

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Stormwater Pollution Prevention Plan (SWPPP) and applicable National Pollution Discharge Elimination System (NPDES) regulations. The SWPPP will establish Best Management Practices (BMPs) for construction of the facility, including source, site and treatment controls to be installed and maintained at the site. In addition, all construction activities would comply with the City's Grading Manual and the Grading and Excavations Chapter of the Huntington Beach Municipal Code (HBMC). These guidelines include specifications to minimize the effects from erosion during construction. Therefore, compliance with the Statewide General Construction Activity Stormwater Permit and all applicable codes, would ensure impacts on water quality would be less than significant.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources:4,5,14)
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Discussion: The project does not propose new residences or commercial or industrial uses that would require additional water demand that would substantially deplete groundwater supplies. The project would require minimal water for landscaping irrigation. The amount of post-construction impervious surface would remain the same as pre-project conditions (71% paving and buildings; 29% landscaping) and therefore, would not interfere with groundwater recharge such that there would be a lowering of the groundwater table or aquifer volume. Less than significant impacts would occur.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources:4,5,14)
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Discussion: See discussion under d.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources:4,5,14)
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Discussion c & d: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The entire project site, which includes the segment of Atlanta Avenue proposed to be widened and the existing northern portion of the mobile home park south of Atlanta Avenue, has been previously graded. The project would not result in a significant change in existing topographical conditions or site elevations such that the existing drainage pattern would be altered resulting in substantial erosion and siltation on or off-site. In addition, the amount of post-construction impervious area relative to pervious area would remain the same as pre-project conditions. Given that the site conditions (ratio of pervious to impervious area) and elevations would remain relatively unchanged, an increased rate or amount of surface runoff that could result in on or off-site flooding is not anticipated to occur. Impacts would be less

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than significant.				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under a & d.				
f) Otherwise substantially degrade water quality? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under a.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources:7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under j.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources:7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under j.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under j.				
j) Inundation by seiche, tsunami, or mudflow? (Sources:1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion g – j: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project site is located in FEMA flood zone X and would not place housing or structures within a 100-year flood hazard area. The nearest flood control channel is located approximately 1,700 feet from the project site and would not pose a significant risk for potential flooding on the project site. The project site is mapped as a moderate tsunami run-up area in the Environmental Hazards Element of the General Plan. However the project does not propose new commercial or industrial uses or residences that would expose a substantial number of people to inundation by tsunami, seiche or mudflow. Impacts would be less than significant.				
k) Potentially impact stormwater runoff from construction activities? (Sources:4,5,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Discussion: See discussion under a.

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| l) Potentially impact stormwater runoff from post-construction activities? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under a & d.

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| m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project does not include new uses that would involve vehicle or equipment fueling or maintenance, waste handling, storage, delivery areas or loading docks and outdoor work areas. Although project construction may include vehicle and equipment maintenance, material storage and outdoor work areas, the project is required to follow existing requirements for construction to ensure that impacts to water quality during construction would be less than significant. See discussion under a & d.

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| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under a & d.

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| o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under a & d.

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| p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources:4,5,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under a & d.

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

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| a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources:19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under e.

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b) Expose sensitive receptors to substantial pollutant concentrations? (Sources:19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under e.				
c) Create objectionable odors affecting a substantial number of people? (Sources:19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under e.				
d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources:19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under e.				
e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources:19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Discussion a – e: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements including new curb, gutter, sidewalk, landscaping, and retaining wall. The City of Huntington Beach is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD). The entire Basin is designated as a national- and State-level nonattainment area for Ozone, carbon monoxide (CO), respirable particulate matter (PM₁₀) and fine particulate matter (PM_{2.5}). Sensitive receptors in the area include residents in nearby developments to the north, south and east. The nearest sensitive receptors would be residents of the existing mobile home park from which the project proposes to acquire right-of-way. These residents are within 50 feet of the project's construction boundary. The analysis in this section is based on a November 2009 Air Quality Report prepared by the Chambers Group.

Air Quality Management Plan (AQMP)

The project is designed to bring the subject segment of Atlanta Avenue into compliance with the General Plan designation and County of Orange Master Plan of Arterial Highways (MPAH). The Orange County Transit Authority (OCTA) is a member of the Southern California Association of Governments (SCAG) and is responsible for administering the MPAH. Since OCTA is a member of SCAG and SCAG developed the 2007 AQMP Transportation Conformity Budgets that were adopted by the SCAQMD as part of the AQMP, the project is considered consistent with the AQMP. In addition, projects that are consistent with the General Plan are generally considered to be consistent with the AQMP since the AQMP is based upon forecasted General Plan buildout and growth.

Construction Emissions

Construction emissions were calculated based on localized and regional significance thresholds for certain pollutants. The table below provides a summary of the project's construction emissions compared to the SCAQMD thresholds of significance.

	Emissions (Lbs/day)					
	CO	ROG	NOx	PM ₁₀	PM _{2.5}	SO ₂
Estimated Construction Emissions for proposed project	20.5	4.5	36.6	21.8	5.8	<1
Regional Significance Threshold	550	75	100	150	55	150
Exceed Threshold?	NO	NO	NO	NO	NO	NO
Localized Significance Threshold	1,711	N/A	197	14	9	N/A
Exceed Threshold?	NO		NO	YES	NO	

The project would not result in an exceedence of any regionally significant thresholds, but would result in an exceedence of localized significance thresholds (LST) for PM₁₀. LSTs are developed based on the ambient concentrations of a pollutant for each source receptor area and the distance to the nearest sensitive receptor to determine a project's localized air quality impacts. The SCAQMD has developed LSTs for projects 5 acres or less in total area. The City of Huntington Beach is in the North Coastal Orange County source receptor area.

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Since the project would result in construction emissions that exceed the SCAQMD LST for PM₁₀ mitigation is required. The project is required to comply with SCAQMD Rule 403 – Fugitive Dust to control construction emissions. In addition, implementation of the following mitigation measure would reduce construction emissions to a less than significant level.

