CITY OF HUNTINGTON BEACH

2000 MAIN STREET **CALIFORNIA 92648**

Notice of Preparation

To: Agencies, Organizations, and Interested Parties

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:		**Consulting Firm:**	
Agency Name:	City of Huntington Beach Planning and Building Department	Firm Name:	RBF Consulting
Street Address:	2000 Main Street (P.O. Box 190)	Street Address:	14725 Alton Parkway
City/State/Zip:	Huntington Beach, CA 92648	City/State/Zip:	Irvine, CA 92618
Contact:	Ms. Mary Beth Broeren, AICP Planning Manager	Contact:	Mr. Alan Ashimine Project Manager

The City of Huntington Beach will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the Initial Study. A copy of the Initial Study (**X** is _ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The comment period during which the City will receive comments on the Notice of Preparation (NOP) is:

Starting Date: January 31, 2013 ***Ending Date:*** March 1, 2013

Please send your response to Ms. Mary Beth Broeren, AICP, Planning Manager, at the address shown above. We will need the name for a contact person in your agency.

Project Title: EIR for the Brookhurst Street and Adams Avenue Intersection Improvements Project

Project Location: City of Huntington Beach, County of Orange

Project Description: The City of Huntington Beach proposes to widen the Brookhurst Street/Adams Avenue intersection in all directions in order to increase capacity and improve traffic operations at this location. The proposed project would add travel lanes on both roadways. The following new travel lanes are proposed: two additional northbound right-turn lanes (Brookhurst Street); one additional southbound right-turn lane (Brookhurst Street); one additional eastbound through lane (Adams Avenue); and one additional westbound through lane (Adams Avenue).

The proposed intersection widening would require right-of-way (ROW) acquisition on all four legs of the intersection on both sides of each street. The proposed project would require approximately 31,230 square feet of ROW acquisition, predominantly from commercial properties but with one partial residential land acquisition (approximately 143 square feet). The limits of construction on Brookhurst Street will be approximately 1,000 feet

north of Adams Avenue and 800 feet to the south. The limits of construction along Adams Avenue will be approximately 1,300 feet to the west of Brookhurst Street and 1,200 feet to the east. One bus turnout would be added to an existing bus stop on Brookhurst Street for northbound buses north of Adams Avenue. The project would include removal of commercial parking areas in addition to demolition of a commercial structure and a portion of a residential block wall.

This proposed street improvement and intersection project would occur in a single phase, with construction activity taking place on all four quadrants of the intersection concurrently.

Potential Environmental Effects: Through preparation of an Initial Study, the City has determined that the project could result in impacts relating to land use/planning, air quality, transportation/traffic, hazards and hazardous materials, noise, and greenhouse gas emissions. An EIR will be prepared to evaluate the significance of these potential impacts.

Document Availability: The NOP and Initial Study are available for public review at the locations listed below during regular business hours:

- City of Huntington Beach Planning and Building Department, 2000 Main Street, Huntington Beach, California;
- Huntington Beach Central Library, 7111 Talbert Avenue, Huntington Beach, California;
- Banning Branch Library, 9281 Banning Avenue, Huntington Beach, California; and
- http://www.huntingtonbeachca.gov/Government/departments/planning/environmentalreports.cfm

As stated above, the City will receive your written comments regarding this NOP from Thursday, January 31, 2013 through Friday, March 1, 2013. **All written comments must be received by the City by March 1, 2013 at 5:00 PM.** If you require additional information please contact Ms. Mary Beth Broeren, Planning Manager, at (714) 536-5550.

Date: 1/28/2013 **Signature:** Mary Beth Broeren

Mary Beth Broeren, AICP

Title: Planning Manager

Telephone: (714) 536-5550

E-mail: mbroeren@surfcity-hb.org

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

JANUARY 2013

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

Brookhurst Street/ Adams Avenue Intersection Improvements Project

PREPARED FOR:

City of Huntington Beach

PREPARED BY:

RBF Consulting

CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 11-011

1. **PROJECT TITLE:** Brookhurst Street and Adams Avenue Intersection Improvements Project.

   Concurrent Entitlements: None.

2. **LEAD AGENCY:** City of Huntington Beach
   2000 Main Street
   Huntington Beach, CA 92648

   Contact: Mary Beth Broeren, Planning Manager
   Phone: (714) 536-5550

3. **PROJECT LOCATION:** The proposed project site is located at the intersection of Brookhurst Street and Adams Avenue. Proposed improvements at the intersection would extend along Brookhurst Street up to approximately 1,000 feet north of Adams Avenue and 800 feet south of Adams Avenue, and along Adams Avenue up to approximately 1,300 feet west of Brookhurst Street and 1,200 feet east of Brookhurst Street (refer to Attachment No. 1).

4. **PROJECT PROPONENT:** City of Huntington Beach
   2000 Main Street
   Huntington Beach, CA 92648

   Contact Person: Bill Janusz
   Phone: (714) 374-1628

5. **GENERAL PLAN DESIGNATION:** The *City of Huntington Beach General Plan Circulation Element* designates both Brookhurst Street and Adams Avenue as Right-of-Way (Major Arterials). The project would also require right-of-way (ROW) acquisition from properties with the following land use designations: Commercial General (CG-F1), and Residential Low Density (RL-7).

6. **ZONING:** The *City of Huntington Beach 2010 Zoning Map* designates Brookhurst Street and Adams Avenue as Right-of-Way. The project would also require ROW acquisition from properties with the following zoning designations: Commercial General (CG), and Residential Low Density (RL).

7. **PROJECT DESCRIPTION:**

   Project Background: The City of Huntington Beach (City) is a participant in the *Memorandum of Understanding C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River*. This Memorandum of Understanding (MOU) was signed by all participants, including the City of Huntington Beach, in 2006. The MOU establishes a multi-jurisdictional approach to alleviating traffic congestion along the Garfield Avenue (within Huntington Beach and Fountain Valley) and Gisler Avenue (within Costa Mesa) corridors. The MOU identifies numerous transportation improvements within the Garfield Avenue/Gisler Avenue study area to be

implemented by the cities of Costa Mesa, Fountain Valley, and Huntington Beach in lieu of constructing the Garfield-Gisler Bridge Crossing.

As specified in the MOU, the following items are the City's responsibilities with respect to the intersection of Brookhurst Street and Adams Avenue:

1. Install a bus turnout at the existing bus stop at northbound Brookhurst Street at Adams Avenue;
2. Install a bus turnout at the existing bus stop at southbound Brookhurst Street at Adams Avenue;
3. Consolidate driveways on the northbound and southbound sides of Brookhurst Street at Adams Avenue; and
4. Add a fourth through lane in the north, south, east, and westbound approaches at Brookhurst Street/Adams Avenue. Add dedicated right-turn lanes in the north and southbound approaches.

Although the MOU included the specific improvements to be implemented by the City (described above), the MOU states that while the "program of projects is specific, it is not meant to be prescriptive. If a city is able to identify an alternative traffic flow improvement which meets the overall objective of achieving and/or maintaining Level of Service (LOS) D at any location within the study area, then that improvement shall be considered an acceptable alternative and shall be implemented as a substitute solution to the original recommendation."[1] As such, subsequent traffic analyses conducted by the City determined that a fourth northbound and southbound through lane on Brookhurst Street was unnecessary to provide acceptable traffic operations. Rather, a second northbound right-turn lane has been included in the proposed project to provide for satisfactory intersection operation.

Existing Conditions: The existing project site consists of the intersection of Brookhurst Street and Adams Avenue. Both roadways are designated as Major Arterials by the City's *General Plan*. The intersection is signalized and consists of three through lanes and dual left-turn lanes in each direction. There are dedicated right-turn lanes in the east and westbound directions on Brookhurst Street. Existing ROW widths are 120 feet on the north leg of the intersection, 120 feet on the south leg, 120 to 123 feet on the west leg, and 100 to 111 feet on the east leg. Raised center medians exist on all four legs of the intersection. The medians on all legs of the intersection (with the exception of the northern leg) include segments of landscaping in the form of low-lying groundcover, shrubs, and/or palm trees.

Both Brookhurst Street and Adams Avenue are improved with curb, gutter, signage, and lighting facilities. Pole-mounted overhead electrical utilities are present on all four legs of the intersection within City ROW. There are seven existing bus stops along the project site. Six bus stops are located along Adams Avenue (three to the east of Brookhurst Street and three to the west of Brookhurst Street), four of which include shelters. Three bus stops are located along Brookhurst Street (two north of Adams Avenue and one south of Adams Avenue), all of which include shelters. There are no existing bus turnouts along the project site.

Project Characteristics: In order to satisfy the requirements of the MOU, the City proposes to widen the Brookhurst Street/Adams Avenue intersection in all directions. The proposed project would add travel lanes on both roadways. The following new travel lanes are proposed:

- Two northbound right-turn lanes (Brookhurst Street);
- One southbound right-turn lane (Brookhurst Street);

[1] Cities of Costa Mesa, Fountain Valley, Huntington Beach and the Orange County Transportation Authority, *Memorandum of Understanding C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River* (page 8 of 11), 2006.

- One eastbound through lane (Adams Avenue); and
- One westbound through lane (Adams Avenue).

Exhibits 4a through 4d in Attachment No. 1 depict the proposed street sections.

The proposed intersection widening would have ROW impacts on all four legs of the intersection on both sides of each street. The proposed project would require approximately 31,230 square feet of ROW acquisition, predominantly from commercial properties but with one partial residential land acquisition (approximately 143 square feet); refer to Table 1, *Right-of-Way Acquisition*. The limits of construction on Brookhurst Street will be approximately 1,000 feet north of Adams Avenue and 800 feet to the south. The limits of construction along Adams Avenue will be approximately 1,300 feet to the west of Brookhurst Street and 1,200 feet to the east. As engineering has not been completed, all ROW amounts and construction limits are estimates which are subject to refinement during the final engineering process.

One bus turnout would be added to an existing bus stop and the existing shelter replaced on Brookhurst Street for northbound buses north of Adams Avenue. While the MOU called for a southbound bus turnout, there is adequate room within the existing roadway to provide a bus stop without impacting a travel lane.

This proposed street improvement and intersection project would occur in a single phase, with construction activity taking place on all four quadrants of the intersection concurrently. The construction process would consist of the following primary activities:

- Clearing and grubbing;
- Demolition of structures:
    - 10111 Adams Avenue – Impacts to approximately 1,050 square feet of an approximately 12,350 square-foot commercial structure. For the purposes of the environmental analysis for the project, it is assumed that demolition of the entire 12,350 square-foot structure would be required;
    - 20111 Lawson Lane – Removal and replacement of approximately 90 linear feet of an eight-foot high block wall and approximately 57 linear feet of a four-foot high block wall at a residential property at the southwest corner of Adams Avenue and Lawson Lane.
    - Four existing bus stop shelters (one along Brookhurst Street, north of Adams Avenue; and three along Adams Avenue) would be removed and replaced.
- Excavation;
- Construction of curb, gutter, and sidewalk;
- Construction of asphalt concrete roadway;
- Drainage facilities;
- Curb ramps;
- Landscaping and irrigation improvements;
- Retaining structures;
- Traffic signal modifications;
- Street lighting;
- Signing and striping;

- Reconstruction of on-site private improvements including parking lot, landscaping, and residential block wall at 20111 Lawson Lane; and
- Additional appurtenant work as required.

