificant increase. Additionally, reconstructed landscaping areas could be designed to capture and treat additional project generated runoff prior to entering the storm drain system. Given that the increase in runoff is insignificant and post-project site conditions (ratio of pervious to impervious area) and topography would remain relatively unchanged, on or off-site flooding as a result of the project is not anticipated to occur. Impacts would be less than significant and no mitigation would be required.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: See discussion under a & d.

f) Otherwise substantially degrade water quality? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: Other than the potential impacts identified in the response to item a. above, there would be no additional impacts to water quality. Therefore, impacts would be less than significant and no mitigation measures would be required.

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: 6)	☐	☐	☐	☒

Discussion: Refer to discussion under item h.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 6)	☐	☐	☐	☒

Discussion g & h: The project site is not located within the 100-year flood zone as designated by the Federal Emergency Management Agency (FEMA) flood map panel number 065034. No houses or structures would be placed within the 100-year flood zone as part of the proposed project. No impacts would occur and no mitigation measures would be required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 6)	☐	☐	☐	☒

Discussion: As described previously, the project site is not located within a designated 100-year flood zone. Moreover, the proposed project consists of circulation system improvements and does not include the construction of residential units or other structures that would be occupied. The proposed project would not expose people or property to greater flooding hazards than currently exist at the project site. Therefore, no impacts would occur and no mitigation measures would be required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow? (Sources: 1, 4)	☐	☐	☒	☐

Discussion: Seiches are extensive wave actions on lakes, reservoirs, or other enclosed bodies of water caused by meteorological or seismic activity, such as earthquakes. Tsunamis are seismically induced sea waves generated by offshore earthquake, submarine landslide, or volcanic activity. According to Figure EH-8, Moderate Tsunami Run-up Area, of the City of Huntington Beach General Plan, the project site is not identified within the moderate tsunami run-up area. The project site is not located near enclosed bodies of water and, therefore, would not be subject to seiches. Additionally, because the proposed project consists of improvements to an existing street system, risks associated with seiches would not increase and would be the same as under existing conditions. Also, as described in the response to item III a. iv., the project site is characterized by flat topography and therefore would not be subject to mudflows. Therefore, impacts would be less than significant and no mitigation measures would be required.

k) Potentially impact stormwater runoff from construction activities? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: See discussion under a.

l) Potentially impact stormwater runoff from post-construction activities? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: See discussion under a & d.

m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 4, 5, 10)	☐	☐	☒	☐

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

n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: See discussion under a & d.

o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: See discussion under a & d.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 4, 5, 10)	☐	☐	☒	☐

Discussion: See discussion under a & d.

V. AIR QUALITY.

Would the project:

a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 7,9,14,15,19)	☐	☐	☒	☐

Discussion: Refer to the response under item e.

b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 7,9,14,15,19)	☐	☐	☒	☐

Discussion: Refer to response under item e.

c) Create objectionable odors affecting a substantial number of people? (Sources: 4,5)	☐	☐	☒	☐

Discussion: Objectionable odors from the project may result during construction from equipment exhaust as well as from installation of asphalt paving. However, construction is anticipated to last approximately three 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.

d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 7,9,14,15,19)	☐	☐	☒	☐

Discussion: Refer to the response under item 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: 7,9,14,15,19)	☐	☐	☒	☐

Discussion a, b, d & e: The proposed project is within the South Coast Air Basin. The entire Basin is designated as a national- and State-level nonattainment area for Ozone, respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$). Sensitive receptors in the area include residents in nearby developments to the north and south. The nearest residents are on A Lane approximately 50 feet from the project's northern construction boundary.

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

Air Quality Management Plan (AQMP)

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 Table 1, the proposed project would not generate any emissions that exceed the SCAQMD's thresholds. Therefore, the proposed project is consistent with the regional AQMP.

TABLE 1

SCAQMD Pollutant Emission Thresholds of Significance						
	Emissions (Lbs/day)					
	CO	ROG	NOx	PM_{10}[1]	$PM_{2.5}$[1]	SO_2
Estimated Construction Emissions	17.9	3.8	44.0	4.7	2.3	<1
Regional Significance Threshold	550	75	100	150	55	150
Exceed Threshold?	NO	NO	NO	NO	NO	NO
Localized Significance Threshold	962	N/A	131	7	5	N/A
Exceed Threshold?	NO		NO	NO	NO	

[1] Total PM10 and PM2.5 daily emission rate with implementation of fugitive dust suppression measures required under SCAQMD Rules 402 and 403

Construction Emissions

Construction activities will generate short-term, temporary criteria pollutant emissions from the operation of gasoline and diesel-powered on- and off-road equipment. Fugitive dust will also be generated during earthmoving activities associated with trenching, excavation, and demolition. Construction emissions were calculated using the Road Construction Emissions Model (Version 7.1.2) for the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is recommended by the South Coast Air Quality Management District (SCAQMD), based on localized and regional significance thresholds for certain pollutants. Table 1 provides a summary of the project's construction emissions compared to the SCAQMD thresholds of significance.

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.

Post-construction/Long-term emissions

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. Typically, road widening projects are not assumed to have significant long-term air quality impacts. 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. The "stop-and-go" speeds associated with vehicle

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

queuing are also a source of vehicle emissions. As detailed in Program EIR No. 09-001, CO concentrations at the Beach/Warner intersection would not be in excess of established federal and State CO standards. Since the project would improve traffic flow conditions, concentration of vehicle exhaust in the area may also be reduced. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations. In addition, 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. Less than significant long-term/operational impacts to air quality would occur.