AQ-1: *The City shall require, by contract specifications, implementation of the following measures:*

- *All work shall be done in accordance with the "GREENBOOK" Standard Specifications for Public Works Construction, 2009 Edition, as written and promulgated by Public Works Standards, Inc.*
- *The construction contractor shall not discharge smoke, dust, equipment exhaust, or any other air contaminants into the atmosphere in such quantity as will violate any federal, State or local regulations. (Greenbook Section 7-8.2)*
- *The contractor shall comply with Caltrans' Standard Specification Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).*
- *The contractor shall apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.*
- *The contractor shall spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.*
- *The contractor shall wash trucks as they leave the right-of-way as necessary to control fugitive dust.*
- *The contractor shall properly tune and maintain construction equipment and vehicles and use low-sulfur fuel in all construction equipment as provided in the California Code of Regulations Title 17, Section 93114.*
- *The contractor shall develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to adjacent uses and residents.*
- *The contractor shall locate equipment and materials storage as far away from residential as practical.*
- *The contractor shall establish environmentally sensitive areas for receptors within which construction activities involving extended idling of diesel equipment would be prohibited to the extent feasible.*
- *The contractor shall use track out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.*
- *The contractor shall require that all transported loads of soil and wet materials shall be covered prior to transport, or provide adequate freeboard to reduce PM₁₀ and deposition of particulate matter during transportation.*
- *The contractor shall route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling along local roads.*
- *The contractor shall install landscaping as soon as practical after grading to reduce windblown particulate in the area.*
- *The contractor shall implement a street sweeping program with Rule 1186-compliant PM₁₀-efficient vacuum units on at least a 14-day frequency.*
- *The contractor shall abate dust nuisance by cleaning, sweeping and spraying with water, or other means as necessary. (Greenbook Section 7-8.1)*
- *The contractor shall provide a self-loading motorized street sweeper equipped with a functional water spray system. The sweeper shall clean all paved areas within the work site and all pave haul routes at least once a day. (Greenbook Section 7-8.1)*

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Since the Road Construction Model for calculating emissions does not have built-in methodology to quantify reductions from each of the listed measures, an estimate for mitigated PM₁₀ construction emissions is not available. Implementation of Rule 403 can result in up to a 50 percent reduction. Given that the project's emissions exceeded the LST by only 40 percent, it can be reasonably assumed that implementation of the recommended mitigation measures combined with compliance with Rule 403 would reduce the project's emissions below the threshold and to a less than significant level.

Post-construction/Long-term emissions

Typically, road widening projects are not assumed to have significant long-term air quality impacts. The project is not a development project that would introduce new residential, commercial or industrial uses that would be an indirect source of air quality pollutants. The proposed project would improve existing traffic operations and alleviate an existing "choke point" on Atlanta Avenue improving circulation and reducing potential vehicle queuing and idling. The "stop-and-go" speeds associated with the "choke point" and vehicle queuing are generally the largest source of vehicle emissions. Since the project would alleviate these issues, concentration of vehicle exhaust in the area may also be reduced. Therefore, the project would result in less than significant long-term/operational impacts to air quality.

Odors

Objectionable odors from the project may result during construction from equipment exhaust as well as from installation of the asphalt paving. However, construction is anticipated to last approximately six months. In addition, odor emissions would disperse rapidly from the site and would not cause significant effects affecting a substantial number of people. Odors from vehicle exhaust emissions after completion of the street widening would likely be less than pre-project conditions as the project would eliminate a point of congestion and reduce vehicle idling, thereby reducing the concentration of objectionable odors from vehicle exhaust in the project area. Less than significant impacts would occur.

The project, with implementation of AQ-1, would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, since the project, with mitigation, would not result in an exceedence of established thresholds, the project would not result in exposure of sensitive receptors to substantial pollutant concentrations. As the project is consistent with the AQMP and, with mitigation, does not result in an exceedence of thresholds for non-attainment pollutants and ozone precursors NO_x and VOC, it would not result in cumulatively considerable impacts to air quality and less than significant impacts would occur.

VI. TRANSPORTATION/TRAFFIC. Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
(Sources: 16)

Discussion: See discussion under b.

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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: 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion a & b: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The subject segment of Atlanta Avenue from Huntington Street to Delaware Street is designated as a primary arterial in the General Plan Circulation Element and Orange County Master Plan of Arterial Highways (MPAH). As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and 2 through lanes in each direction of travel, separated by a striped median. The proposed project would bring the subject segment of Atlanta Avenue into compliance with its primary arterial designation of the General Plan and MPAH. The subject segment of Atlanta Avenue is also an existing Orange County Transit Authority (OCTA) transit route. The current transit activity turning from Huntington Street and stopping on Atlanta Avenue is constrained due to the substandard width of the existing roadway, the tight turning radius at the southeast corner of Atlanta Avenue and Huntington Street, and the presence of cyclists who share the roadway on this segment of Atlanta Avenue. Widening the roadway to provide 2 eastbound travel lanes and a designated bike lane will help to reduce the impacts of the existing bus stop (located approx. 100 ft. east of Huntington Street) and improve the ability of the roadway to accommodate bus turns.

During construction, there may be some vehicle delay during various stages of the project. In addition, construction traffic from truck haul trips and workers entering and exiting the project site would add to the existing traffic conditions. However, project construction would be temporary lasting up to six months and is required to implement a traffic control plan, subject to review and approval by the Department of Public Works, during construction to minimize disruption to motorists within the project area. The project would require soil import and export and, at most, would require approximately 345 total haul trips (based on a nine cubic yard truck capacity), which could result in 10 – 30 truck trips per day depending on the construction schedule. The number of haul trips would be considered in the traffic control plan and measures to reduce air quality would require that the haul trip schedule avoid peak traffic times. The requirement for a traffic control plan as well as the relatively minimal number of daily trips would not result in significant impacts to traffic during construction such that the level of service on Atlanta Avenue and surrounding streets would be impacted.