8. **SURROUNDING LAND USES AND SETTING:** The project site is located within a developed area of the City. Generally, the project area is composed of retail/commercial and residential uses. Specifically, the Brookhurst Street/Adams Avenue intersection is immediately surrounded by retail/commercial centers on all four corners. Further away from the intersection on all four legs, Brookhurst Street and Adams Avenue are surrounded by single-family and multi-family residential uses.

Table 1
Right-of-Way Acquisition

Land Use	Assessor Parcel Number	Existing Lot Area (square feet)	ROW Acquisition (square feet)	Proposed Lot Area (square feet)	Landscaping Removed (square feet)	Parking Spaces Removed
Northeast Quadrant						
Retail/Commercial Center	155-051-13	16,525	1,350	15,175	1,318	0
	155-051-11	22,357	2,521	19,836	1,677	0
	155-051-07	98,955	2,245	96,710	788	0
	155-051-12	16,873	432	16,441	373	0
Northwest Quadrant						
Retail/Commercial Center	153-171-01	425,905	4,644	421,261	2,215	31
	153-171-02	22,329	1,212	21,117	1,230	1
Southeast Quadrant						
Retail/Commercial Center	155-181-04	67,941	6,223	61,718	1,156	39
	155-181-28	570,860	9,828	561,032	5,927	23
Residential	155-162-01	8,207	143	7,127	60	0
Southwest Quadrant						
Retail/Commercial Center	151-461-28	509,292	1,307	507,985	1,767	18
	151-461-30	24,972	1,325	23,665	455	0
TOTAL		**1,784,216**	**31,230**	**1,752,986**	**16,956**	**112**

- **Northeast Quadrant:** The northeast quadrant of the intersection is developed with a retail/commercial center designated CG-F1 (Commercial General with permitted density of 0.35) by the City's *General Plan*. Further from the intersection, the areas north of Adams Avenue and east of Brookurst Street are occupied by multi-family residential uses designated RMH-25 (Residential Medium High Density, 25 dwelling units per acre).
- **Northwest Quadrant:** The northwest quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas north of Adams Avenue and west of Brookurst Street are occupied by multi-family residential uses designated RMH-25.
- **Southeast Quadrant:** The southeast quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas south of Adams Avenue and east of Brookurst Street are occupied by single-family residential uses designated RL-7 (Residential Low Density, 7 dwelling units per acre).
- **Southwest Quadrant:** The southwest quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas south of Adams Avenue and west of Brookurst Street are occupied by single-family residential uses designated RL-7.

9. **OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:** The proposed project has not been previously analyzed in a related environmental document. However, on March 30, 2005, the City adopted a Mitigated Negative Declaration to add one right-turn lane pocket to each of the westbound and eastbound lanes at the intersection of Brookhurst Street and Adams Avenue. These intersection improvements were completed in December 2005.

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

- Santa Ana Regional Water Quality Control Board – Construction General Permit, Water Quality Management Plan
- Utility Providers – Utility Relocation

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	1/28/2013 Date
Mary Beth Broeren, AICP Printed Name	Planning Manager Title

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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 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.

(Note: Standard Conditions of Approval - The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance.

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, 2)	☒	☐	☐	☐

Discussion: The project proposes the widening of the Brookhurst Street and Adams Avenue intersection. The project would require the acquisition of approximately 31,230 square feet of ROW from adjoining commercial properties, as well as one partial residential land acquisition. Although the project would not result in a change in existing land uses in the project area, the project may impact the ability of adjoining uses to comply with applicable zoning requirements in terms of lot size, landscaping, parking, setbacks, and other design standards. Therefore, these issues will be further analyzed in the EIR.

b) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion: The project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

c) Physically divide an established community? (Sources: 1)	☐	☐	☐	☒

Discussion: The proposed project would result in improvements to the existing Brookhurst Street/Adams Avenue intersection. The project would not include any structures or other features that would divide an established community. Brookhurst Street and Adams Avenue can be characterized as roadways which currently separate and divide uses in the area. Although the project would represent a widening of the existing intersection, the proposed improvements would not result in impacts related to the division of an existing community. Thus, no impact would occur in this regard and this issue will not be further analyzed in the EIR.

II. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 1)	☐	☐	☒	☐

Discussion: The proposed project includes intersection improvements along Brookhurst Street and Adams Avenue, and would not directly generate population growth since it does not include any residences or other structures. The project would improve an existing roadway intersection that would provide additional capacity to relieve existing traffic congestion, and would not induce growth through the introduction of a new roadway. The project area is urbanized and built-out, and widening of the intersection would not have the ability to create growth in the surrounding area or region. Although the project would generate employment during the construction process, construction would be short-term in nature and would not facilitate the relocation of

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

workers to the City. Thus, a less than significant impact would occur in this regard and this issue will not be further analyzed in the EIR.

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

Discussion: The proposed project would not displace any housing. ROW acquisition would be required from one residential property (20111 Lawson Lane) along the intersection where approximately 147 linear feet of block wall would be affected; however, no displacement would occur. Thus, no impacts would occur in this regard and this issue will not be further analyzed in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion: Refer to Response II(b). The project would not result in the displacement of people that would require the construction of replacement housing elsewhere. Thus, no impacts would occur in this regard and this issue will not be further analyzed in the EIR.

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: 13)	☐	☐	☐	☒

Discussion: The project has the potential to experience potential adverse effects from seismic shaking due to the site's location in a seismically active area, as is the condition throughout Southern California. For the purposes of the Alquist-Priolo Earthquake Fault Zoning Act, the State of California defines active faults as those that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).[2] Fault rupture is caused by the breakage of the ground surface overlaying a fault as a result of seismic activity. The project site is not located within the boundaries of an Earthquake Fault Zone identified for fault-rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Thus, no impact would occur in this regard and this issue will not be further analyzed in the EIR.

[2] California Department of Conservation and California Geologic Survey. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking? (Sources: 1)	☐	☐	☒	☐

Discussion: The project site would be subject to seismic ground shaking, as is the case throughout seismically active southern California. Ground shaking may occur as a result of movement along any one of southern California's large regional faults. A number of major faults exist in the vicinity of the City of Huntington Beach. The seismic environment of the area is considered high based on the proximity of these known active or potentially active faults. The Newport-Inglewood Fault is of special concern because of its location within the southern portion of the City and is capable of producing ground shaking that could potentially affect the project site.

The proposed project involves the improvements of an existing intersection and would not result in the construction of new habitable structures or a change in land use that would expose people or structures to seismic activity beyond existing conditions. Although the project would require the demolition and modification of structures (one commercial building and a portion of a block wall on a residential property), all modifications would conform to existing building requirements of the California Building Code (CBC) in order to minimize the potential for damage and major injury during a seismic event. The CBC includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Adherence to these existing building requirements would minimize risks related to seismic shaking to a less than significant level, and this issue will not be further analyzed in the EIR.

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

Discussion: Liquefaction occurs when the dynamic loading of saturated sand or silt causes pore water pressures to increase to the point where grain-to-grain contact is lost and the material temporarily behaves as a viscous fluid. Liquefaction can cause settlement of the ground surface, settlement and tilting of engineered structures, flotation of buoyant buried structures and fissuring of the ground surface. A common trait of liquefaction is formation of sand boils, which are short-lived fountains of soil and water that emerge from fissures or vents and leave freshly deposited conical mounds of sand or silt on the ground surface. The proposed project site exists within a liquefaction zone, as identified in the City's *General Plan Hazard Element*.

The project would involve intersection improvements and would not result in any new habitable structures. Although the project would require the demolition and modification of structures (one commercial building and a portion of a block wall on a residential property), all modifications would conform to existing building requirements of the CBC in order to minimize the potential for hazards due to liquefaction. Adherence to these existing building requirements would minimize risks related to liquefaction to a less than significant level, and this issue will not be further analyzed in the EIR.

iv) Landslides? (Sources: 1)	☐	☐	☐	☒

Discussion: According to the City's *General Plan Hazard Element*, potential landslide areas within the City are limited to the mesa bluffs region. The proposed project site is not in this region and is generally flat and has been subject to substantial urban development. Therefore, project implementation would not expose

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

people or structures to potential substantial adverse effects involving landslides and this issue will not be further analyzed in the EIR.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1)	☐	☐	☒	☐

Discussion: The primary concern in regards to soil erosion or loss of topsoil would be during the construction phase of the project. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. All demolition and construction activities within the City would be subject to compliance with the CBC. Further, the project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities. The NPDES Storm Water General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would identify specific erosion and sediment control Best Management Practices (BMPs) that would be implemented to protect storm water runoff during construction activities. Compliance with the CBC and NPDES requirements would minimize effects from erosion and ensure consistency with the RWQCB Water Quality Control Plan. Following compliance with the CBC and NPDES requirements, project implementation would result in a less than significant impact regarding soil erosion.

As an intersection improvement project, the project would not result in substantial excavation, grading, or fill that would result in substantial changes in topography or unstable soil conditions. Based on the City's *General Plan Hazard Element*, the project site is located within an area identified to have no potential for slope instability. A less than significant impact would occur in this regard and this issue will not be further analyzed in the EIR.

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)	☐	☐	☒	☐

Discussion: The proposed project site is located within a seismically-active area. As stated within Response III(a)(iii), impacts related to liquefaction would be reduced to a less than significant level and as demonstrated in Response III(a)(iv), the project site would not be subject to earthquake-induced landslides.

Subsidence is a general lowering of the ground surface over a large area. Areas of the City subject to subsidence generally occur within major oil drilling areas located along the coast. Based on the City's *General Plan Hazard Element*, the project site is not located within an area subject so subsidence.

Lateral spreading is a condition where lateral movement of earth materials occurs due to ground shaking. For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area. Lateral spreading results in near-vertical cracks with predominantly horizontal movement of the soil mass involved. The City requires compliance with the CBC and all provisions related to construction and design guidelines, which prevent injury or other adverse effects potentially caused by geological hazards, including lateral spreading. Given that the project is subject to compliance with CBC guidelines to ensure proper safeguards against the potential risks associated with lateral

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

spreading, project implementation would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving lateral spreading.

Thus, the project would not result in significant impacts related to unstable soils, landslides, lateral spreading, subsidence, liquefaction, or collapse. This issue will not be further analyzed in the EIR.