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, since the project 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 does not result in an exceedence of thresholds for non-attainment pollutants and ozone precursors NO_X 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:

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: 1,9)	☐	☐	☒	☐
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: 1,9)	☐	☐	☒	☐

Discussion: See discussion under item b.

Discussion a & b: The proposed project involves the construction of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. The recently updated Circulation Element identifies intersection improvements that will be necessary to implement the City's Arterial Highway Plan, which is designed to accommodate anticipated long-term (Year 2030) growth in the City. The updated Circulation Element also revised policies for acceptable Level of Service (LOS) standards for key intersections within the City. The intersection of Beach Boulevard and Warner Avenue is designated as a Principal Intersection with a revised acceptable LOS standard of "D." The intersection is also a Congestion Management Program (CMP) intersection for which the level of service standard is "E."

The proposed project is one of the intersection improvements identified to implement the City's updated Arterial Highway Plan and ensure that recently revised Circulation Element policies establishing minimum LOS standards for key intersections are met. Per Program EIR No. 09-001 the Beach Boulevard/Warner Avenue intersection would operate at LOS D in the AM peak hour and LOS E in the PM peak hour at build-out of the General Plan (Year 2030). With the proposed project improvements, Year 2030 intersection performance would improve to

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

LOS C in the AM peak hour and LOS D in the PM peak hour. Therefore, the proposed project would be consistent with applicable plans (Circulation Element) and improve the performance of a CMP intersection. Less than significant impacts would occur and no mitigation would be required.

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 three 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 export and, at most, would require approximately 45 haul trips (based on a nine cubic yard truck capacity). The number of haul trips would be considered in the traffic control plan and standard AQMD measures to reduce air quality impacts 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 Warner Avenue and surrounding streets would be impacted.

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: 4,8)	☐	☐	☐	☒

Discussion: The proposed project consists of improvements to an existing street intersection and roadway system. 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 and no mitigation measures would be required.

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

Discussion: See discussion under item e.

e) Result in inadequate emergency access? (Sources: 4)	☐	☐	☒	☐

Discussion d & e: The proposed project involves the construction of westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. The project design is based on recommendations of the City's consulting traffic engineer and includes sufficient queue length for the new right turn lane to achieve acceptable level of service standards in the long-term. In addition to providing a new right turn lane, the project will maintain two westbound left turn lanes, three westbound through lanes and a bike lane. The project would improve existing traffic conditions and does not increase potential hazards through unconventional design features. The new traffic lane and access driveways to the commercial properties would accommodate emergency access on the street and adjacent private properties. A new sidewalk will be constructed on A Lane from Warner Avenue to the existing sidewalk approximately 150 feet north of Warner, resulting in improved pedestrian safety. Warner Avenue will remain open during construction and a traffic control plan, which will address emergency access during construction, is required to be implemented. Less than significant impacts will occur and no mitigation measures are required.

f) Result in inadequate parking capacity? (Sources: 2,3,4)	☐	☐	☒	☐

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

Discussion: The project does not propose new structures or uses that would generate additional parking demand. However, the acquisition of approximately 14 feet from the adjacent liquor store property would require the removal of five parking spaces in front of the building. Currently, there are six spaces in front of the building including one accessible space. These spaces are nonconforming in their location on the property (in front of the building) and, for four of the spaces, required back-up distance (16 feet). Pursuant to the Beach and Edinger Corridors Specific Plan (BECSP), the liquor store requires 13 parking spaces. There are currently 14 spaces on the property including the six that do not meet minimum code standards. The City would be required to obtain a parking variance to deviate from the minimum requirement, which would also require evidence that the remaining parking spaces would adequately meet the parking demand for the use. Alternatively, in lieu of seeking a variance or if a variance is not granted, the City would be required to replace at least five parking spaces on-site to meet the minimum number of spaces required by the BECSP. In addition, a variance would be required to maintain the existing accessible space with a reduced back-up distance that would no longer meet minimum code requirements.

Four existing parking spaces on the tire shop/auto repair property would require restriping to ensure that a minimum parking stall depth of 19 feet is maintained, however, no parking spaces would be removed. No parking spaces would be impacted on the gas station site.

With compliance with existing code requirements or approval of a variance, impacts to parking would be less than significant.

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: 1,4)	☐	☐	☒	☐

Discussion: The project proposes to construct a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. These improvements include the addition of accessible sidewalks on A Lane and part of Warner Avenue, where none currently exist, as well as widened sidewalks along Warner Avenue to Beach Boulevard. There is no bus stop within the project site. A Class-II bike lane currently exists within the project area. Upon completion of the project, the bike lane would remain in operation. Because the proposed project would ultimately improve traffic operations in the area, the project may indirectly contribute to improved safety conditions of the bike lane in 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: 9)	☐	☐	☐	☒

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Discussion: See discussion under item f.				
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: 9) **Discussion:** See discussion under item f.	☐	☐	☐	☒
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: 9) **Discussion:** See discussion under item f.	☐	☐	☐	☒
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: 9) **Discussion:** See discussion under item f.	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 4, 9) **Discussion:** See discussion under item f.	☐	☐	☐	☒
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: 9)	☐	☐	☐	☒