A traffic analysis was prepared for the proposed project by Austin Foust Associates in March, 2009. The analysis studied three intersections within or adjacent to the project area: Atlanta Avenue/First Street; Atlanta Avenue/Huntington Street; and Atlanta Avenue/Delaware Street. The intersection of Atlanta Avenue and First Street is currently signalized. The other two study intersections are currently unsignalized. The Atlanta Avenue/Huntington Street intersection is currently being signalized as part of another project while the intersection at Delaware will remain an unsignalized two-way stop-controlled intersection.

The study analyzed traffic impacts with and without the project for existing conditions and build-out conditions of the year 2030. The performance criteria used were based on peak hour intersection volumes. Intersection capacity utilization (ICU) values were calculated for each of the AM and PM peak hours. The ICUs represent volume to capacity (V/C) ratios for these time periods and, with their associated level of service (LOS), provide an adequate measure of performance.

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The analysis concluded that the widening project will improve the performance of the project's study intersections. For instance, without the widening project, the Huntington Street/Atlanta Avenue intersection would operate at LOS F for the year 2030 scenario. With the project, the intersection would operate at LOS A. In addition, the stop-controlled movements at the Delaware Street/Atlanta Avenue intersection would operate at LOS F and experience a significant delay in 2030 without the project. With the project, the intersection would operate at LOS E in the AM peak hour and would still operate at LOS F in the PM peak hour, but experience a substantially reduced delay in both the AM and PM peak hours. Therefore, less than significant impacts would occur. In addition, the overall traffic operations as a transit corridor will be enhanced with the proposed street widening by minimizing delays and the associated impacts.

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

Discussion: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. Although the City is located within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, the project will not result in the development of new structures or buildings that would interfere with existing airspace or flight patterns. No impacts would occur.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources:4,16)

Discussion: See discussion under e.

- e) Result in inadequate emergency access? (Sources:4,16)

Discussion d & e: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. In addition to providing additional vehicular travel lanes, the project will remove an existing "choke point" at the intersection of Atlanta Avenue and Huntington Street, which will reduce existing traffic hazards and minimize vehicular conflicts, thereby improving emergency access within the project area. The project will also improve the safety of bicyclists and pedestrians by constructing a designated bike lane and sidewalk that currently do not exist within the subject segment on the south side of Atlanta Avenue. An existing fire lane and two emergency access gates within the existing mobile home park will be moved and reconstructed in the same location (relative to the property line) within the mobile home park. Atlanta Avenue will remain open during construction and a traffic control plan, which will address emergency access, is required to be implemented during construction. Less than significant impacts would occur.

- f) Result in inadequate parking capacity? (Sources:4,16)

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ISSUES (and Supporting Information Sources):				

Discussion: The project does not propose new structures or uses that would generate additional parking demand within the project area resulting in inadequate parking capacity. During project construction, workers will park at a designated staging area, subject to approval by the Department of Public Works, to avoid impacting existing on-street parking spaces on the north side of Atlanta Avenue. The project does not propose to remove any on-street parking spaces nor will any common parking spaces within the mobile home park be removed. No public parking lots or required coastal access parking will be utilized for the project. Less than significant impacts would occur.

- g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources:4,16)

Discussion: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. These improvements include construction of a new ADA accessible sidewalk, Class II bike lane and a new OCTA bus stop along the south side of Atlanta Avenue. The subject segment of Atlanta Avenue does not currently have a sidewalk or designated bike lane. The bus stop is existing, but does not meet current OCTA transit stop standards. Because the current roadway narrows at the intersection of Huntington Street and Atlanta Avenue, traffic flow is often impeded when the bus makes stops at this location. In addition, bicyclists are currently forced into travel lanes due to the roadway narrowing and the existing transit stop configuration. The project would improve the current conditions with the installation of the proposed improvements and would improve traffic safety for pedestrians, bicyclists and transit users traveling within the project area. Less than significant impacts would occur.

VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources:1,4)

Discussion: See discussion under e.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources:1,4)

Discussion: See discussion under e.

- 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,

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coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources:1,4)

Discussion: See discussion under e.

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| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources:1,4) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under e.

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| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources:1,2,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project area consists of existing roadway and a mobile home park. These uses have been existing since the 1920s and 1950s respectively. The project site does not consist of riparian or sensitive habitat and there is no potential for wetlands to occur within or adjacent to the project area. In addition, the site is not delineated on any federal, state or local maps as a wetlands area. The project does not have the potential to impact the habitat of special status species.

The project proposes to remove existing landscaping within the project area along Atlanta Avenue and within the mobile home park. Existing landscaping along Atlanta Avenue consists of primarily non-native species and no trees are proposed for removal along Atlanta Avenue. A total of 25 trees, including several Monterey pines, would be either removed from or relocated within the mobile home park. The project is subject to a standard requirement for the replacement of any existing mature healthy trees to be removed within the mobile home park at a 2:1 ratio. Existing vegetation adjacent to the project area is limited to parkway trees and landscape planters across Atlanta Avenue, approximately 40 feet from the project area. All existing vegetation outside the project area will not be removed or impacted by the proposed street widening project. Vegetation removal and construction vehicle traffic may result in the disturbance of nesting species protected by the Federal Migratory Bird Treaty Act (MBTA). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Although existing trees within and near the project site may contain nesting areas for birds, the project site does not serve as a wildlife corridor or habitat linkage as it is essentially isolated vegetation within an urbanized area. Notwithstanding, the Federal Migratory Bird Treaty Act protects migratory birds and their occupied nests and eggs and as such, any vegetation removal should occur outside of the bird-nesting season. To ensure that the project complies with the MBTA and impacts would be less than significant, the following mitigation measure is recommended:

BIO-1: *Prior to the onset of ground disturbance activities, the project developer shall implement the following mitigation measure which entails nesting surveys and avoidance measures for sensitive nesting and MBTA species, and appropriate agency consultation.*

Nesting habitat for protected or sensitive species:

- 1) *Vegetation removal and construction shall occur between September 1 and January 31 whenever*

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- feasible.*
- 2) *Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds), a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or U.S. Fish and Wildlife Service.*
 - 3) *Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.*

With implementation of standard code requirements and the recommended mitigation measure, which ensures compliance with the MBTA, less than significant impacts would occur.

