

**ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 2009-004**

- PROJECT TITLE:** General Plan Circulation Element Update
- Concurrent Entitlements:** General Plan Amendment No. 2006-001
- 2. LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Ricky Ramos, Senior Planner
Phone: (714) 536-5624
- 3. PROJECT LOCATION:** The project encompasses the jurisdictional boundaries of the City of Huntington Beach.
- 4. PROJECT PROPONENT:** The City of Huntington Beach, Department of Public Works
- Contact Person:** Bob Stachelski, Transportation Manager
Phone: (714) 536-5431
- 5. GENERAL PLAN DESIGNATION:** Not applicable.
- 6. ZONING:** Not applicable.
- 7. PROJECT DESCRIPTION**

The Project is the adoption and implementation of the City of Huntington Beach General Plan Circulation Element Update.

Purpose of the Circulation Element Update

The purpose of the Huntington Beach Circulation Element update is to evaluate the long-term transportation needs of the City and present a comprehensive plan to accommodate those needs. It is being designed to provide an efficient surface transportation system that will accommodate the increased volumes of traffic forecast to occur over the next 20 to 25 years, and to achieve desired intersection levels of service that minimize congestion during peak travel periods. The Circulation Element is the foundation for the City's efforts to manage and minimize traffic congestion, manage safety on roadways, and provide travel alternatives to the automobile, as well as better access to regional travel routes. Accomplishing these objectives requires effective land use planning, roadway monitoring and improvement, transportation system and demand management, regional coordination, and commitment of resources.

Scope and Content of the Circulation Element

California Government Code Section 65302(b) requires a circulation element in all general plans, as follows:

A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

Please note that utilities are addressed within the Public Facilities and Public Services and the Utilities Elements. All other circulation issues are addressed in the Circulation Element, organized under the following topics.

- Regional Mobility
- Roadway Circulation
- Neighborhood Traffic Management
- Public Transportation
- Transportation Demand Management and Air Quality
- Parking
- Pedestrian, Bicycle, and Equestrian paths, and Waterway Facilities
- Scenic Corridors

The entire draft Circulation Element is hereby incorporated by reference and is provided as an attachment to this Initial Study.

Circulation Plan

The proposed Circulation Plan is attached as Exhibit B (Proposed Circulation Plan). The proposed Circulation Element includes six roadway classifications, summarized in Table 1 (Roadway Characteristics).

**Table 1
Roadway Characteristics**

Roadway Type	Right-of-Way (ROW)		No. of Lanes	Maximum Volume
	Total	Pavement		
Smart Street Arterial	Varies (120'-144')		6-8, divided	79,000
Principal Arterial	120'	104'	8, divided	65,000
Major Arterial	120'	104'	6, divided	50,000
Primary Arterial	100'	84'	4, divided	35,000
Secondary Arterial	80'	64'	4, undivided	25,000
Collector Arterial	Varies		2, undivided	12,500

The proposed Circulation Element includes changes to roadway classification for specific streets from the existing Circulation Element and the Orange County Master Plan of Arterial Highways. These changes are summarized in Table 2 (Roadway Classification Changes). Proposed changes to the Circulation Element are mapped in Exhibit C and proposed changes to the MPAH are mapped in Exhibit D. Exhibit E shows only those proposed changes that could result in the potential future improvement of an intersection or roadway segment.