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)	☐	☐	☐	☒

Discussion: The City's *General Plan Hazard Element* indicates that the project site is located within an area with low soil expansion potential. Thus, the project would not create a substantial risk to life or property. No impact would occur in this regard and this issue will not be further analyzed in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 1)	☐	☐	☐	☒

Discussion: The project would improve an existing intersection and does not involve any uses that would require installation of a septic tank. No impact would occur in this regard and this issue will not be further analyzed in the EIR.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements? (Sources: 1, 18)	☐	☐	☒	☐

Discussion: As part of Section 402 of the Clean Water Act, the EPA has established regulations under the NPDES program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Huntington Beach is located within the jurisdiction of the Santa Ana RWQCB.

Construction of the proposed project has the potential to produce typical pollutants such as nutrients, heavy metals, toxic chemicals related to construction and cleaning, waste materials (including wash water, paints, wood, paper, concrete, food containers and sanitary wastes), fuel, and lubricants. The project would disturb one or more acres of land surface, and thus, would be required to obtain coverage under the NPDES Construction General Permit (Permit). To obtain coverage under the Permit, the City would be required to submit a Notice of Intent (NOI) prior to construction activities, and develop and implement a SWPPP. The SWPPP would include a range of BMPs to be implemented by the construction contractor and may include erosion, sediment, and housekeeping measures to ensure adherence to NPDES water quality standards. Upon completion of construction, the City would be required to submit a Notice of Termination (NOT) to the SWRCB to indicate construction is complete. Construction activities associated with the proposed project

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

would have a less than significant impact on surface water quality and would not significantly impact the beneficial uses of receiving waters with compliance with State requirements.

The project would also implement various BMPs to ensure that significant long-term operational water quality impacts do not occur. Based on the *Preliminary Water Quality Management Plan* (PWQMP) prepared for the proposed project, the project would incorporate bioretention sidewalk planters and vegetated swales to minimize water quality effects during long-term operations. Bioretention sidewalk planters and vegetated swales are considered Low Impact Development (LID) BMPs that would assist in minimizing impervious areas and would disconnect impervious areas by routing flows through planters/swales. Stretches of bioretention sidewalk planters would be sited on both sides of Adams Avenue within the project site, in addition to both sides of Brookhurst Street north of Adams Avenue. Vegetated swales would be placed on both sides of Brookhurst Street south of Adams Avenue.

Upon adherence to existing NPDES requirements as part of the SWPPP (short-term construction) and PWQMP (long-term operations), impacts would be less than significant. This issue will not be further analyzed in the EIR.

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: 1)	☐	☐	☒	☐

Discussion: The project involves the widening of the Brookhurst Street/Adams Avenue intersection and does not propose any new land uses requiring water supply. Project implementation would not result in the depletion of groundwater supplies or interference with groundwater recharge since the project does not involve the extraction of groundwater. While the project may result in a minor increase in impervious area beyond existing conditions, such an increase would not have the ability to substantially interfere with groundwater recharge. Therefore, a less than significant impact would occur in this regard and this issue will not be further analyzed in the EIR.

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: 8)	☐	☐	☒	☐

Discussion: The proposed project site and surrounding areas are developed and topography is generally flat. The project would not substantially alter drainage conditions at the project site. Although the project would require modifications to existing storm water drainage infrastructure in the project area (e.g., realignment of curbs, gutters, inlets, catch basins, and connections to existing drainage infrastructure), post-development drainage would mimic pre-development conditions. As noted in Response IV(a), various construction and operational BMPs would be implemented to ensure that adverse water quality impacts do not occur. Impacts in this regard would be less than significant, and this issue will not be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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: 18)	☐	☐	☒	☐

Discussion: Refer to Response IV(c), above. Post-development drainage associated with the project would mimic pre-development conditions. Based on the PWQMP, the existing stormdrain and catch basin system is adequately sized and would be utilized by the proposed project. Although the project would result in a minor increase in impervious area in comparison to existing conditions, operational BMPs (bioretention sidewalk planters and vegetated swales) would be included to minimize impacts related to off-site runoff. Therefore, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

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: 1, 18)	☐	☐	☒	☐

Discussion: Refer to Responses IV(a) and IV(d), above. Upon adherence to existing NPDES requirements as part of the SWPPP (short-term construction) and PWQMP (long-term operations), water quality impacts would be less than significant. In addition, post-development drainage associated with the project would mimic pre-development conditions. Based on the PWQMP, the existing stormdrain and catch basin system is adequately sized and would be utilized by the proposed project. Therefore, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

f) Otherwise substantially degrade water quality? (Sources: 1)	☐	☐	☐	☒

Discussion: Beyond the potential project impacts related to water quality described within Responses IV(a), IV(c), and IV(e), above, the project would not have the potential to otherwise substantially degrade water quality.

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: 8)	☐	☐	☐	☒

Discussion: The proposed project does not include any housing and is not located within a 100-year flood hazard area. Therefore, no impacts would occur in this regard and this issue will not be further analyzed in the EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 8)	☐	☐	☐	☒

Discussion: The proposed project does not include any structures and is not located within a 100-year flood hazard area. Therefore, no impacts would occur in this regard and this issue will not be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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: 8)	☐	☐	☐	☒

Discussion: The proposed project involves the widening of an intersection and does not propose any new land uses that would be subjected to flooding. The project would not substantially alter the topography of the project site nor would it substantially increase impervious areas in the vicinity such that flooding would occur. In addition, the project would not include features that would increase the likelihood of the failure of a levee or dam. Therefore, the project would not expose people or structures to loss, injury, or death involving flooding. No impacts would occur in this regard and this issue will not be further analyzed in the EIR.

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

Discussion: Tsunamis are long period, seismically induced sea waves caused by seafloor displacement. The City's *General Plan Hazards Element* indicates that the City's tsunami hazards potential is very low, and locates the project site outside of the potential tsunami run-up area. Seiches are generated by the movement of water in an enclosed or partially enclosed body of water, and of most concern are seiches caused by tsunamis. The proposed project is not located nearby an enclosed or partially enclosed body of water and is not within a tsunami hazard area. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project is completely urbanized and is located in a generally flat area and would not be subject to mudflow. Impacts regarding tsunamis, seiches, and mudflow are less than significant and will not be further analyzed in the EIR.

k) Potentially impact stormwater runoff from construction activities?	☐	☐	☒	☐

Discussion: Refer to Response IV(a) and IV(c), above. With adherence to NPDES program requirements and implementation of the SWPPP, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

l) Potentially impact stormwater runoff from post-construction activities? (Sources: 18)	☐	☐	☒	☐

Discussion: Refer to Response IV(a) and IV(e), above. With implementation of BMPs as described in the project's PWQMP, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

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?	☐	☐	☐	☒

Discussion: The proposed project would implement roadway improvements at the intersection of Brookhurst Street and Adams Avenue. The project would not include any new land uses that would require material

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

storage, fueling, vehicle/equipment maintenance, waste handling, hazardous materials handling or storage, delivery areas, loading docks, or outdoor work areas. No impacts would occur in this regard and this issue will not be further analyzed in the EIR.

n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	☐	☐	☒	☐

Discussion: Refer to Response IV(a) and IV(e), above. Impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm?	☐	☐	☒	☐

Discussion: Refer to Response IV(d) and IV(e), above. Impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

p) Create or contribute significant increases in erosion of the project site or surrounding areas?	☐	☐	☒	☐

Discussion: Refer to Response IV(a) and IV(c), above. Impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

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

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

Discussion: The project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project has the potential to result in significant short-term air quality impacts from proposed construction activities. The construction activities may result in temporary increases in air emissions due to heavy machinery, increased truck trips, and increased vehicular trips by on-site workers. Although the project does not propose any new trip-generating land uses, long-term air quality impacts could occur due to the potential addition of vehicles traveling through the intersection. The proposed project's impacts to air quality standards will be further analyzed in the EIR utilizing the SCAQMD methodology and thresholds.

b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 9)	☒	☐	☐	☐

Discussion: Sensitive populations are more susceptible to the effects of air pollution than the general population. Land uses considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. Sensitive receptors in proximity to the project site include nearby schools and residential uses, which could be impacted by short-term air quality

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

impacts during construction. The proposed widening of Brookhurst Street and Adams Avenue would move travel lanes closer to residential uses, which could result in increased mobile source air pollutants at nearby sensitive receptors. The proposed project's air quality impacts to sensitive receptors will be further analyzed in the EIR utilizing the SCAQMD methodology and thresholds.

c) Create objectionable odors affecting a substantial number of people? (Sources: 9)	☐	☐	☒	☐

Discussion: According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are less than significant and this issue will not be further analyzed in the EIR.

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

Discussion: Project consistency with the SCAQMD's *2007 Air Quality Management Plan for the South Coast Air Basin* will be analyzed. The project is located within the South Coast Air Basin (SCAB) which is classified as a nonattainment area for Federal and State air quality standards. Due to the amount of proposed construction activity, the proposed project could increase the frequency or severity of an existing air quality violation. These impacts will be further analyzed in the EIR.

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: 9)	☒	☐	☐	☐

Discussion: As noted above, the project has the potential to result in significant short-term air quality impacts from the proposed construction activities. Therefore, cumulative air quality impacts will be further analyzed in the EIR.

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	☒	☐	☐	☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Sources: 1)				

Discussion: The proposed project does not involve any new trip-generating land uses. Project implementation is expected to relieve traffic congestion and increase efficiency within the Brookhurst Street/Adams Avenue intersection during AM and PM peak hour periods. However, further analysis will be provided in the EIR to verify any potential impacts at the Brookurst Street/Adams Avenue intersection and if any secondary impacts may occur on surrounding roadways and intersections as a result of project implementation.

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)	☒	☐	☐	☐

Discussion: Adams Avenue is identified by the Orange County Transportation Authority as an Orange County Congestion Management Program (CMP) highway. As such, further analysis will be provided in the EIR to determine if any conflicts with the CMP would occur upon implementation of the proposed project.

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

Discussion: Project implementation would involve intersection widening improvements and would not result in a change in air traffic patterns that would result in substantial safety risks. No structures would be constructed as part of the project. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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

Discussion: On a long-term operational basis, the project is expected to result in beneficial impacts in regards to traffic hazards. The project would implement intersection widening improvements that would improve the efficiency of traffic within the project area. In addition, a bus turnout would be provided to minimize traffic disruption and associated safety hazards. However, the proposed project may result in hazards during the short-term construction process. The proposed intersection improvements would require lane closures to accommodate the proposed improvements. As such, this issue will be further analyzed in the EIR.

e) Result in inadequate emergency access? (Sources: 1, 4)	☐	☐	☒	☐

Discussion: Traffic flow in the area would be temporarily impacted during construction. The project site is currently accessible via Brookhurst Street and Adams Avenue. Temporary lane closures along Brookhurst Street and Adams Avenue would occur; however, the City would maintain at least one open traffic lane in each direction along each roadway at all times. Impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Result in inadequate parking capacity? (Sources: 4)	☒	☐	☐	☐

Discussion: The proposed project would widen the Brookhurst Street/Adams Avenue intersection. Brookhurst Street and Adams Avenue in the vicinity of the project site do not support on-street parking; thus, no on-street parking would be affected by the project. However, as part of the ROW acquisition required for the project, it is expected that 112 parking spaces would be removed from retail/commercial centers on the northwest, southeast, and southwest corners of the intersection. Therefore, parking impacts will be further analyzed in the EIR.