Discussion a – f: The proposed project involves the construction of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. The project area consists of existing roadway, and portions of three adjacent commercially used properties to the north. The project proposes to remove and reconstruct existing landscape planter areas within the project area along Warner Avenue. Existing landscaping within the landscape planters consists primarily of non-native shrubs, turf and dirt. No existing trees are within the project site and, as such, no trees would be removed. According to Program EIR No. 09-001, which analyzed environmental impacts associated with the implementation of the Circulation Element update, the project does not have the potential to impact the habitat of special status species nor interfere with the movement of native or migratory fish or wildlife species or corridors. In addition, Program EIR No. 09-001 did not identify wetland, riparian or sensitive habitat within or near the project site. The project site has not been delineated on federal, state, or local maps as a wetlands area. The City, including the project site, is not included in any adopted habitat conservation plan or natural community conservation plan, and therefore would not conflict with any conservation plans. No impacts to biological resources would occur and no mitigation would be required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1)	☐	☐	☐	☒
Discussion: See discussion under item b.				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1)	☐	☐	☐	☒

Discussion a & b: The project site consists of existing right-of-way and commercially developed properties. No State-designated mines or mineral producers exist within the project site. In addition, the project site does not maintain any natural mineral resources. No impacts would occur and no mitigation is required.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 4,5)	☐	☐	☒	☐
Discussion: See discussion under item d.				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 4,5, 20)	☐	☒	☐	☐
Discussion: See discussion under item d.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources: 4,5)	☐	☐	☐	☒
Discussion: See discussion under item d.				
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: 20)	☐	☐	☒	☐

Discussion a-d: The nearest schools, Liberty Christian High School and Oak View Elementary School, are approximately ⅓ mile from the project site. 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,

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

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 existing gas station and auto repair business are listed in federal and State regulatory agency databases of facilities permitted to use hazardous materials as well as environmental cases and spill sites. The gas station site is listed as undergoing remedial action (clean-up) due to a report of a Leaking Underground Storage Tank (LUST). The proposed project would acquire 14 feet of right-of-way from the southern portion of the gas station site. Consequently, the underlying soils within the acquisition area may be contaminated.

The proposed construction operation would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials. Implementation of BECSP Program EIR Mitigation Measure MM 4.6-2 would require preparation of a Risk Management Plan if contamination is encountered during construction. The Risk Management Plan would identify the contaminants and the extent of potential harm to the health of construction workers and public in the area. The Plan would also require measures to protect workers and the public from hazards encountered during construction based on the nature of the contaminants. In addition, compliance with City Specification 431-92 – Soil Clean-Up Standard would ensure that contaminated soils are identified and remediated, as required, prior to construction of the project. BECSP Mitigation Measure 4.6-1 would require a Phase I Environmental Site Assessment (ESA) to identify potential contaminated soils and hazardous conditions. Based on the Phase 1 ESA, further testing, including soils sampling, and remediation may be required. With implementation of BECSP Mitigation Measures 4.6-1 and 4.6-2 as well as standard City and agency requirements, impacts would be less than significant.

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 pubic use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 8)	☐	☐	☐	☒

Discussion: See discussion under item 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: 8)	☐	☐	☐	☒

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 Forces 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 and no mitigation measures would be required.

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

Discussion: The proposed project will not impede emergency access to the surrounding area both during

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

construction and after the project is complete. Warner 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: 9)	☐	☐	☐	☒

Discussion: The project area includes Warner Avenue, a major arterial in the City, and existing commercial developments adjacent to Warner Avenue. There are no wildlands within or surrounding the project area. The proposed project would not expose people or structures to greater fire-related hazards than currently exist at the project site. No impacts would occur and no mitigation measures would be required.

X. <u>NOISE</u>. 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:16)	☐	☐	☒	☐

Discussion: See discussion under item d.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 9)	☐	☐	☒	☐

Discussion: See discussion under item d.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 9)	☐	☐	☒	☐

Discussion: See discussion under item d.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 9)	☐	☐	☒	☐

Discussion a – d: The proposed project involves the construction of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. Sensitive receptors would be residences located north and south of the project site along A and B Lanes. The nearest residential uses are separated from the project by commercial businesses along Warner Avenue and are at least 50 feet from the project site.

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 three months) and intermittent depending on the type of equipment being used and the stage of construction. 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. As such, increases in existing noise levels due to construction are not restricted by the City's Municipal Code.

Based on the analysis in Program EIR No. 09-001, project construction could generate readily perceptible noise level increases to sensitive receptors within 200 feet of construction activity. As construction activity moves along the road, the impact of construction noise for individual sensitive receptors would diminish with distance. In addition, maximum noise level events typically last a few minutes at a time and occur intermittently during daily construction activities. Due to the short duration of project construction, intermittent noise generation during daily construction activities and dissipation of construction noise for individual sensitive receptors, temporary increases in ambient noise levels are anticipated to be less than significant.

According to Program EIR No. 09-001, vibration levels during construction would generate barely perceptible levels for receptors 50 feet away. In addition, vibration levels would dissipate with distance so that potentially perceptible levels of vibration would have a relatively short duration. Using the most conservative scenario, vibration levels during construction could potentially reach 0.124 inches/second, which is well below the threshold of 0.3 inches/second to cause structural damage in older buildings. Because of the short duration of potentially perceptible vibration levels to any individual sensitive receptor and because vibration levels would be below the threshold for structural damage, impacts would be less than significant. Therefore, residents living in the area surrounding the project site would not be exposed to excessive noise and vibration levels during construction.