**Table 2
Roadway Classification Changes**

Roadway Segments			Classifications		MPAH Facility?
Roadway	From	To	Current	Proposed	
17th St	PCH	Main St	Primary Arterial	Aug. Collector	Yes
Algonquin St	Heil Ave	Warner Ave	Secondary Arterial	Aug. Collector	No
Argosy Ave	Bolsa Chica Ave	Graham St	Primary Arterial	Collector	Yes
Bolsa Chica Ave	Warner Ave	South City Limits	Major Arterial	Aug. Collector	No
Coldwater	Yorktown	Adams	Local	Collector	No
Delaware St	Ellis Ave	Atlanta Ave	Secondary Arterial	Aug. Collector	Yes
Edinger Ave	City limits	Bolsa Chica Ave	Primary Arterial	Aug. Collector	Yes
Edinger Ave	Springdale St	Newland St	Major Arterial	Aug. Primary	No
Ellis Ave	Edwards St	Gothard St	Primary Arterial	Aug. Collector	Yes
Ellis Ave	Gothard St	Delaware	Primary Arterial	Aug. Collector	Yes
Garfield Ave	Edwards St	Goldenwest St	Major Arterial	Primary	Yes
Garfield Ave	Ward St	Santa Ana River	Primary Arterial	Reserved	No
Goldenwest St	Bolsa Ave	Garfield Ave	Major Arterial	Aug. Primary	No
Gothard St	Garfield Ave	Main St	Primary Arterial	Secondary	Yes
Graham St	Warner Ave	Slater Ave	Primary Arterial	Aug. Collector	No
Lake St	Yorktown Ave	Orange Ave	Primary Arterial	Aug. Collector	Yes
Orange Ave	6th St	1st St	Primary Arterial	Aug. Collector	Yes
Orange Ave	Goldenwest St	6th St	Collector-Secondary	Aug. Collector	Yes
Pacific View	1st St	Huntington St	Primary Arterial	Aug. Collector	Yes
Palm Ave	Goldenwest St	17th St	Secondary Arterial	Aug. Collector	Yes
Saybrook Ave	Edinger Ave	Heil Ave	Secondary Arterial	Collector	No
Springdale St	Warner Ave	Talbert Ave	Primary Arterial	Secondary	Yes
Summit	Seapoint	Goldenwest St	Local	Collector	No
Talbert Ave	Springdale St	Edwards St	Primary Arterial	Collector	Yes
Varsity	Talbert Ave	Edwards St	Local	Collector	No
Walnut Ave	6th St	1st St	Primary Arterial	Aug. Collector	Yes
Warner Ave	PCH	Algonquin St	Major Arterial	Primary	Yes

The MPAH designates the arterial system in the Circulation Element of the Orange County General Plan. The MPAH identifies the intended future roadway system for the County. Huntington Beach’s Circulation Element must be consistent with the MPAH in order to participate in County roadway funding programs, such as Measure M. In 1990, Orange County voters approved Measure M, authorizing a half-cent retail sales tax increase for a period of 20 years effective April 1, 1991. On November 7, 2006, voters approved an extension of this funding measure (referred to as “M2”) until 2041. Revenue generated by Measure M2 is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To qualify for this, Huntington Beach must submit a statement of compliance with the growth management components of the program. Requirements include the adoption of a traffic circulation plan consistent with the County Master Plan of Arterial Highways (MPAH), adoption of a Growth Management Element within the General Plan, adoption and adequate funding of a local transportation fee program, and adoption of a seven-year capital improvement program that includes all transportation projects funded either partially or fully by Measure M funds.

In addition to the proposed roadway classification changes future intersection capacity improvements will be needed at the following locations, to meet the City’s level of service performance standards:

- Goldenwest Street @ Bolsa Avenue
- Beach Boulevard @ Heil Avenue
- Newland Street @ Warner Avenue
- Beach Boulevard @ Talbert Avenue
- Brookhurst Street @ Adams Avenue
- Beach Boulevard @ Warner Avenue
- Beach Boulevard @ Yorktown Avenue
- Gothard Street @ Talbert Avenue
- Ward Street @ Garfield Avenue
- Brookhurst Street @ SR-1
- Beach Boulevard @ Edinger Avenue
- SR-1 @ Warner Avenue
- Goldenwest Street @ Slater Avenue
- Beach Boulevard @ Garfield Avenue
- Goldenwest Street @ SR-1
- Beach Boulevard @ Slater Avenue
- Gothard Street @ Slater Avenue
- Newland Street @ Talbert Avenue
- Newland Street @ Yorktown Avenue

For the most part, additional right-of-way will not be required to implement the planned roadway classifications. There are some street segments that are not currently built to the ultimate classification dimensions and may require dedication of additional right-of-way to complete. None of the recommended roadway re-classifications would require additional right-of-way; in fact, many would reduce the ultimate right-of-way requirements, compared to current classifications. Environmental impacts associated with the roadway footprints in these areas, therefore, would be less than with current classifications.