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| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan for the area; therefore, no impacts are anticipated.

VIII. MINERAL RESOURCES. Would the project:

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| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See discussion under b.

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| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion a & b: Although Huntington Beach has been the site of oil and gas extraction since the 1920s, oil production has decreased over the years, and today, oil producing wells are scattered throughout the City. The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project site is not designated as a known or important mineral resource recovery site in the General Plan or any other land use plan. In addition, the project area has been used as a road since at least 1927 and the mobile home park was developed in the 1950s. A Phase I Environmental Site Assessment conducted by WorleyParsons in October 2009, indicates that no current or former oil wells are present at the site and there is no evidence of the release of petroleum products within the project area. Therefore, the proposed project will not result in the loss of a known mineral resource or a mineral resource recovery site. No impacts would occur.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources:4,5,17,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussion under c.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources:4,5,17,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under c.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources:4,5,17,18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion a – c: The nearest school, Peterson Elementary School, is approximately half a mile from the project site. In addition, the project does not propose new structures or uses that will involve the routine transport, use or disposal of hazardous materials. The project does not provide on-site fuel dispensing, underground, or outdoor storage of hazardous materials. Hazardous or flammable substances that would be used during the construction phase include vehicle fuels and oils in the operation of heavy equipment for onsite excavation and construction. Construction vehicles may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid or other materials. The proposed construction operation would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials.

According to the Phase I Environmental Site Assessment (WorleyParsons, October 2009) prepared for the project, the project site does not have any evidence of dumping, landfilling, stained soils, distressed vegetation, or other evidence suggesting the possible release of hazardous substances. However, because the site has been historically used as a roadway, it was concluded that aerially deposited lead (ADL) from

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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automobile exhaust could be present in shallow soils. As such a Phase II Environmental Site Assessment was recommended to determine the nature and extent of ADL in the on-site soils so that the soil can be properly managed (either reused on-site or disposed of) in accordance with State regulations. In March 2010, a Phase II Environmental Site Assessment to investigate for the presence of ADL was conducted for the project.

The Phase II site investigation included soil borings and hand augering of varying depths to collect soil samples for laboratory analysis. Based on the laboratory analysis, concentrations of ADL in the soil would not have to be classified as Resource Conservation and Recovery Act (RCRA) hazardous waste. Therefore, the on-site soils may be re-used on site, pursuant to Department of Toxic Substance Control (DTSC) protocols, or, if removed and disposed of off-site, would not be classified as RCRA-hazardous waste. Other metals and contaminants found to be present in the soil, such as arsenic, were representative of background concentrations and would not pose significant human health risks above comparison levels.

Discovery of additional soil contamination during ground disturbing activities is required to be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92. All fill soil (on-site and imported) shall meet City Specification #431-92 – Soil Cleanup Standards and would be submitted to the Fire Department for review and joint approval with the Public Works Department prior to issuance of a grading permit. With implementation of standard City specifications and other applicable State and federal requirements, less than significant impacts would occur.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources:17)

Discussion: The project site is not listed on the State’s Hazardous Waste and Substance Site List. According to the Phase I Environmental Site Assessment the project site is not listed on any regulatory database of hazardous sites. No impacts would occur.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources:11)

Discussion: See discussion under f.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources:4,11)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion e & f: The project area is not within the vicinity of a private airstrip. Although the City is located within the Planning Area for the Joint Force Training Center, Los Alamitos, the project site is not located within the height restricted boundaries identified in the Airport Environs Land Use Plan or within two miles of any known public or private airstrip. In addition, the proposed project does not propose any new structures with heights that would interfere with existing airspace or flight patterns. No impacts would occur.

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

Discussion: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The proposed project will not impede access to the surrounding area both during construction and after the project is complete. Primary access to the adjacent mobile home park is located on Huntington Street and will not be impacted by the proposed project. There are two gated emergency access drives to the mobile home park on Atlanta Avenue that are not used by residents. These access drives are proposed to be removed and relocated to the same location on the site as part of the project. In addition, Atlanta Avenue will remain open during construction. To minimize impacts during construction, a traffic control plan is required to be implemented during construction. The project will not impair implementation of or physically interfere with any adopted emergency response plan or evacuation plan. Less than significant impacts would occur.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources:1,4)

Discussion: The project area includes Atlanta Avenue, a primary arterial in the City, and an existing mobile home development adjacent to Atlanta Avenue. There are no wildlands within or surrounding the project area. No impacts would occur.

X. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources:15)

Discussion: See discussion under d.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources:15)

Discussion: See discussion under d.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under d.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:14,15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion a – d: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The associated improvements include replacement of an existing wood fence with a concrete block wall separating Atlanta Avenue from the mobile home park. Residential uses surround the project site to the north, south and east. A noise study report was prepared for the project by the Chambers Group in April 2010.

Short-term/Construction Noise

Construction of the proposed project would increase noise and vibration levels in the vicinity of the project area. Construction noise and vibration would be temporary (lasting up to six months) and intermittent depending on the type of equipment being used and the stage of construction. Intermittent noise levels during construction activities could reach up to 98 decibels (dBA), which is an increase of up to 25 dBA over existing noise levels. Chapter 8.40 – Noise of the Huntington Beach Municipal Code (HBMC) exempts noise related to construction provided all construction activities occur between the hours of 7:00 AM and 8:00 PM Monday - Saturday. Construction activities are prohibited Sundays and Federal holidays. The proposed project, would be required to follow standard protocols for public works projects and construction activities would occur Monday – Friday between the hours of 7:00 AM and 4:00 PM, which is more restrictive than the City’s Noise Ordinance. Therefore, impacts from noise and vibration during construction would be considered less than significant.