Long-term/Operational Noise

The project does not include new development or uses that would result in long-term noise impacts. Long-term noise impacts associated with the traffic/roadway noise could occur as a result of the project. Although the proposed project would not result in an increase in traffic volume, the project would bring traffic on Warner Avenue closer to residential uses than they are now. However, traffic noise levels would be attenuated by the existing commercial buildings along Warner Avenue between the road and residential properties on A Lane. In addition, the proposed project would be implemented to accommodate growth anticipated by build-out of the General Plan. This growth, which would generate increases in ambient noise, is forecasted to occur whether or not the project is constructed. However, roadway noise level increases at the intersection of Beach Boulevard and Warner Avenue upon build-out of the General Plan would not be significant.

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

In summary, the project would not result in significant temporary or permanent noise and vibration impacts and would not be subject to Municipal Code construction noise standards. Therefore, impacts related to noise would be less than significant and no mitigation measures would be required.

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: 9)	☐	☐	☐	☒

Discussion: See discussion under item 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: 9)	☐	☐	☐	☒

Discussion e & f: 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 and no mitigation measures would be required.

XI. <u>PUBLIC SERVICES</u>. Would the project result in 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: 4,5)	☐	☐	☒	☐

Discussion: See discussion under item e.

b) Police Protection? (Sources: 4,5)	☐	☐	☒	☐

Discussion: See discussion under item e.

c) Schools? (Sources: 4,5)	☐	☐	☐	☒

Discussion: See discussion under item e.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks? (Sources: 4,5)	☐	☐	☐	☒
Discussion: See discussion under item e.				
e) Other public facilities or governmental services? (Sources: 4,5)	☐	☐	☐	☒

Discussion a – e: The project involves the addition of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. The project does not propose new structures or uses that would increase the demand for public services including schools, parks and libraries. As such, no impacts to parks, libraries, schools or other governmental facilities would occur.

The proposed project would improve traffic flow conditions, which would also serve to maintain or improve acceptable response times. Warner Avenue will remain open during construction although 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. Less than significant impacts would occur and no mitigation measures would be required.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 5)	☐	☐	☐	☒
Discussion: See discussion under item e.				
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: 5)	☐	☐	☐	☒
Discussion: See discussion under item 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: 5)	☐	☐	☒	☐
Discussion: See discussion under item e.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 5)	☐	☐	☒	☐
Discussion: See discussion under item e.				

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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: 5)	☐	☐	☐	☒

Discussion a-e & h: The project involves the addition of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. These improvements include new curb and gutter and relocation of existing utilities along the north side of Warner Avenue. Existing overhead utilities (1 SCE power pole) will be relocated 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. 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, nor will it create a significant demand for water usage beyond that which currently exists for the project area. An existing drainage inlet will be removed. However, the inlet is not in use and its removal would not require replacement. 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 and no mitigation would be required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 5)	☐	☐	☒	☐

Discussion: See discussion under item g.

g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 5)	☐	☐	☒	☐

Discussion f - g: The project involves the addition of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard 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. Therefore, impacts related to compliance with statutes and regulations related to solid waste would be less than significant and no mitigation measures would be required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 4,5)	☐	☐	☐	☒

Discussion: See discussion under item e. above.

XIII. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista? (Sources: 1)	☐	☐	☐	☒

Discussion: See discussion under item b.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1,11)	☐	☐	☐	☒

Discussion a & b: 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 trees, rock outcroppings or historic buildings. As such, no impacts would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 4,5)	☐	☐	☒	☐

Discussion: Warner Avenue is designated as a landscape corridor in the Circulation Element of the General Plan. Existing landscaping in the project area consists of turf, low shrubs and dirt planters. The project will involve the removal of portions of existing landscape planters on Warner Avenue and A Lane. The aesthetic value of the existing landscape planter along Warner Avenue in front of the auto repair/tire business where a portion would be removed is low since it is not well maintained and consists mainly of dirt. A turf landscape planter at the corner of Beach Boulevard and Warner Avenue on the current gas station property would be removed and replaced with a new planter. Old pavement will be replaced and new curb, gutter, and sidewalk improvements are proposed throughout the project area. Along A Lane, curb, gutter and sidewalk will be installed where none currently exists. The project involves the removal of portions of landscape planters that would not be replaced; however, no healthy, mature trees are proposed to be removed. Although aesthetics is generally subjective and based on viewer preference, upon completion of the project, the project area would be visually similar to the existing condition. In addition, because new pavement, sidewalk, curb and gutter improvements would be installed there may be a general aesthetic enhancement of the area. Less than significant impacts would occur and no mitigation is required.

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 three months and as such, impacts during construction can be considered less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 4,5)	☐	☐	☒	☐

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

Discussion: Existing sources of light and glare in the project area include lights from the commercial businesses, streets lights and vehicular headlights. Currently, street lights are located on traffic signal poles and would be relocated as part of the project. 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 Warner 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. Less than significant impacts would occur and no mitigation is required.