Alternative Transportation

Bus Transit: Public transportation in the City of Huntington Beach mainly consists of bus service operated by the Orange County Transportation Authority (OCTA). OCTA currently operates 17 routes through the City (OCTA, June 2009). The number of lines and routes are adjusted in response to ridership patterns. OCTA and the City both operate demand response services. OCTA operates the ACCESS program. The City, with the aid of OCTA, operates the Senior Services Mobility Program.

Potential Rail Corridor Travel Options. The Element identifies a policy that future development of all or portions of the Southern Pacific Railroad corridor for transportation purposes, including the existing active rail section, may be pursued by the City in the future. Options to be considered include development of a bicycle or multi-purpose trail or to function as an exclusive transit corridor. These options may be limited in some areas where portions of the corridor are no longer available for public use. Assessment of environmental consequences for any particular option would be examined at the time of an official proposal for some alternate use of the rail corridor.

Pedestrian: The Element includes a new concept, Pedestrian Enhancement Zones (PEZs). PEZ improvements can include sidewalks, crosswalks, trees, pedestrian-scale lighting, and traffic calming measures. The City will establish a PEZ designation process that will include coordinating with other transportation agencies to assess the need for improved facilities. An expanded focus on pedestrian mobility and the creation of PEZ are changes from the existing 1996 Circulation Element.

Bicycle: The proposed Circulation Element identifies a planned bikeway system to accommodate growing demand and provide another alternative to the car for local trips. The plan establishes three classes of bicycle routes: Class I Bike Paths for off-road routes located along designated multi-use trails or vacated rail lines separated from streets, Class II Bike Lanes for on-road routes delineated by painted stripes and other identifying features, and Class III Bike Routes for on-road routes sharing use with pedestrians or motor vehicle traffic that are signed but not striped. The proposed Circulation Element expands on the existing bikeway plan by identifying bikeways that have been constructed since the adoption of the 1996 General Plan and designates additional routes that were not previously identified in the 1996 Circulation Element.

Equestrian: Near Central Park and the Bolsa Chica Wetlands areas, Huntington Beach has a few neighborhoods that permit horse keeping. To support equestrian activities, the City has developed horse trails around and through those neighborhoods, with a planned route west to Pacific Coast Highway. Visitors can use the trails on rented horses available at the Huntington Central Park Equestrian Center. The Circulation Element update does not propose any changes to the existing or planned equestrian trail system.

Scenic Corridors

Huntington Beach’s scenic corridors offer motorists, cyclists, and pedestrians, attractive vistas and pleasing street scenes. The City has established policies regarding treatment of scenic corridor right-of-ways, selection criteria for appropriate surrounding land uses, and rigorous development review procedures to protect the aesthetic appeal of these corridors. The City defines three types of scenic corridors: Major Urban Scenic Corridors that offer views of either natural or built environments, Minor Urban Scenic Corridors that carry less traffic than Major corridors, and Landscape Corridors that require specific treatment of signage, landscaping, or other details to reinforce the design continuity of the area. Scenic corridors are regulated by design standards contained in the existing Urban Design Element. The proposed Circulation Element includes several changes concerning scenic corridors:

- Reclassification of secondary entry nodes to primary entry nodes at the intersections of Magnolia Street at Garfield Avenue and Magnolia Street at Pacific Coast Highway
- Garfield Avenue to be designated as a Landscape Corridor.
- Bolsa Chica to be designated as a Minor Urban Scenic Corridor
- Change Edinger, west of Bolsa Chica, from Minor Urban Scenic Corridor to Landscape Corridor
- Gothard, between Edinger and McFadden, to be designated as a Landscape Corridor
- Bolsa Chica, south of Warner, to be designated as a Landscape Corridor
- Seapoint to be designated as a Landscape Corridor
- Magnolia to be designated as a Minor Urban Scenic Corridor

Implementation Programs

The primary implementing programs of the existing General Plan are proposed to remain in place in the Circulation Element update. These programs include monitoring of land use changes that affect the circulation system, the adequacy of emergency response, and intercity and regional bikeway connectivity. Programs related to development review and implementation of scenic highway planning, transportation demand management, parking, interagency cooperation, regional planning, and signage will also remain in place. Additional implementing programs, referred to as “Technical Administrative Reports,” or “TARs,” are now proposed to support the proposed PEZ policies, to solve neighborhood level traffic problems, enhance maintenance of scenic corridors, monitor traffic conditions and ensure timely intersection and roadway improvements.