Even though construction noise impacts are less than significant, the following measures are recommended to reduce the annoyance construction noise can have on residents surrounding the project site.

NOISE-1: *The City shall require by contract specifications the following measures:*

- *Ensure that all construction equipment has sound-control devices.*
- *Prohibit equipment with un-muffled exhaust.*
- *Site staging of equipment as far away from sensitive receptors as possible.*
- *Limit idling of equipment whenever possible.*
- *Notify adjacent residents in advance of construction work.*
- *Educate contractors and employees to be sensitive to noise impact issues and noise control methods.*
- *Install temporary acoustic barriers between the mobile home removal and construction activities and the row of mobile homes to remain closest to Atlanta Avenue. Acoustical barriers should provide a Sound Transmission Class Rating of 25 and should be situated in a manner to provide an uninterrupted continuous barrier between all mobile home removal and road construction activities. During the mobile home removal activities, the barriers should stretch from the east edge of the property to the west and zig-zag between homes where necessary. After removal of the mobile homes and prior to construction of the drive aisle*

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

within the mobile home property, the barrier can be straightened to stretch more directly from the east property line to the west property line.

Long-term/Operational Noise

Traffic noise levels were predicted using the Federal Highway Administration (FHWA) Traffic Noise Model and were evaluated under existing conditions, Year 2030 conditions without the project and Year 2030 conditions with the project. The model included existing noise barriers such as existing fencing at surrounding sites as well as the proposed concrete block retaining wall for the Year 2030 With Project scenario. Traffic noise levels are considered significant when predicted future (2030) noise levels are at least 12 dB greater than existing noise levels or when the predicted noise levels approach or exceed the Noise Abatement Criteria (NAC) for the applicable activity category (in this case, 67 dBA L_{eq}(h)). Based on the analysis in the Noise Study Report, traffic volumes associated with the proposed project would not result in significant increases over existing noise levels nor will the project approach or exceed the established NAC. For the mobile home park, traffic noise levels upon project completion would be reduced from existing conditions likely due to the replacement of the wood fence with a concrete block wall. Less than significant noise impacts would occur. Similarly, long-term vibration impacts generally associated with traffic volumes and traffic noise levels would also be less than significant.

Therefore, the project would not result in significant temporary or permanent noise and vibration impacts and would not result in an exceedence of applicable noise standards. Less than significant impacts would occur.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources:11)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See discussion under f.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources:4,11)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion e & f: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project is not within two miles of a public airport or a private airstrip. Although the City is located within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, the project will not result in the development of new structures or buildings that would expose people residing or working in the area to excessive noise levels. No impacts would occur.

XI. PUBLIC SERVICES. Would the project result in 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:

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection? (Sources:1,22)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under e.				
b) Police Protection? (Sources:1,22)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under e.				
c) Schools? (Sources:1,22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under e.				
d) Parks? (Sources:1,22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under e.				
e) Other public facilities or governmental services? (Sources:1,22)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources:4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under e.				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources:4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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:4,5,22) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under e.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources:4,5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under e.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources:4,5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion a – e & h: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. These improvements include new curb and gutter and relocation of existing utilities along the south side of Atlanta Avenue. Stormwater within the project area will continue to drain to the existing public storm drain system in Delaware Street. No new residential, commercial or industrial uses or structures are proposed that would generate additional wastewater beyond the current conditions necessitating expansion or construction of new wastewater treatment facilities. In addition, the project will not result in the creation of new stormwater drainage or treatment facilities nor will it create a significant demand for water usage beyond that which currently exists for the project area. The project will require water for landscape irrigation, however proposed landscaping will replace existing landscaping and would be required to comply with the City's Water Efficient Landscape Ordinance. Less than significant impacts would occur

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| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under g.

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

Discussion f & g: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements and does not propose new waste generating uses that would contribute additional solid waste. Some amount of solid waste may be generated from project construction. The nearest landfill is the Frank R. Bowerman Landfill located in the City of Irvine. The landfill has a remaining capacity

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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in excess of 30 years based on the present solid waste generation rates. The project will not noticeably impact the capacity of the existing landfill. In addition, waste from construction of the project is required to comply with all regulations related to solid waste including City specification No. 431-92, which provides for the proper disposal of contaminated soils. Less than significant impacts are anticipated.

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| h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources:4,5,22) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See discussion under item e above.

XIII. AESTHETICS. Would the project:

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

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

Discussion:

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

Discussion a – c: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The project area is not within a State-designated or eligible scenic highway nor does it constitute a scenic vista. In addition, the project will not damage existing scenic resources including rock outcroppings or historic buildings. Atlanta Avenue is designated as a landscape corridor in the Circulation Element of the General Plan. The project will involve the removal of existing landscaping on Atlanta Avenue although new landscaping and street trees are proposed as part of the project. The new landscaping is required to comply with City landscape requirements for street trees and parkways. Although the project proposes to remove 25 trees from within the mobile home park, some trees may be able to be preserved and relocated on site, and all mature, healthy trees that are removed are required to be replaced at a 2:1 ratio. Removal and relocation of the trees requires approval by the Planning and Building and Public Works Departments. After the project is completed, the visual character of the site will substantially be the same as it currently exists. However, since old pavement, street striping, landscaping and fencing will be replaced with new there will be a general aesthetic enhancement of the project area.

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

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources:1,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

XIV. CULTURAL RESOURCES. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources:20,21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under d.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources:20) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: See discussion under d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources:20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under d.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources:20) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion a – d: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The existing project area consists of roadway that has existed since 1927, and a mobile home park that was developed in the 1950s. There are no locally significant historic structures and the project site is not listed in the General Plan Historic and Cultural Resources Element. Although the mobile home park is at least 50 years old, it has been determined by the State Office of Historic Preservation, that the mobile home park is not eligible for listing on the National Register of Historic Places.