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: 1,9)	☐	☐	☐	☒

Discussion: See discussion under item d.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1,9)	☐	☒	☐	☐

Discussion: See discussion under item d.

c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 1,9)	☐	☒	☐	☐

Discussion: See discussion under item d.

d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1,9)	☐	☐	☒	☐

Discussion a – d: The project involves the addition of a westbound right turn lane on Warner Avenue at the intersection of Beach Boulevard and associated improvements. The entire project area has been previously graded and it is anticipated that the project would not involve excavation of native soils. No historic structures are located within the project site and no archeological sites have been recorded for the project site.

Program EIR No. 09-001 includes analysis of impacts to cultural resources as a result of Citywide intersection improvements that are included in the Circulation Element, including the proposed project. Although it is not anticipated that the project would encounter native soils, the project does require utility relocation, including one power pole, with the potential to encounter previously undisturbed soils. In accordance with Program EIR No. 09-001, the proposed project would be required to implement mitigation measure MM 4.3.A-1 to ensure that a qualified archeologist is present to monitor all construction activity that would disturb native soils. The mitigation measure would ensure that in the event archeological resources are encountered during construction, construction activity would be halted until a qualified archeologist assesses the significance of the find and provides further recommendations for data recovery or other methods. The mitigation measure also requires submittal of a report to the Department of Planning and Building that documents findings and the disposition of any important archeological materials that were recovered, prior to completion of the project. In addition, implementation of Program EIR No. 09-001 mitigation measure MM 4.3.B-1 would ensure impacts to paleontological resources are less than significant. The mitigation measure requires a qualified paleontologist to monitor construction activities for paleontological resources in project areas proposed to disturb native soils, if any. In the event of a discovery,

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

the monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. The qualified paleontologist shall identify the nature and importance of the resource in accordance with industry protocol, and curate significant specimens into the collections of an appropriate, established, and accredited museum repository with permanent retrievable paleontological storage. The paleontological monitor shall submit a report to the Department of Planning and Building that documents findings and the disposition of any important paleontological materials that were recovered, prior to completion of the project.

If suspected human remains are encountered, the contractor would be required to notify the County Coroner in accordance with Section 7050.5 of the California Health and Safety Code. The County Coroner would determine the nature of the remains. If the remains are determined to be of a Native American, the Coroner would contact the Native American Heritage Commission (NAHC) to investigate the discovery and provide recommendations for further investigation and recovery.

With implementation of mitigation measures MM 4.3.A-1 and MM 4.3.B-1 and standard requirements of the California Health and Safety Code, 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: 4,5)	☐	☐	☐	☒

Discussion: Demand for recreational facilities is primarily generated by permanent residents. The proposed project consists of improvements to an existing street system and does not include residential or other development that would result in either direct or indirect impacts to existing regional parks or other recreational facilities. Therefore, the proposed project would not result in an increase in the use of local or regional parks or recreational facilities. No impacts would occur and no mitigation measures would be required.

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: 4,5)	☐	☐	☐	☒

Discussion: The proposed project consists of improvements to an existing street system. The proposed project does not include the development of new recreational facilities or require the construction or expansion of other recreational facilities which might have an adverse impact on the environment. No impacts would occur and no mitigation measures would be required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Affect existing recreational opportunities? (Sources: 4,5)	☐	☐	☒	☐

Discussion: Construction of the proposed project would result in temporary closure of bike lanes and temporary reductions in the widths of publically accessible sidewalks that occur within or immediately adjacent to the project site. The bike lane along Warner Avenue would be closed during construction. However, bicycle traffic would not be prohibited. Bicycles would be required to share the travel way with existing vehicular traffic through the construction area. While this would be an inconvenience for bicyclists, it is a relatively small segment of Warner Avenue (approximately 370 feet) and a temporary condition that would only occur during the three month construction period. Therefore, impacts related to existing recreational activities would be less than significant and no mitigation measures would be required.

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: 1,12)	☐	☐	☐	☒

Discussion: The project site does not contain lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and there are no agricultural resources or operations located on or adjacent to the project site. Thus, the proposed project would not result in the conversion of designated farmlands, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. No impacts would occur and no mitigation measures would be required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1,13)	☐	☐	☐	☒

Discussion: There are no agricultural resources, operations, or Williamson Act contracts located on or adjacent to the project site and the project site is not zoned for agriculture. The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impacts would occur and no mitigation measures would be required.

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: 1,4,5)	☐	☐	☐	☒

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

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? (Sources: 7, 18)	☐	☐	☒	☐

Discussion: 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. 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. As the project is required to comply with SCAQMD Rule 403 and Caltrans GREENBOOK standards for Public Works projects, measures such as limiting equipment idling time and ensuring that equipment is properly maintained to control equipment exhaust would be implemented. 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. As discussed in Section V. Air Quality, short-term construction emissions were calculated using the Road Construction Emissions Model that was developed by the SMAQMD. The total construction GHG emissions were estimated at 107.8 tons (97.8 metric tons). 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). Therefore, since the project's contribution of GHG 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. Impacts would be less than significant and no mitigation measures would be required.