8. SURROUNDING LAND USES AND SETTING: The City of Huntington Beach is generally surrounded by the City of Westminster to the northeast, the City of Fountain Valley to the east, the City of Costa Mesa to the southeast, the Pacific Ocean to the south, and the City of Seal Beach to the northwest. The City of Huntington Beach is an urbanized area as are the surrounding jurisdictions. The City has a well established roadway network that connects to surrounding jurisdictions through arterial and collector roadways. The City is connected to the regional roadway network primarily

through Interstate 405 and to a lesser degree State Route 1 (Pacific Coast Highway). The local and regional context of the City are mapped in Exhibit A.

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION: Huntington Beach General Plan Update Environmental Impact Report (July 5, 1995)

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

- Orange County Transportation Authority (Approval required for proposed changes to the Master Plan of Arterial Highways prior to actual adoption of classification change or deletion by the City)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or is “Potentially Significant Unless Mitigated,” as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

R Ramos
Signature

7.28.09
Date

Ricky Ramos
Printed Name

Senior Planner
Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. “Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c) (3) (D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XVIII. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach’s requirements.

SAMPLE QUESTION:

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Would the proposal result in or expose people to potential impacts involving:</i>				
<i>Landslides? (Sources: 1, 6)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).</i>				

I. LAND USE AND PLANNING. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 19)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically divide an established community? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There are no adopted natural community conservation plans (NCCP) or habitat conservation plans (HCP) within the City of Huntington Beach, therefore the Circulation Element update will not conflict with such plans. The Circulation Element update does not propose any new roadway segments or any other transportation system improvements that could divide any established community within the City. The Circulation Element must support the existing General Plan Land Use Plan. As such, it is intended to be consistent with the General Plan Land Use Element and the city’s zoning map. In addition to the City’s existing General Plan and Zoning Code, the California Coastal Act of 1976 is in effect over portions of the City near the Pacific Ocean (known as the Coastal Zone). The City has a Certified Local Coastal Program (LCP), allowing it to issue Coastal Development Permits on behalf of the California Coastal Commission. Coastal policies including supporting adequate parking and public access are components of the Circulation Element. The proposed Circulation Element will be analyzed in an Environmental Impact Report (EIR) to determine consistency with the City’s General Plan and LCP.

II. POPULATION AND HOUSING. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 23)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: 23)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: The City of Huntington Beach is essentially built-out, as are the surrounding jurisdictions. The proposed Circulation Element does not include any land use policies that could authorize the future construction of residential, commercial, or industrial development that could directly result in population growth. In fact, the proposed Element is designed to meet the needs of a growing community, in accordance with the City’s adopted land use policies as set forth in the Land Use Element of the General Plan. Furthermore, the Circulation Element update does not provide for the future extension of roadways or other circulation infrastructure to areas that are not currently served by an extensive circulation network. This project would not induce substantial population growth.

The proposed Circulation Element includes reclassification of some roadway segments to add lanes to handle future traffic projections. Additional right-of-way needs cannot be determined until the actual project design phase, when a variety of geometries can be examined for costs/benefits; therefore, the environmental effects that might be associated with potential future roadway widening will be determined through subsequent project-level assessments. Recommended improvements to one or more intersections might require acquisition of additional right-of-way, which could potentially affect one or more residentially developed properties that abut the needed right-of-way. Further analysis is required in an EIR to determine potential impact levels and to identify measures to avoid or offset potential impacts that could result in displacement of any housing units.