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)	☐	☐	☐	☒

Discussion: The project is intended to improve traffic efficiency at the Brookhurst Street/Adams Avenue intersection. The project would not include any structures or other uses that would generate vehicular trips or conflict with policies related to alternative transit, intersections, streets, highways/freeways, pedestrian/bicycle paths, and mass transit. The project would include sidewalks for continued pedestrian usage, and would also maintain bus stops/turnouts for continued opportunities for public transit. Thus, impacts in this regard would not occur and this issue will not be further analyzed in the EIR.

VII. BIOLOGICAL RESOURCES. Would the project:

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

Discussion: The proposed project is in a completely urbanized and developed area with roadway, residential, and commercial uses. The project site and surrounding areas have been completely disturbed by grading and development. The proposed project would involve improvements to the existing Brookhurst Street/Adams Avenue intersection and would not have the potential to affect any sensitive biological species. Vegetation within the project area is limited to ornamental landscaping and is not expected to provide suitable habitat for sensitive plants or animals.

The project would require the removal of 29 ornamental trees (4 trees on the western side of Brookhurst Street north of Adams Avenue; 15 trees on the northern side of Adams Avenue, west of Brookhurst Street; and 10 trees on the northern side of Adams Avenue, east of Brookhurst Street). All 29 are palm trees with the exception of 4 eucalyptus trees. None of these trees are considered sensitive biological resources or habitat, and all trees would be replaced per City requirements. As such, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 1)	☐	☐	☒	☐

Discussion: Refer to Response IIV(a), above. The developed and disturbed nature of the project site is not expected to support riparian habitat or other sensitive communities. Impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

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?	☐	☐	☒	☐

Discussion: Refer to Responses VII(a) and VII(b), above. Impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 1)	☐	☐	☒	☐

Discussion: The proposed project site is completely developed, within an urbanized area. The project site does not currently serve as a wildlife corridor or movement area for native resident migratory fish or wildlife species. Vegetation within the project area is limited to ornamental landscaping and is not expected to provide suitable habitat for sensitive plants or animals. Thus, impacts would be less than significant in this regard and this issue will not be further analyzed in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 7)	☐	☐	☒	☐

Discussion: The proposed project would not result in significant effects on biological resources. However, the project would be subject to compliance with all relevant policies and ordinances protecting biological resources and tree preservation, including Chapter 13.50, *Regulation of Trees*, of the City's *Municipal Code*. Chapter 13.50 establishes regulations for the planting, spraying, and maintenance of trees in public ROW. A permit is required for the removal of any tree in a public ROW. Upon adherence to existing City standards, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1)	☐	☐	☐	☒

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

Discussion: The project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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: The project site is located within a fully developed urban setting. No classified or designated mineral deposits of statewide or regional significance are known to occur on the project site. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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: The project site has not been delineated as an important mineral resource recovery site on any local plans. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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)	☒	☐	☐	☐

Discussion: The project proposes roadway improvements to the Brookhurst Street/Adams Avenue intersection. The project would not implement any new land uses that would result in the routine transport, use, or disposal of hazardous materials on a long-term basis. However, the project may involve the transport, use, or disposal of hazardous materials during construction activities as a result of the operation and maintenance of construction equipment. This issue will be further analyzed in the EIR.

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)	☒	☐	☐	☐

Discussion: One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can contaminate soil, air quality, surface water, and groundwater. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel. Human exposure of contaminated soil or water can have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure. As noted in Table 1, the proposed project would require the partial acquisition of several commercial properties adjacent to the project site which may have associated hazardous materials conditions. Further analysis is required through preparation of a Phase I Environmental Site

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

Assessment (ESA) and in the EIR to evaluate the project's potential to 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.

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)	☒	☐	☐	☐

Discussion: The project site is located within one-quarter mile of Isojiro Oka Elementary School and Ralph E. Hawes Elementary School. Project construction may involve the use of hazardous materials. This issue will be further analyzed in the EIR.

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: 12, 15)	☐	☐	☐	☒

Discussion: Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC). Although the project involves the widening of an existing intersection, the project would require the partial acquisition of several adjacent commercial properties (refer to Table 1). However, no addresses associated with property acquisition are included on the DTSC's hazardous waste facilities list. Therefore, the project site has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, impacts would not occur in this regard and this issue will not be further analyzed in the EIR.

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: 11)	☐	☐	☐	☒

Discussion: The project site is not located within an airport land use plan. The nearest airport to the project site is John Wayne Airport, which is located approximately four miles to the east. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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: 11)	☐	☐	☐	☒

Discussion: The project is not within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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

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

Discussion: Traffic flow in the area would be temporarily impacted during construction. The project site is currently accessible via Brookhurst Street and Adams Avenue. Temporary lane closures along Brookhurst Street and Adams Avenue would occur; however, the City would maintain at least one open traffic lane in each direction along each roadway at all times. The project is not anticipated to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

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

Discussion: The project site is developed and located within a fully developed urban setting. No wildlands exist within the site vicinity. Therefore, project implementation would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No impacts would occur in this regard and this issue will not be further analyzed in the EIR.

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: 1, 7)	☒	☐	☐	☐

Discussion: Project implementation could result in short-term construction-related noise levels in excess of City standards. Construction noise would occur during demolition, grading, and paving activities. These issues will be further analyzed in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 1, 7)	☒	☐	☐	☐

Discussion: Demolition will be required during construction, thus resulting in the potential generation of temporary excessive groundborne noise and vibration levels. This issue will be further analyzed in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1, 7)	☒	☐	☐	☐

Discussion: The proposed project would not generate stationary noise since no new land uses are proposed. However, the project would result in a widening of the Brookhurst Street/Adams Avenue intersection that would increase the traffic-conveying capacity of both roadways. Thus, the project has the potential to result in an increase in ambient noise due to increased vehicle trips in the vicinity of the intersection. As such, long-term operational noise impacts will be further analyzed in the EIR.

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: 1,7)	☒	☐	☐	☐

Discussion: There is a potential for temporary or periodic increase in ambient noise levels in the project vicinity during the construction phase of the project. Project construction would require the use of equipment for demolition and construction activities that may affect nearby noise-sensitive receptors. As such, construction noise will be further analyzed in the EIR.

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: 11)	☐	☐	☐	☒

Discussion: The project site is not located within an airport land use plan. The nearest airport to the project site is John Wayne Airport, which is located approximately four miles to the east. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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: 11)	☐	☐	☐	☒

Discussion: No private airstrip exists within the site vicinity. Therefore, people residing or working in the project area would not be exposed to excessive noise levels. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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: 14)	☐	☐	☐	☒

Discussion: The City of Huntington Beach Fire Department provides fire and emergency medical services for the City. Since the project does not propose any new structures or uses that would require additional demand for fire services, the project would not result in impacts associated with new or altered governmental facilities. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

b) Police Protection? (Sources: 14)	☐	☐	☐	☒

Discussion: Police protection services within the City are provided by the Huntington Beach Police Department. Since the project does not propose any new structures or uses that would require additional demand for police protection, the project would not result in impacts associated with new or altered governmental facilities.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.				
c) Schools? (Sources: 14)	☐	☐	☐	☒

Discussion: As stated above, in Response IX(c), the project site is located within one-quarter mile of Isojiro Oka Elementary School and Ralph E. Hawes Elementary School. The proposed project would not result in an increased demand for school facilities. The project includes roadway intersection improvements along Brookhurst Street and Adams Avenue, and does not include new residences or other uses that would generate students. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

d) Parks? (Sources: 14)	☐	☐	☐	☒

Discussion: The City operates several parks in the project site vicinity, including Bushard Park (approximately 0.25-mile to the northwest), Hawes Park (approximately 0.25-mile southwest), and Arevalos Park (approximately 0.5-mile northeast). The project involves the widening of an existing intersection and would not include any residences or other uses that would generate long-term additional demand for parks. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

e) Other public facilities or governmental services? (Sources: 14)	☐	☐	☐	☒

Discussion: No other impacts to public facilities beyond those identified above are anticipated to occur upon project implementation. No impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

Discussion: The proposed project would implement roadway improvements at the intersection of Brookhurst Street and Adams Avenue. No new land uses or structures would be constructed that would have the capability of producing wastewater or requiring wastewater treatment. As such, no impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

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: 4)	☐	☐	☒	☐

Discussion: The project involves the widening of the existing Brookhurst Street/Adams Avenue intersection and does not include the construction of any structures or uses capable of consuming water or generating wastewater. Although project construction may require the relocation of underground utilities (e.g., storm drain, gas, water, and sewer laterals) and surface utilities (power poles, fire hydrants, and meter boxes) in order to accommodate proposed roadway improvements, the project would not result in new or expanded facilities that could cause

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

significant environmental effects. Impacts in this regard are less than significant and this issue will not be further analyzed in the EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 4, 18)	☐	☐	☒	☐

Discussion: The proposed project would result in a widening of the Brookhurst Street/Adams Avenue intersection, and would require modifications to existing storm water drainage infrastructure in the project area (e.g., realignment of curbs, gutters, inlets, catch basins, and connections to existing drainage infrastructure). Although the project would result in minor increase in impervious area in comparison to existing conditions, the project would include bioretention sidewalk planters and vegetated swales such that no expansion of existing facilities would be required. Based on the PWQMP, the existing stormdrain and catch basin system is adequately sized and would be utilized by the proposed project. Impacts in this regard are less than significant and this issue will not be further analyzed in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources:1)	☐	☐	☒	☐

Discussion: The proposed project would not create an increase in population or land uses that would result in water consumption, as the project involves the widening of the intersection of Brookhurst Street and Adams Avenue. Although the proposed project would include landscaping as part of the intersection improvements, the majority would consist of the reestablishment of existing landscaping that would be affected by ROW acquisition. Thus, water demand related to landscape irrigation is expected to be similar to existing conditions, and no new or expanded water facilities or entitlements would be required as a result of project implementation. Impacts in this regard are less than significant and this issue will not be further analyzed in the EIR.