Long-Term/Operational

The project does have potential to produce GHG emissions from vehicles traveling along the widened segment of Warner Avenue. However, the highest levels of GHG emissions from mobile sources, specifically carbon dioxide (CO_2), occur at "stop-and-go" speeds (0 – 25 miles per hour). The proposed street widening project would provide for additional capacity on Warner Avenue but would not result in new development or uses that would generate increased traffic volumes. In addition, the project would relieve congestion by enhancing operations and improving travel times. Since the proposed project would reduce congestion and does not add vehicle trips, the difference in GHG emissions with the project versus without the project would be negligible and therefore, the project would not result in a cumulatively considerable net increase in GHG emissions. Based on the scope of the project including the project's potential to reduce 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? (Sources: 7, 17)	☐	☐	☒	☐

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

Discussion: The City of Huntington Beach has not adopted a Climate Action Plan. However, in 2011 the City of Huntington Beach adopted the Energy Action Plan which established measures and goals designed to reduce localized GHG emissions through improved energy efficiency, incentives for use of renewable energy sources, and enhanced outreach and education programs. Currently, GHGs are not required under law to be included in Air Quality Management Plans and are not currently regulated by local Air Quality Management Districts. Statewide GHG emissions are regulated through AB 32, which codifies the State's GHG emissions target by requiring the State's GHG emissions be reduced to 1990 levels by 2020 and directs the California Air Resources Board (CARB) to enforce the statewide cap that would begin phasing by 2012. As shown above, the project is below the SCAQMD interim threshold and therefore would not conflict with any local or state targets for GHG emission reductions. Moreover, the project is not covered by the City of Huntington Beach Energy Action Plan. Therefore, impacts related to conflicts with GHG plans, policies, or regulations would be less than significant and no mitigation measures would be required.

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: 1-20)	☐	☒	☐	☐

Discussion: As described in this document, implementation of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, or threaten to eliminate a plant or animal community. With the incorporation of mitigation measures impacts to cultural resources would be less than significant.

b) Does the project have impacts that are individually limited, 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: 1-20)	☐	☐	☒	☐

Discussion: As described in this document, the proposed project would not result in any significant long term environmental impacts. The proposed project does not introduce new development or uses that would contribute to cumulative operational impacts associated with the proposed project. The proposed project would result in some minor short-term impacts related to construction, all of which would be below a level of significance. These minor construction impacts would not be cumulatively considerable, even for the typically furthest reaching environmental factor, air quality, because the proposed project is very small in scale and scope and impacts would be localized. Therefore, potential cumulatively considerable impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1-20)	☐	☒	☐	☐

Discussion: As described in this document, construction and operation of the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, with implementation of mitigation measures requiring testing and remediation of potentially contaminated soils within the project area and preparation of a Risk Management Plan to protect construction workers and the public from harmful contaminants. The impacts that the proposed project could have on human beings are temporary during construction or minimal and would not exceed established significance thresholds. With mitigation, less than significant impacts would occur.

XIX. EARLIER ANALYSIS/SOURCE LIST.

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, as well as sources of information are as follows:

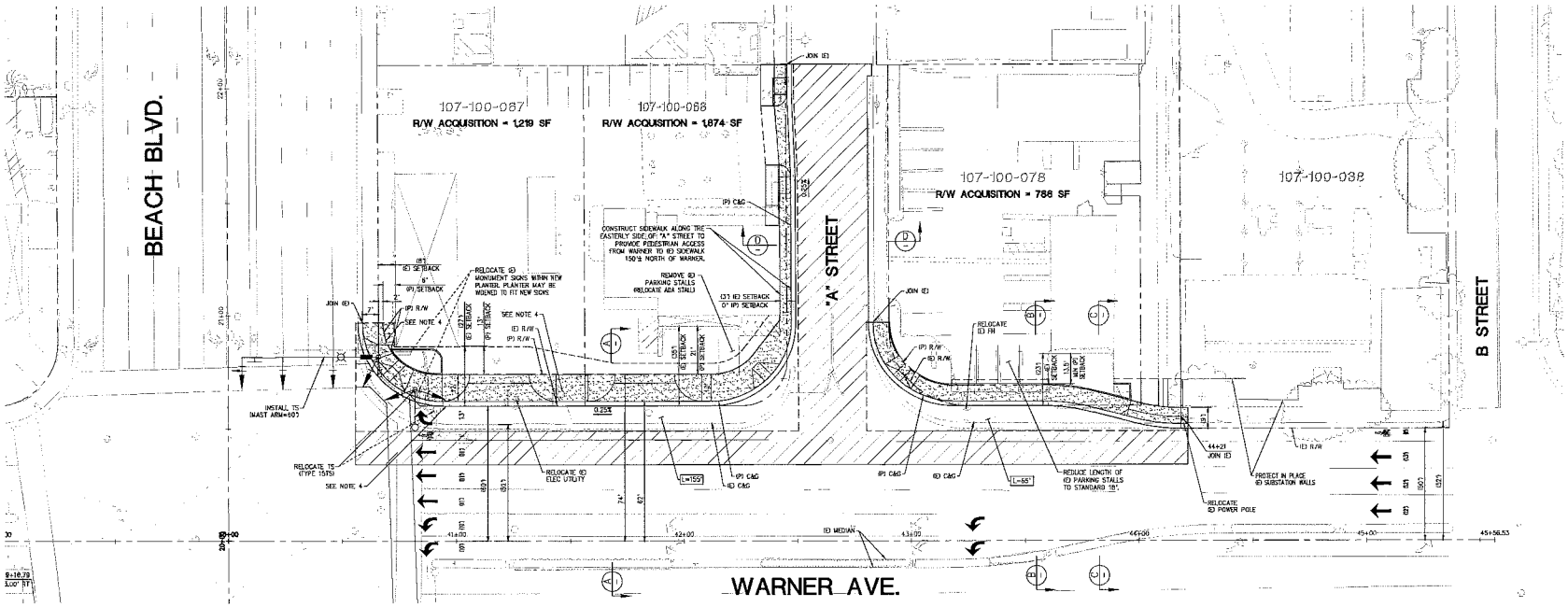
Reference #	Document Title	Available for Review at:
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	Beach and Edinger Corridors Specific Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/files/users/planning/SP14_Beach_Edinger_050510.pdf
4	Preliminary Project Plan	See Attachment 1
5	Project Narrative	See Attachment 2
6	FEMA Flood Panel Map #065034	Federal Emergency Management Agency https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1
7	Criteria Pollutant and GHG Emissions Calculations	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
8	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
9	Circulation Element Program EIR Program EIR No. 09-001	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/government/departments/Planning/Environmentalreports.cfm
10	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at