An archeological survey report was prepared by Bonterra Consulting in April 2010. The report indicates that three archeological sites (CA-ORA-149, CA-ORA-276 and CA-ORA-1654) have been identified within a half-mile radius of the project area. In addition, based on a review of the Native American Heritage Commission

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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(NAHC) sacred lands database, archeological literature, and historic maps, CA-ORA-149 may have extended into the project area at one time. Although existing site records place the archeological site outside of the project area, it is acknowledged that previous researchers had extended CA-ORA-149 east of Huntington Street into the Pacific Mobile Home Park site. However, it has been concluded that portions of the site east of Huntington Street would have been destroyed by construction of the mobile home park, the existing elevation of which is 2 to 5 meters below the original site surface. This is well below the depth of the archeological deposit of CA-ORA-149 estimated at less than two meters based on deBarros' 2005 data recovery excavations for the Pacific City project. Even so, because subsurface investigation of the project area did not previously occur, it could not be concluded that CA-ORA-149 is not present on the project site. Therefore, potential exists for small pockets of CA-ORA-149 to remain under the existing mobile home park, sidewalks, and streets.

Site Survey

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

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

CULT-1: *If cultural resources are encountered during during construction-related ground-disturbing activities, all construction personnel shall be informed of the need to stop work on the project site in the event of a potential find, until a qualified archaeologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of cultural resources is prohibited. If archaeological resources are discovered during ground-disturbing activities, all construction activities within 50 feet of the find shall cease until the archaeologist evaluates the significance of the resource. In the absence*

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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of a determination, all archaeological resources shall be considered significant. If the resource is determined to be significant, the archaeologist shall prepare a research design and recovery plan for the resources.

CULT-2: *If human remains are discovered during construction or any earth-moving activities, the County Coroner must be notified of the find immediately. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner must notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (MLD). The designated MLD may make recommendations to the City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods.*

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

XV. RECREATION. Would the project:

- a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources:4,5,22)

Discussion: See discussion under c.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources:4,5)

Discussion: See discussion under c.

- c) Affect existing recreational opportunities? (Sources:4,5)

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

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources:1)

Discussion: See discussion under c.

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

Discussion: See discussion under c.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources:1)

Discussion a – c: The project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The existing project area consists of roadway that has existed since 1927, and a mobile home park that was developed in the 1950s. The project does not propose any changes that would affect existing farmland or agricultural uses and would not result in conversion of farmland/agricultural uses as there are none within the vicinity of the project site. The site is not zoned for agricultural uses, nor is it under a Williamson Act contract. Finally, the project area is not mapped as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. No impacts would occur.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: 19)

Discussion: The California Energy Commission calculated that in 2004, California produced 492,000,000 metric tons of carbon dioxide (CO₂) emissions. On an individual basis, a project generally would not generate enough GHG emissions to create a significant impact on global climate change. For instance, the proposed project would result in a total of approximately 173 tons of CO₂ emissions during construction. This represents a negligible amount when compared to the overall contribution of the State’s GHG emissions impacting global climate change. A project’s potential impact would be its incremental contribution of GHG emissions when combined with all other GHG emission sources to cause significant cumulative impacts that could result in global climate change impacts. The proposed project has the potential to result in GHG emissions from both construction and operation

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

of the proposed street widening.

Short-term/Construction

Construction GHG emissions would include emissions produced from material processing, emissions from construction equipment and vehicles, and emissions from travel delay due to construction. These emissions would be produced at different levels throughout construction. The project would result in a total of approximately 173 tons of CO₂ emissions during construction. Implementation of a traffic control plan would manage traffic and reduce travel delays during construction to the extent possible. The largest source of GHG emissions during construction would occur from construction equipment exhaust. Generally, measures that are employed to reduce emissions from construction equipment would also reduce GHG emissions. Mitigation Measure AQ-1 includes measures such as limiting equipment idling time and ensuring that equipment is properly maintained that would control equipment exhaust. In addition, all construction vehicles are required to use CARB approved on-road diesel fuel, when locally available, to reduce emissions of CO, ROG and particulate matter during construction. While there is no specific threshold of significance for GHG emissions, it is reasonable to apply the same requirements for criteria pollutants in that significance occurs when a project results in a cumulatively considerable net increase of GHG emissions. Therefore, since the project's contribution of CO₂ emissions is minor and measures would be implemented to further reduce GHG emissions during construction, impacts from GHG emissions during construction would not result in a cumulatively considerable net increase of GHG emissions and impacts would be less than significant.

Long-term/Operational

The project does have potential to produce GHG emissions from vehicles traveling along Atlanta Avenue. However, the highest level of GHG emissions from mobile sources, specifically carbon dioxide (CO₂), occur at "stop-and-go" speeds (0 – 25 miles per hour). The proposed street widening project would provide for additional capacity on Atlanta Avenue but would not generate increased traffic volumes. In addition, the project would relieve congestion by enhancing operations and improving travel times. By eliminating an existing "choke point" on Atlanta Avenue, thereby reducing "stop-and-go" speeds, the project may result in reduced CO₂ emissions. Again, there is no specific threshold of significance other than to reasonably consider whether a project would result in a cumulatively considerable net increase in GHG emissions. Based on the scope of the project including the project's potential to reduce CO₂ emissions, the project would not result in significant impacts from GHG emissions. Less than significant impacts would occur.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: 19)

Discussion: One of the main strategies of the Caltrans Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. As discussed above, the highest levels of CO₂ emissions occur when vehicles travel at "stop-and-go" speeds. The purpose of the proposed project is to eliminate a "choke point" on Atlanta Avenue and reduce an area currently experiencing queuing and "stop-and-go" speeds. The project also proposes to add a Class-II bike lane and would bring the subject segment of Atlanta Avenue into compliance with its MPAH designation, which is administered by the Orange County Transit Authority (OCTA), a member of Southern California Association of Governments (SCAG).