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?	☐	☐	☐	☒

Discussion: Refer to Responses XII(a), above. As such, no impacts are anticipated in this regard and this issue will not be further analyzed in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 1, 16)	☐	☐	☒	☐

Discussion: The project would not result in any uses capable of producing solid waste, nor would it alter or expand any existing uses to result in an increase in solid waste generation. The only solid waste that could be generated by the project would be related to demolition waste (concrete, asphalt, etc.) associated with the intersection widening. The nearest landfill to the project site is the Frank R. Bowerman Landfill in Irvine,

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

located approximately 15 miles northeast. The landfill has a total permitted capacity of 266,000,000 cubic yards and a remaining capacity of 205,000,000 cubic yards of solid waste. The landfill currently allows 11,500 tons per day of permitted throughput per day and has an estimated closure date of December 31, 2053. Given the capacity remaining at Frank R. Bowerman Landfill, the limited scope of proposed improvements, and short-term nature of the construction phase, it is not anticipated that the project would result in impacts related to landfill capacity. Thus, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1)	☐	☐	☒	☐

Discussion: As stated above, the proposed project would result in the generation of solid waste during the demolition and construction process. However, the project would be required to be in compliance with all federal, state, and local statutes related to solid waste. These regulations include the U.S. Environmental Protection Agency's Resource Conservation and Recovery Act (RCRA), which provides the federal government with "cradle to grave" authority over the disposal of solid waste and hazardous materials. The project would also be required to comply with Assembly Bills 939 and 1327, which require measures to enhance recycling and source reduction. Thus, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 1, 18)	☐	☐	☒	☐

Discussion: A PWQMP was prepared for the proposed project to determine an appropriate range of BMPs that may be required. The PWQMP indicates the proposed project would install bioretention sidewalk planters and vegetated swales, which satisfy the low impact development green streets standards. Thus, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

XIII. AESTHETICS. Would the project:

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

Discussion: The project site is located within an urbanized area, and is surrounded by roadway, commercial, and residential uses. No scenic vistas exist in the project site vicinity. Thus, no impacts would occur in this regard and this issue will not be further analyzed in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1, 17)	☐	☐	☐	☒

Discussion: No state scenic highways exist within the vicinity of the project site. The nearest state scenic highway is a segment of State Route 91 located approximately 17 miles north of the project site. The project site is located within an urbanized area, and is surrounded by roadway, commercial, and residential uses. No scenic resources exist within the site vicinity. No impacts would occur in this regard and this issue will not be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1)	☐	☐	☒	☐

Discussion: The project site is located within an urbanized area, and is surrounded by roadway, commercial, and residential uses. No prominent visual resources (e.g., landmarks or topographical features) exist in the site vicinity. The project would result in a widening of the existing intersection of Brookhurst Street and Adams Avenue, and no new land uses or structures would be constructed. Although the project would require the acquisition of ROW, the range of land uses and aesthetic character of the vicinity would remain and the visual character in the project area would not be substantially altered. The project would construct roadway, traffic signal, signage, lighting, landscaping, curb, gutter, and sidewalk improvements consistent with existing conditions. Although portions of a block wall would be removed and replaced at the southwest corner of Adams Street and Lawson Lane, the wall would be replaced and would appear similar to existing conditions. As such, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

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

Discussion: Existing light sources in the project area include nighttime lighting associated with residential and retail/commercial uses, automobile headlights, and street lighting. Although nighttime construction is not expected to be required, nighttime construction could result in light/glare to surrounding uses. In the event nighttime construction is required, no more than five nights of construction activity is anticipated. The uses immediately surrounding the Brookhurst Street/Adams Avenue intersection are primarily retail/commercial uses and are not sensitive to nighttime construction lighting. The standard construction practice of shielding and directing any construction lighting downward and away from sensitive receptors (i.e., residential uses located further away from the intersection) would be implemented and would reduce any potential light and glare impacts to less than significant levels. Upon completion of the project, lighting conditions would not be significantly altered in comparison to existing conditions. Any lighting to be relocated by the proposed project would be replaced in a similar location, with similar lighting facilities. Thus, impacts in this regard would be less than significant and this issue will not be further analyzed in the EIR.

XIV. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in δ15064.5? (Sources: 1)	☐	☐	☒	☐

Discussion: According to the City's *General Plan Historic and Cultural Resources Element*, the project site is not within an area occupied by known historic resources or within a potential district with known concentrations of historical resources. The proposed project would result in impacts to structures, including a commercial building and a portion of a block wall on a residential property. These structures do not possess unique architectural features, nor are they known to be associated with important historical events or people. Thus, project implementation would not cause a substantial adverse change in the significance of a historical resource. Impacts in this regard would be less than significant and will not be further analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to δ15064.5? (Sources: 1)	☐	☐	☒	☐

Discussion: The project site and surrounding area have been previously disturbed by existing development including roadway, retail/commercial, and residential uses. Although the proposed project would require grading and excavation during construction, grading quantities are not expected to be substantial. In addition, according to the City's *General Plan Historic and Cultural Resources Element*, the project site is not within an area occupied by known historic resources or within a potential district with known concentrations of historical resources. Thus, given the previous disturbance that has occurred on the project site, impacts to archaeological resources would be less than significant and this issue will not be further analyzed in the EIR.

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

Discussion: The project site and surrounding area have been previously disturbed by existing development including roadway, retail/commercial, and residential uses. Although the proposed project would require grading and excavation during construction, grading quantities are not expected to be substantial. Thus, given the previous disturbance that has occurred on the project site, impacts to paleontological resources would be less than significant and this issue will not be further analyzed in the EIR.

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

Discussion: No known human remains exist at the project site, and due to the level of past disturbance, it is not anticipated that human remains exist within the project area. In the event human remains are encountered during earth removal or disturbance activities, all activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. The Coroner would be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission would be contacted pursuant to Public Resources Code Section 5097.98. A less than significant impact would occur in this regard and this issue will not be further analyzed in the EIR.

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: 1)	☐	☐	☐	☒

Discussion: The project proposes to widen the existing Brookhurst Street/Adams Avenue intersection, and does not include recreational facilities. The project would not propose improvements in any areas of the City not previously disturbed or developed, and would not generate new residents. Implementation of the project would not increase the use of existing neighborhood and regional parks, and would not require the construction or expansion of recreational facilities. Therefore, no impact would occur and this issue will not be further analyzed in the EIR.

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

Discussion: Refer to Response XV(a). No impact would occur and this issue will not be further analyzed in the EIR.

c) Affect existing recreational opportunities?	☐	☐	☐	☒

Discussion: Refer to Response XV(a). No impact would occur and this issue will not be further analyzed in the EIR.

XVI. <u>AGRICULTURE RESOURCES</u>. 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, 2)	☐	☐	☐	☒

Discussion: The project site is located within an urbanized setting and has been previously heavily disturbed. Designated land uses within the project area do not include agricultural uses. Based upon the Farmland Mapping and Monitoring Program for the California Resource Agency, the project would not affect any agricultural resource area. Therefore, no impacts would occur in this regard and this issue will not be further analyzed in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1, 2)	☐	☐	☐	☒

Discussion: The project site is located at an existing intersection and does not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur in this regard and this issue will not be further analyzed in the EIR.

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, 2)	☐	☐	☐	☒

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

Discussion: The project would widen an existing intersection and would not affect farmland. No impacts would occur in this regard and this issue will not be further analyzed in the EIR.

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: 4)	☒	☐	☐	☐

Discussion: Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation. The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. The main GHGs in the Earth's atmosphere are water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

Project-related GHG emissions would include emissions from construction activities. Construction of the project would result in direct emissions of CO_2, N_2O, and CH_4 from operation of construction equipment. Transport of materials and construction workers to and from the project site would also result in GHG emissions. Mobile source GHG emissions may also result from an increase in vehicles traveling through the intersection as a result of additional travel lanes. GHGs will be further analyzed in the EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 14)	☒	☐	☐	☐

Discussion: The City does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, GHG emissions will be addressed and reviewed in the EIR in the context of the State plans, policies, and regulations on a project level and cumulative context to determine the significance of potential impacts.

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)	☐	☐	☒	☐

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

Discussion: As concluded in Response VII, project implementation would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. In addition, as stated in Response XIV, the project would not eliminate important examples of the major periods of California history or prehistory. Impacts in this regard 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)	☒	☐	☐	☐

Discussion: A review of cumulative impacts for each issue area that has been identified as potentially significant will be analyzed within the EIR pursuant to Section 15130 of CEQA.

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

Discussion: The proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Further review and analysis is required in the EIR.

XIX. EARLIER ANALYSIS/SOURCE LIST.

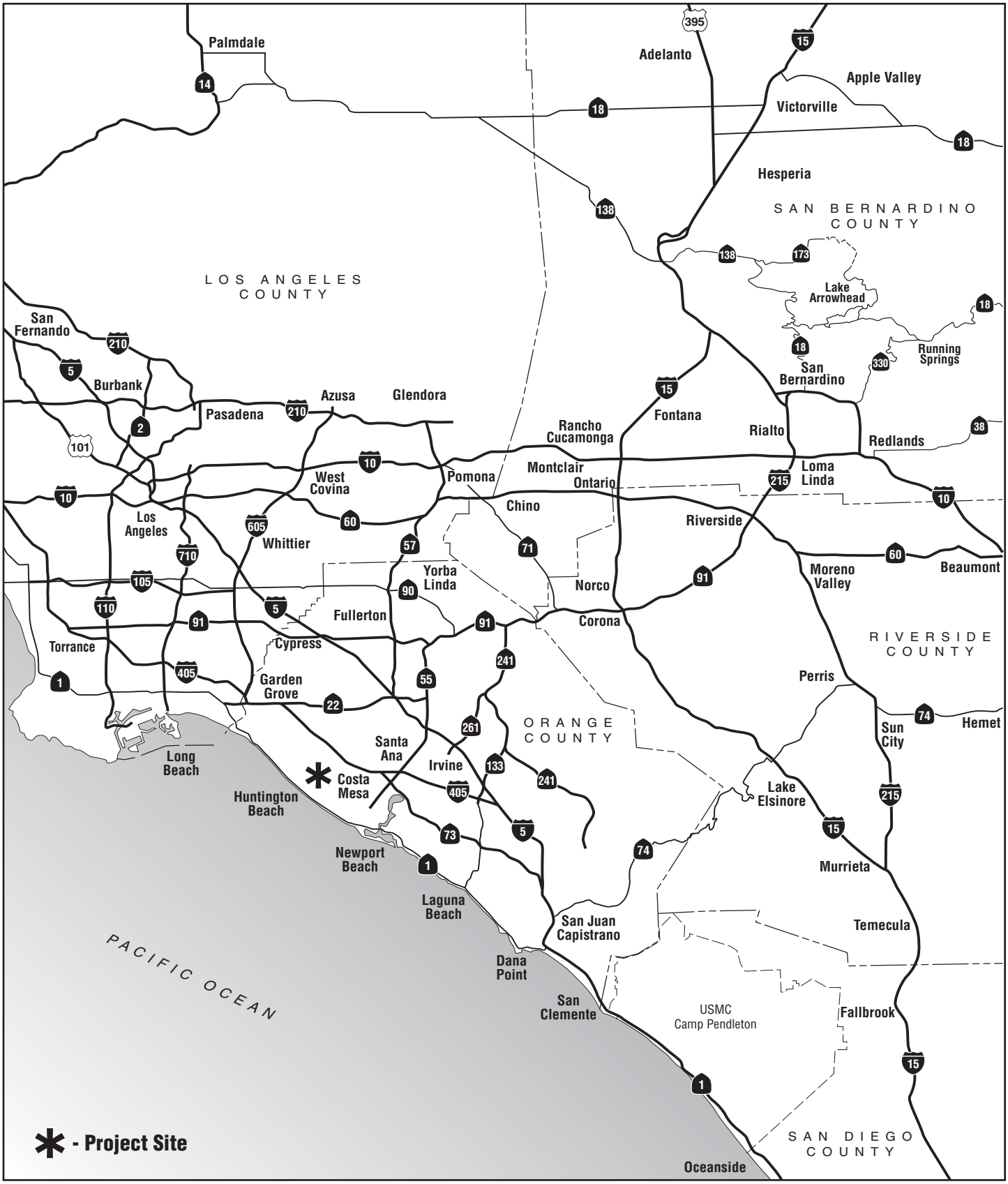
Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier documents prepared and utilized in this analysis, as well as sources of information are as follows:

Earlier Documents Prepared and Utilized in this Analysis:

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	Regional Vicinity Map	See Attachment #1
4	Site Vicinity Map	See Attachment #1
5	Geometric Plans	See Attachment #1
6	Typical Sections	See Attachment #1
7	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm
8	FEMA Flood Insurance Rate Map (06059C0262J, Panel 262 of 539, map revised December 3, 2009)	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
9	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	"
10	City of Huntington Beach CEQA Procedure Handbook	"
11	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	"

Reference #	Document Title	Available for Review at:
12	Hazardous Waste and Substances Sites List	www.calepa.gov/sitecleanup/cortese
13	California Department of Conservation and California Geologic Survey	http://www.conservation.ca.gov/cgs/rghm/ap/Pages/Index.aspx
14	City of Huntington Beach website	http://www.huntingtonbeachca.gov/
15	Department of Toxic Substances Control website	http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp
16	CalRecycle website	http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0360/Detail/
17	California Department of Transportation, Scenic Highway Mapping System website	http://www.dot.ca.gov/hq/LandArch/scenic_highways/
18	Preliminary Water Quality Management Plan for the Brookhurst Street and Adams Avenue Intersection Improvements (prepared by CWE, dated January 18, 2013)	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach

Attachment No. 1: Project Exhibits



NOT TO SCALE

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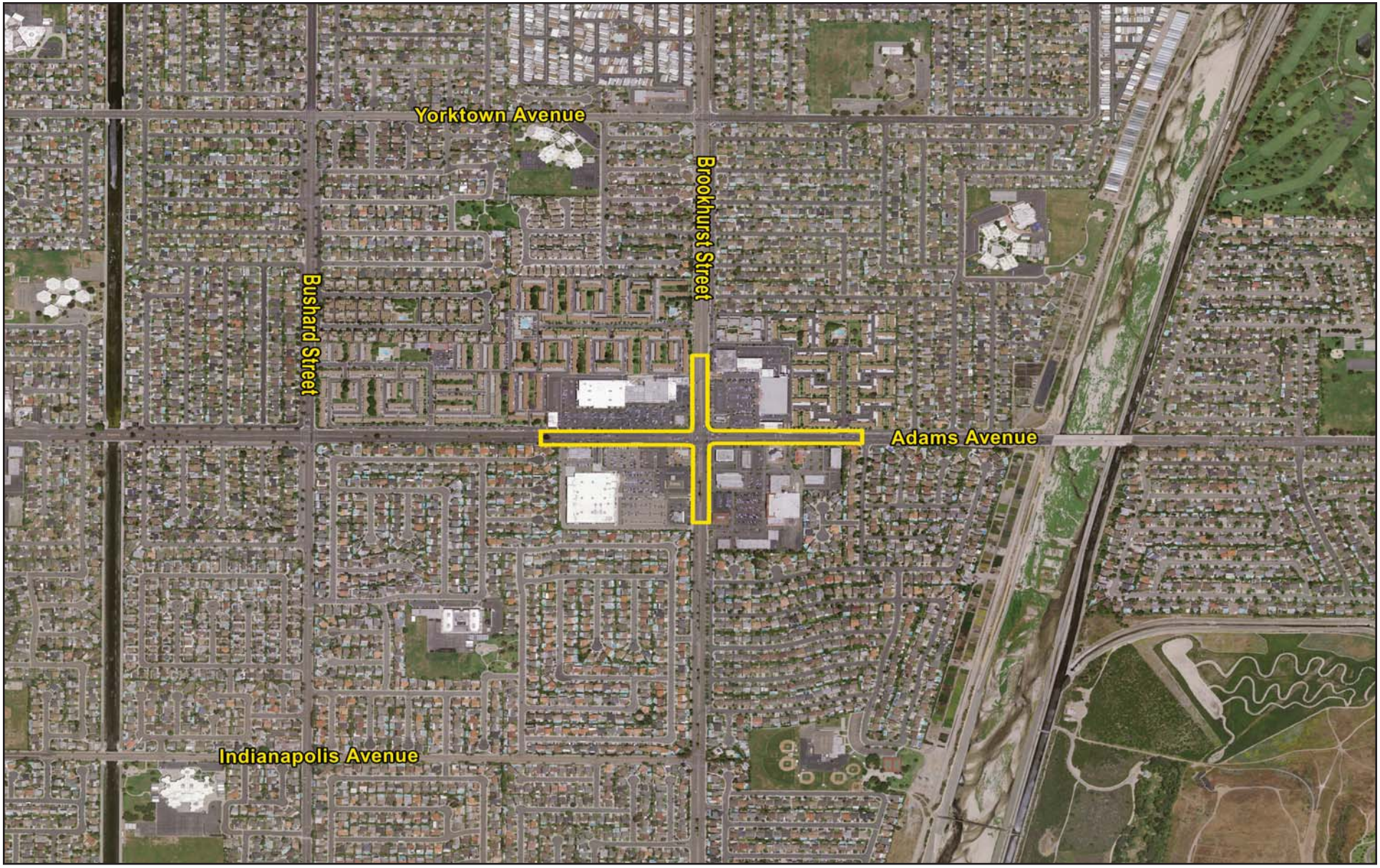
INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Regional Vicinity Map

Exhibit 1



Source: Google Maps, 2012.
- Project Site

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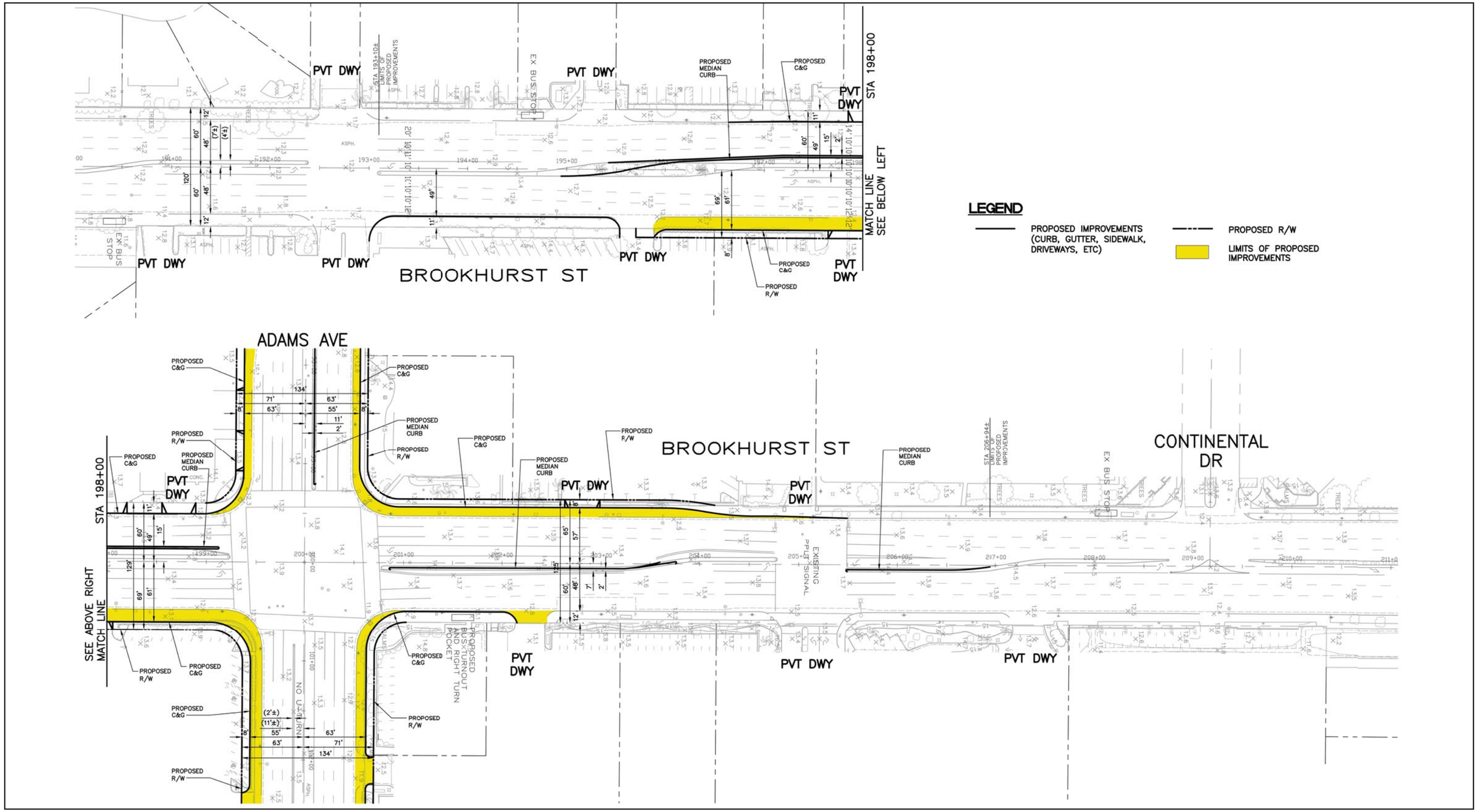
INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Site Vicinity Map

Exhibit 2



Source: Harris & Associates.