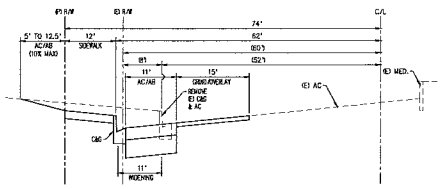
Reference #	Document Title	Available for Review at: http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm
11	California Department of Transportation, California Scenic Highway Mapping System	California Department of Transportation http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm
12	California Department of Conservation, Farmland Monitoring and Mapping Program	California Department of Conservation http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx
13	California Department of Conservation, Williamson Act Program	California Department of Conservation http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx
14	Localized Significance Thresholds (2003)	South Coast Air Quality Management District http://www.aqmd.gov/ceqa/handbook/LST/appC.pdf
15	Air Quality Significance Thresholds (2009)	South Coast Air Quality Management District http://www.aqmd.gov/ceqa/handbook/signthres.pdf
16	Chapter 8.40 "Noise Control" of the City of Huntington Beach Code of Ordinances (2001)	City of Huntington Beach Huntington Beach, CA
17	AB 32 Climate Change Scoping Plan (2008)	California Air Resources Board http://www.arb.ca.gov/cc/ab32/ab32.htm
18	CEQA GHG Thresholds (2009)	South Coast Air Quality Management District http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html
19	Final 2007 Air Quality Management Plan	South Coast Air Quality Management District
20	Beach and Edinger Corridors Specific Plan Program EIR Program EIR No. 08-008	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach http://www.huntingtonbeachca.gov/Government/Departments/Planning/major/BeachedgDEIR.cfm

▪ Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 ▪ Directly or indirectly destroy a unique paleontological resource or site unique geologic feature	**MM 4.3.A-1:** Contractor specifications for street improvement projects involving excavation into native soils materials shall include a provision to retain a professional archaeologist to monitor that period of excavation, so that archaeological resources exposed during grading, if any, can be identified, evaluated and scientifically important information preserved. Archaeological monitors shall be equipped to recover resources as they are unearthed and to avoid construction delays. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Qualified archaeological personnel shall prepare recovered specimens to a point of identification and permanent preservation. Qualified archaeological personnel shall identify the nature and importance of the resource, and curate significant specimens into the collections of an appropriate, established, and accredited museum repository with permanent retrievable archaeological storage. The monitoring archaeologist shall submit a report to the Department of Planning and Building that documents findings and the disposition of any important archaeological materials that were recovered, prior to completion of the project. **MM 4.3.B-1:** Contractor specifications for street improvement projects involving excavation into native soils materials shall include a provision to retain a qualified paleontologist if resources are uncovered to monitor that period of excavation, so that resources exposed during grading can be identified, evaluated and scientifically important information preserved. Monitors shall be equipped to recover resources as they are unearthed and to avoid construction delays. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Qualified paleontological personnel shall prepare recovered specimens to a point of identification and permanent preservation. Qualified personnel shall identify the nature and importance of the resource, and curate significant specimens into the collections of an appropriate, established, and accredited museum repository with permanent retrievable paleontological storage. The paleontological monitor shall submit a report to the Department of Planning and Building that documents findings and the disposition of any important paleontological materials that were recovered, prior to completion of the project.

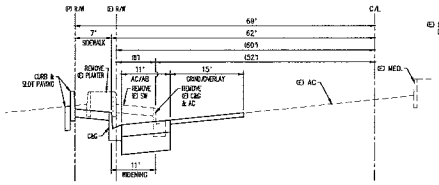
Summary of Applicable Program EIR No. 09-001 and BECSP Program EIR Mitigation Measures

Description of Impact	Mitigation Measures
▪ 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	**MM4.6-1** Prior to the issuance of grading permits on any project site, the site developer(s) shall: ▪ Investigate the project site to determine whether it or immediately adjacent areas have a record of hazardous material contamination via the preparation of a preliminary environmental site assessment (ESA), which shall be submitted to the City for review. If contamination is found the report shall characterize the site according to the nature and extent of contamination that is present before development activities precede at that site. ▪ If contamination is determined to be on site, the City, in accordance with appropriate regulatory agencies, shall determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. If further investigation or remediation is required, it shall be the responsibility of the site developer(s) to complete such investigation and/or remediation prior to construction of the project. ▪ If remediation is required as identified by the local oversight agency, it shall be accomplished in a manner that reduces risk to below applicable standards and shall be completed prior to issuance of any occupancy permits. Closure reports or other reports acceptable to the Huntington Beach Fire Department that document the successful completion of required remediation activities, if any, for contaminated soils, in accordance with City Specification 431-92, shall be submitted and approved by the Huntington Beach Fire Department prior to the issuance of grading permits for site development. No construction shall occur in the affected area until reports have been accepted by the City. **MM4.6-2** In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed project, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.