Transportation control measures in the AQMP are provided by SCAG and include those contained in the 2008 Regional Transportation Plan (RTP). The proposed project is identified in the 2008 RTP and is consistent with Travel Demand Management strategies identified in the RTP including enhancing non-motorized and transit modes of transportation in the area. The proposed project is consistent with the Caltrans Climate Action Program

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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and the 2008 RTP. Projects that are consistent with these programs would be consistent with other programs and policies of a broader context such as AB 32. Therefore, the project would not conflict with applicable policies, plans or programs adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources:1-23)
-

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

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources:1-23)
-

Discussion: As discussed throughout the document, the proposed project would have less than significant impacts for the majority of impact areas. Therefore, the project’s contribution in the context of cumulatively considerable adverse impacts would be less than significant. The project does require mitigation for potentially significant impacts in the areas of air quality, biological resources, and cultural resources. However, all of the identified potentially significant impacts can be mitigated during project construction and therefore do not represent a cumulatively considerable significant impact. Mitigation for impacts identified in the area of population and housing are due to relocation of 14 residents that would occur as a result of acquisition of additional right-of-way for the project and not due to substantial increases in population or indirect growth that would result in cumulatively considerable impacts.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources:1-23)
-

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

XIX. EARLIER ANALYSIS.

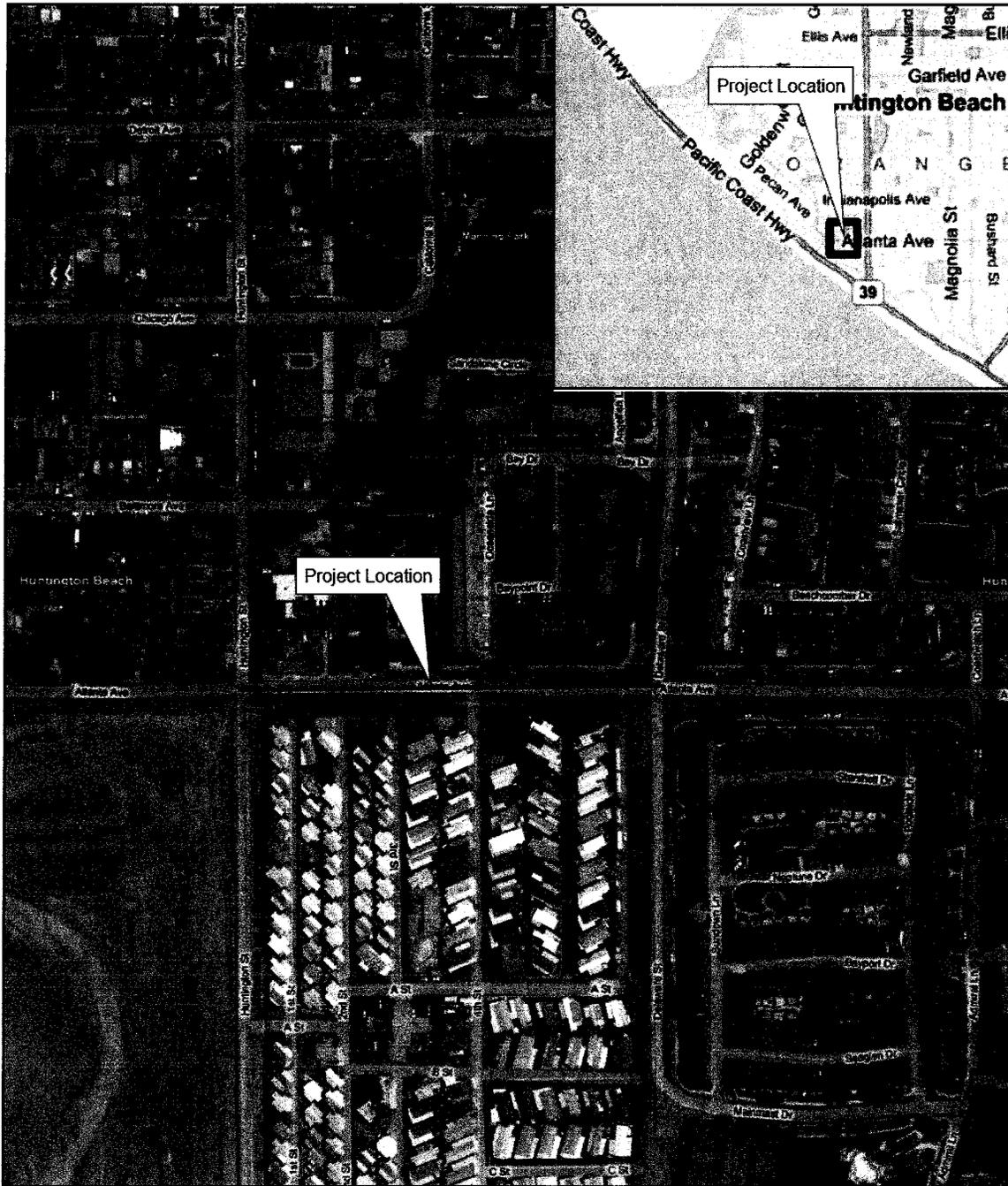
Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents Prepared and Utilized in this Analysis:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach
2	City of Huntington Beach Zoning and Subdivision Ordinance	“
3	Project Vicinity Map	See Attachment #1
4	Conceptual Project Plans	See Attachment #2
5	Project Narrative	See Attachment #3
6	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3 rd Floor 2000 Main St. Huntington Beach
7	FEMA Flood Insurance Rate Map	“
8	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	“
9	City of Huntington Beach CEQA Procedure Handbook	“
10	Trip Generation Handbook, 7 th Edition, Institute of Traffic Engineers	“
11	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	“
12	Hazardous Waste and Substances Sites List	“
13	State Seismic Hazard Zones Map	“
14	City of Huntington Beach Municipal Code	“
15	Noise Study Report (April 2010)	