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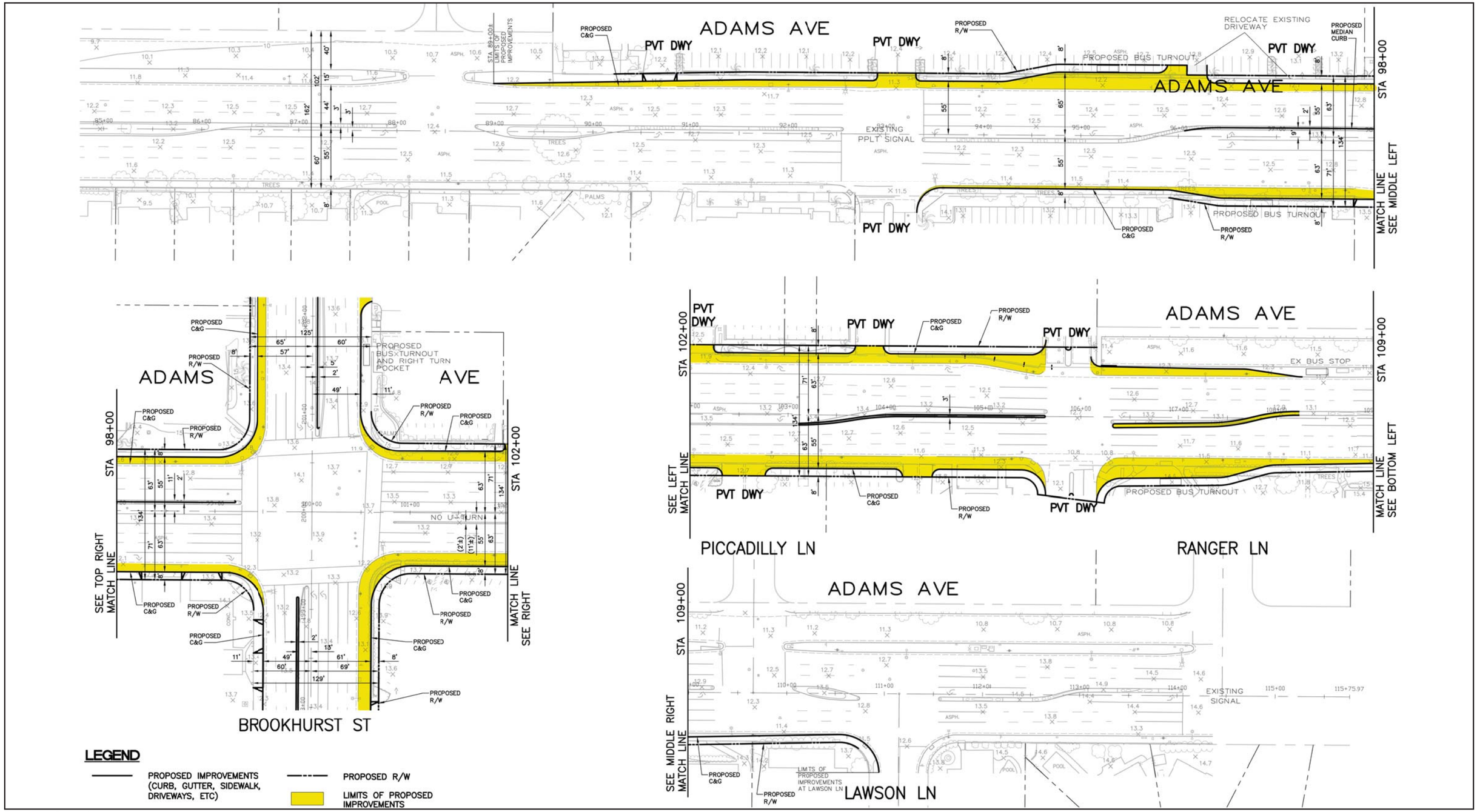
INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Proposed Geometric Plan (Sheet 1)

Exhibit 3a



Source: Harris & Associates.

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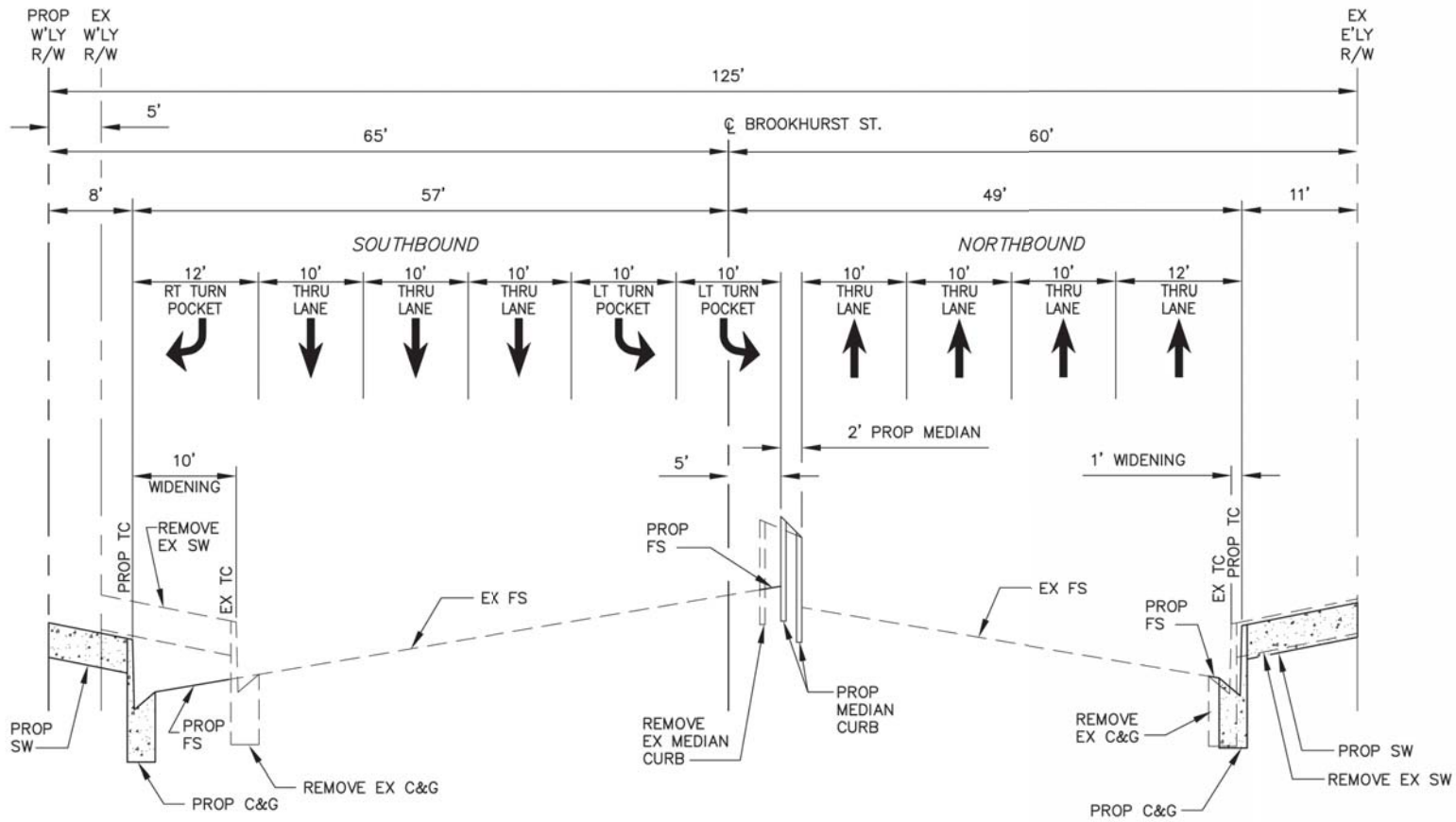
INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Proposed Geometric Plan (Sheet 2)

Exhibit 3b



ABBREVIATIONS

C&G	CURB AND GUTTER
℄ / CL	CENTERLINE
E'LY	EASTERLY
EX	EXISTING
FS	FINISHED SURFACE
LT	LEFT
N.T.S.	NOT TO SCALE
PROP	PROPOSED
RT	RIGHT
ST.	STREET
SW	SIDEWALK
TC	TOP OF CURB
W'LY	WESTERLY

PROPOSED TYPICAL SECTION
BROOKHURST STREET

JUST NORTH OF INTERSECTION
N.T.S.

Source: Harris & Associates.

NOT TO SCALE

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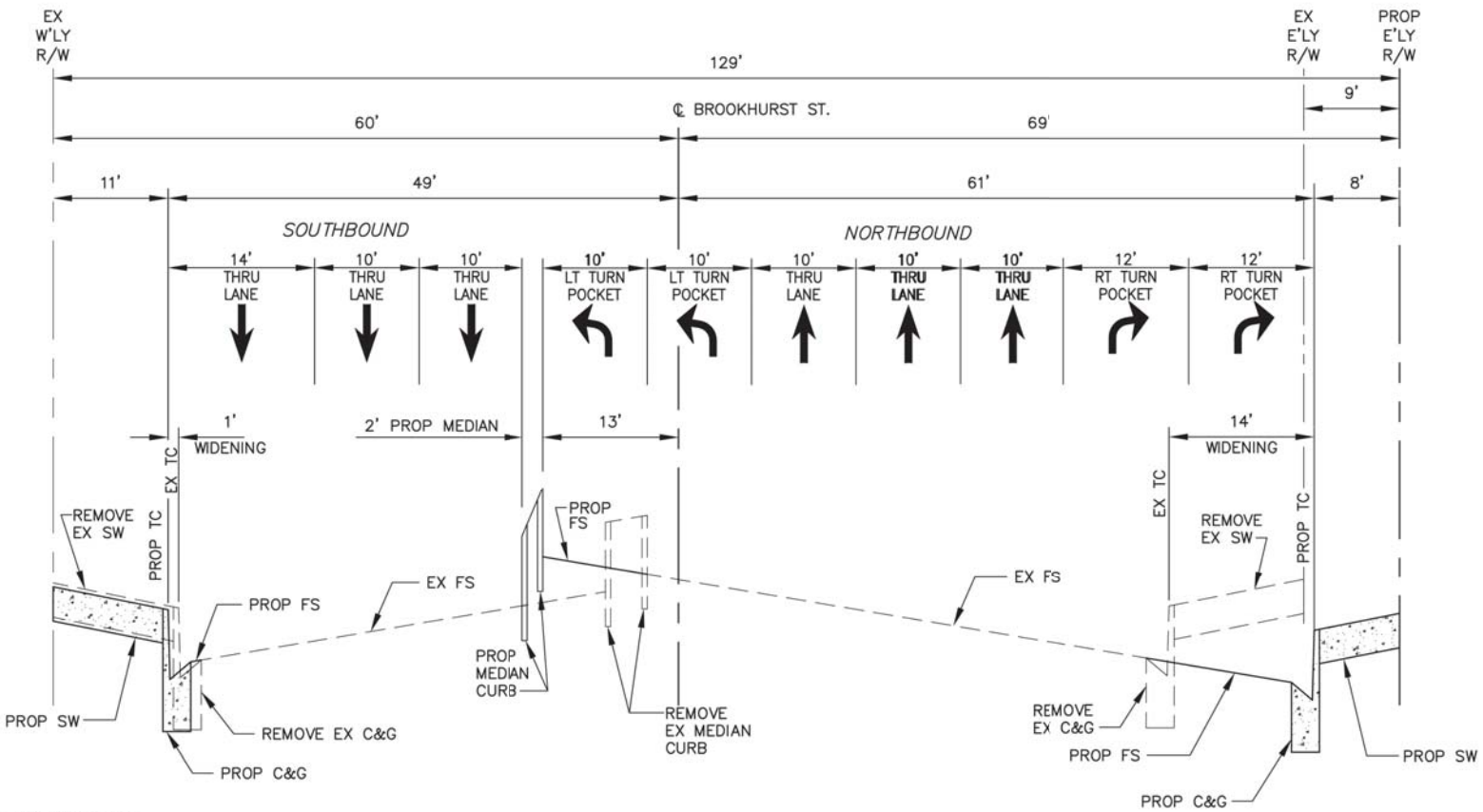
01/13 • JN 10-107799

INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Proposed Typical Section

Exhibit 4a



ABBREVIATIONS

C&G	CURB AND GUTTER
℄ / CL	CENTERLINE
E'LY	EASTERLY
EX	EXISTING
FS	FINISHED SURFACE
LT	LEFT
N.T.S.	NOT TO SCALE
PROP	PROPOSED
RT	RIGHT
ST.	STREET
SW	SIDEWALK
TC	TOP OF CURB
W'LY	WESTERLY

PROPOSED TYPICAL SECTION
BROOKHURST STREET
JUST SOUTH OF INTERSECTION
N.T.S.

Source: Harris & Associates.

NOT TO SCALE

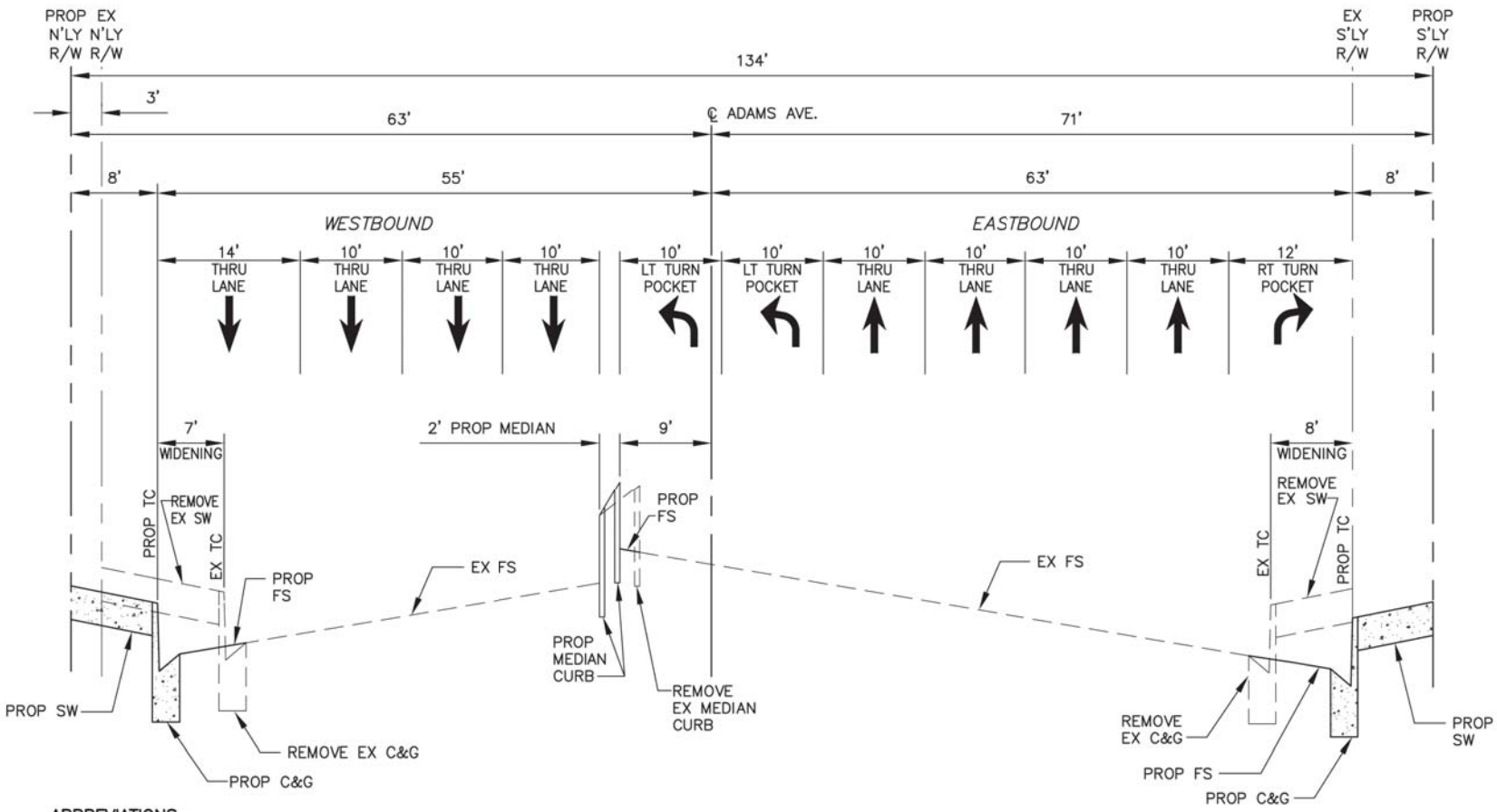
RBF CONSULTING A Baker Company

01/13 • JN 10-107799

INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Proposed Typical Section

Exhibit 4b



ABBREVIATIONS

AVE.	AVENUE
C&G	CURB AND GUTTER
℄ / CL	CENTERLINE
EX	EXISTING
FS	FINISHED SURFACE
LT	LEFT
N'LY	NORTHERLY
N.T.S.	NOT TO SCALE
PROP	PROP
RT	RIGHT
S'LY	SOUTHERLY
SW	SIDEWALK
TC	TOP OF CURB

PROPOSED TYPICAL SECTION
ADAMS AVENUE

JUST WEST OF INTERSECTION
N.T.S.

Source: Harris & Associates.

NOT TO SCALE

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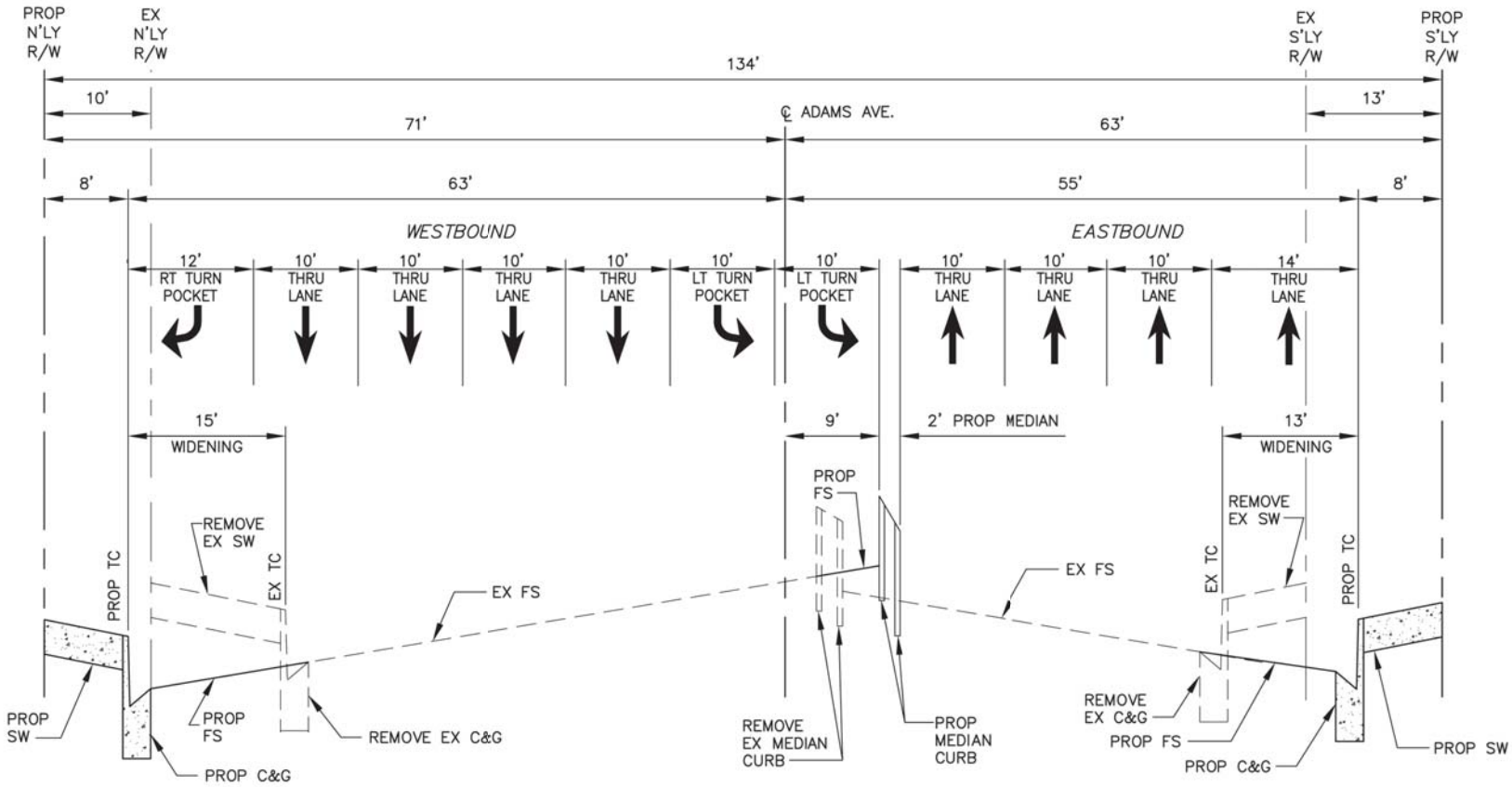
INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Proposed Typical Section

Exhibit 4c



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PROP	PROP
RT	RIGHT
S'LY	SOUTHERLY
SW	SIDEWALK
TC	TOP OF CURB

PROPOSED TYPICAL SECTION
ADAMS AVENUE

JUST EAST OF INTERSECTION
N.T.S.

Source: Harris & Associates.

NOT TO SCALE

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INITIAL STUDY/ENVIRONMENTAL CHECKLIST
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT

Proposed Typical Section

Exhibit 4d