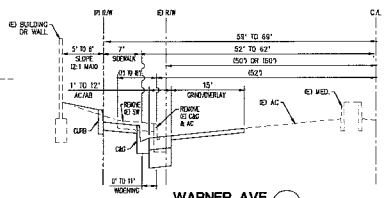




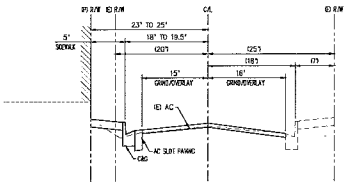
WARNER AVE. (A)
40+94 TO A STREET
SCALE: NTS



WARNER AVE. (B)
A STREET TO 43+73
SCALE: NTS



WARNER AVE. (C)
43+73 TO 44+21
SCALE: NTS



"A" STREET (D)
SCALE: NTS

NOTES

1. PAVEMENT SECTIONS TO BE DETERMINED DURING FINAL DESIGN.
2. UTILITY RELOCATIONS SHOWN ARE BASED UPON PRELIMINARY INFORMATION AND ARE SUBJECT TO CHANGE PENDING COORDINATION WITH UTILITY OWNERS.
3. ALL CURB RETURNS ARE DESIGNED TO ACCOMODATE A CALTRANS STAA DESIGN VEHICLE.
4. CONFIRM WITH PROPERTY OWNER WHETHER EXISTING MONITORING WELL IS ACTIVE. IF IT IS ACTIVE, RELOCATE OUTSIDE OF PROPOSED R/W. IF IT IS ABANDONED, REMOVE AND BACKFILL.
5. EXISTENCE OF PRIVATE UNDERGROUND GAS STATION UTILITIES WITHIN PROPOSED R/W ACQUISITION AREAS TO BE CONFIRMED AND MAY REQUIRE RELOCATION.

LEGEND

(E)	EXISTING
(P)	PROPOSED
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
CAG	CURB AND GUTTER
C/L	CENTERLINE
ELEC	ELECTRICAL
MED	MEDIAN
R/W	RIGHT OF WAY
SW	SIDEWALK
TCE	TEMPORARY CONSTRUCTION EASEMENT
TS	TRAFFIC SIGNAL

AC/AB PAVEMENT SECTION (SEE NOTE 1)

AC GRIND AND OVERLAY (SEE NOTE 1)

PCC PAVEMENT

STREET C/L
(E) R/W
(P) R/W
SAWCUT LINE

N

GRAPHIC SCALE
20 0 20 60
SCALE: 1" = 20'

3RD SUBMITTAL – 01/11/13

REVISIONS				
REV.	DATE	BY	DESCRIPTION	APP'V'D

PREPARED BY:

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CITY OF HUNTINGTON BEACH
DEPARTMENT OF PUBLIC WORKS

BEACH BLVD. / WARNER AVE.

CONCEPTUAL GEOMETRIC PLAN REDUCED WIDTH LANE OPTION

SHEET NO. 1 OF 1

ATTACHMENT NO. 1

PROJECT DESCRIPTION

Beach Boulevard and Warner Avenue
April 1, 2013

Beach Boulevard (State Route 39) is a key regional facility within Orange County and serves as one of the critical north-south transportation corridors in the City of Huntington Beach. The intersection of Beach Boulevard and Warner Avenue is reaching its desired service capacity and projected increases in traffic will result in the intersection exceeding level of service standards. The City of Huntington Beach, in cooperation with Caltrans, has identified an intersection improvement to augment capacity and meet future needs for this intersection.

The improvements consist of the installation of a westbound right turn lane.

Currently the intersection consists of four through lanes with dual left turn lanes in the north-south direction along Beach Boulevard. In addition, there is a southbound right turn lane from Beach Boulevard to Warner Avenue. There are three through lanes and dual left turn lanes in the east-west direction along Warner Avenue. Existing right-of-way widths are 134 to 142 feet on the north leg, 134 feet on the south leg, and 120 feet on the east and west legs.

The proposed roadway widening will have right-of-way impacts on the northeast quadrant of the intersection. With Beach Boulevard being a state highway, the geometrics of the Warner Avenue approach will need to be reviewed and approved by Caltrans. The lane widths proposed are slightly less than the state standard and will require special approval from Caltrans, however these lane widths are typically utilized in constrained urban environments where right-of-way acquisition is a consideration.

The east leg of Warner Avenue will have a right-of-way width of 134 feet between Beach Boulevard and "A" Lane and 129 feet from "A" lane to approximately 150 feet east of "A" Lane. The required right-of-way acquisition is approximately 3,749 square feet. Along Warner Avenue, the widening will extend from Beach Boulevard easterly to approximately 150 feet east of "A" Lane, a total distance of approximately 350 feet.

All right-of-way amounts and construction limits are estimates which may be refined during the engineering process.

The project requires the construction of curb, gutter, sidewalk, a new pavement section, drainage facilities, traffic signal modifications, street lighting and signing & striping.

As the engineering on this project has not been completed, it is anticipated that additional design and/or utility issues may be identified.