16	Traffic Study (March 2009)	“
17	Phase I Environmental Site Assessment (October 2009)	“
18	Phase II Environmental Site Assessment (March 2010)	“
19	Air Quality Report & Global Climate Change Analysis (November 2009)	“
20	Historic Property Survey Report & Archeological Survey Report (April 2010)	“
21	State Historic Preservation Office concurrence letter (June 2010)	“
22	City of Huntington Beach Environmental Assessment Form (February 2009)	“
23	Caltrans Approved Preliminary Environmental Study (PES) (January 2009)	“
24	Summary of Mitigation Measures	Attachment No. 4

Attachment 1 – Project Location

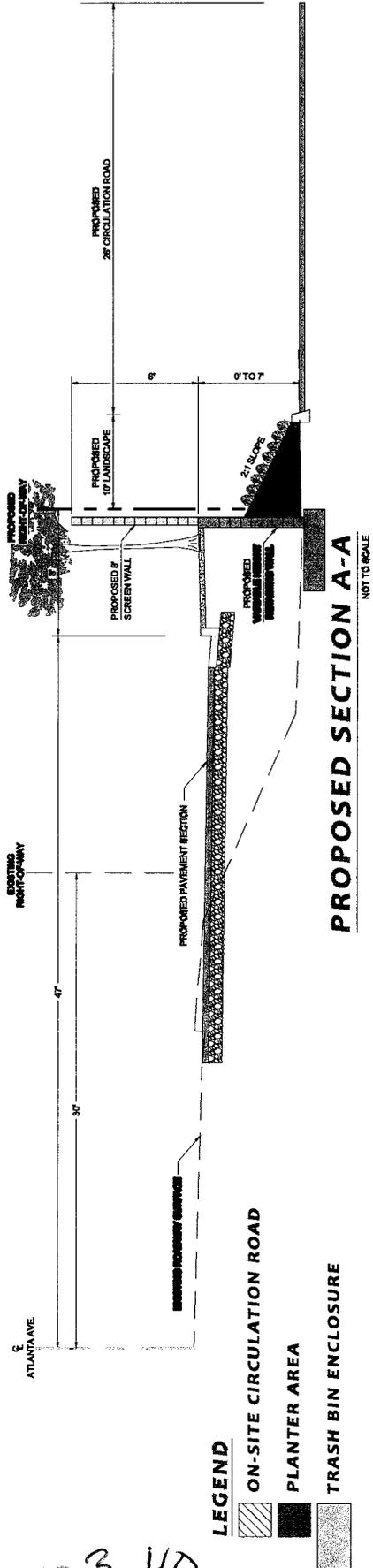
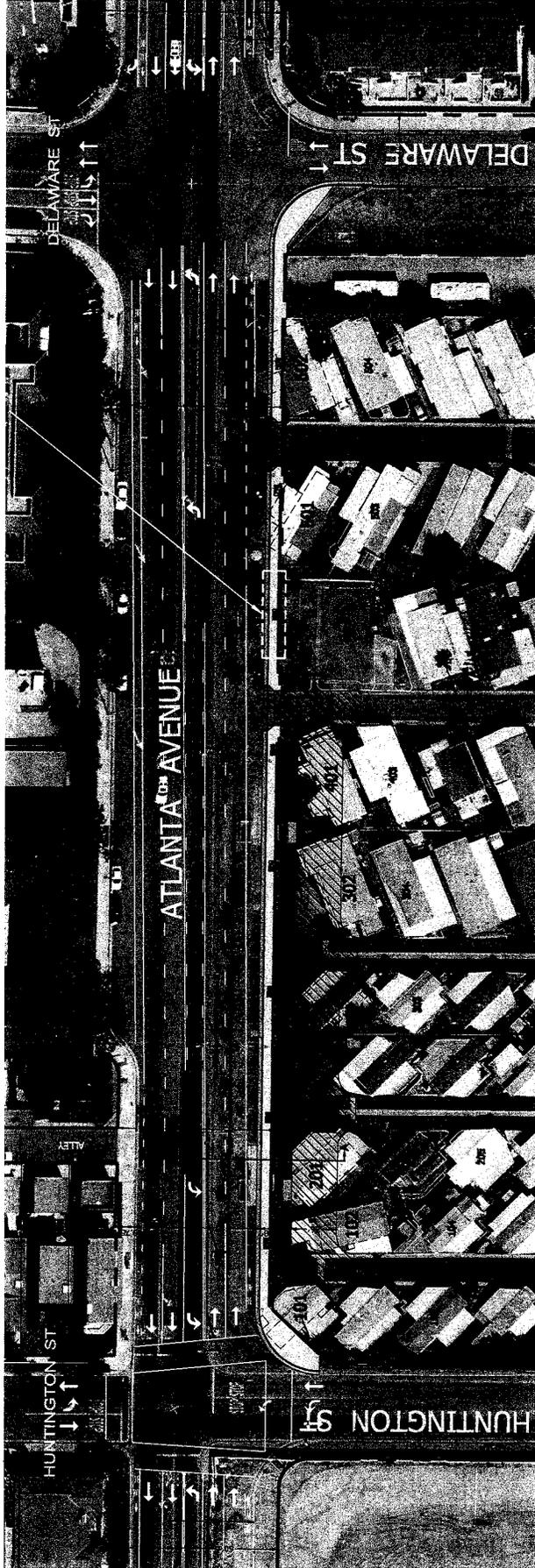
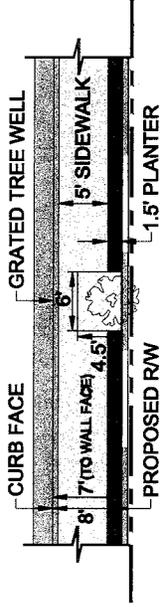


ATLANTA AVENUE WIDENING (HUNTINGTON ST. - DELAWARE ST.)

CONCEPTUAL DESIGN



PLAN SCALE
1" = 60' HOR.
1" = 20' VER.



LEGEND

ON-SITE CIRCULATION ROAD

PLANTER AREA

TRASH BIN ENCLOSURE

PROPOSED SECTION A-A

NOT TO SCALE

ATTACHMENT NO. 3.40