III. GEOLOGY AND SOILS. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking? (Sources: 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction? (Sources: 13, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides? (Sources: 13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 13, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: N/A) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The Circulation Element update does not have the potential to expose residential, commercial, or industrial development to geologic hazards because it does not include a land use component that could result in potential future development. Furthermore, the proposed Circulation Element will not have any geologic hazard or soils related effect on existing roadway or traffic control facility because it will not result directly in a physical change to the circulation system. It does include, however, the potential for future upgrades to roadways that could be damaged by geologic hazards. According to the City’s General Plan and the latest State Seismic Hazard Zone Maps, portions of the City are subject to impacts related to fault rupture, liquefaction, subsidence, expansive soils, and strong ground shaking. Future potential improvements to Summit Drive would occur within the Newport-Inglewood (North Branch) Fault Alquist-Priolo Fault Rupture Zone. Future potential improvements to Goldenwest Street and Edinger Avenue could be subject to high-very high liquefaction potential and improvements to Varsity would be subject to very high liquefaction potential. These hazards have the potential to separate, collapse, buckle, and otherwise damage future roadway and intersection upgrades and associated infrastructure. According to the State Seismic Hazard Zone Maps, there is no place in Huntington Beach where a significant hazard for seismically induced landslides occurs. Although some future roadway and intersection improvements could be subject to geologic hazards, these facilities are not considered ‘critical’ or ‘sensitive’ in the way that housing, hospitals, fire departments, and other facilities are. Nonetheless, future roadway improvements will be designed and constructed to mitigate unstable ground conditions, in accordance with routine practices for street construction projects. Common methods for remediation of potential geologic hazards include over-excavation and recompaction of soils, reinforcement of foundational structures, and replacement of unstable soils with suitable fill material. Continuation of the standard street design and construction practices will minimize potential damage to street improvements associated with geologic hazards and soils constraints, and would reduce impacts to less than significant.

The Circulation Element update will not result in the potential expanded use of septic tanks because it does not include a land use component that could include a septic tank or leach fields for wastewater disposal. No soil-based wastewater disposal systems would be required to support any future circulation system improvements.

IV. HYDROLOGY AND WATER QUALITY.

Would the project:

- | | <i>Potentially Significant Impact</i> | <i>Potentially Significant Unless Mitigation Incorporated</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|---|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Sources: 14, 18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Sources:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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: 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount or surface runoff in a manner which would result in flooding on or off-site? (Sources: 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? (Sources: 14, 18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| k) Potentially impact stormwater runoff from construction activities? (Sources: 14, 18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| l) Potentially impact stormwater runoff from post-construction activities? (Sources: 14, 18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: N/A) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 14, 18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 14, 18)
- p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 14, 18)

Discussion:

Water Quality, Wastewater Discharge Requirements, and Erosion Control

The City’s roadway network is well established and will not change or be expanded, in terms of new roads, new bridge structures, realignments, etc. by the updated Circulation Element. No new sources of urban runoff should occur as a result of the Circulation Element. Additional roadway surfaces would eventually be created as part of future segment widenings and future intersection improvements. These would occur adjacent to existing street surfaces and would add a minor amount of additional impervious surface that would have a less than significant impact involving increased street runoff. Some alterations to existing drainage facilities and/or installation of new drainage facilities may occur as part of future streets and intersection improvements; however, these would not involve any significant modifications to the City’s drainage network.

The National Pollution Discharge Elimination System (NPDES) program prohibits the discharge of any pollutants into surface waters and requires any jurisdiction operating a storm drain system to protect surface waters through implementation of Best Management Practices (BMPs). BMPs range from educational programs to structural devices that are designed to prevent pollution from entering the storm drain system. The City implements the NPDES regulations through a Municipal Separate Storm Sewer System (MS4) permit, issued by the Santa Ana Regional Water Quality Control Board. Specifically, the City regulates discharges from existing and new and significant redevelopment through Chapter 14.25 (Storm Water and Urban Runoff Management) of the Municipal Code. Any expansion of future roadways or intersections will be required to implement water quality BMPs. Common construction BMPs include sandbagging and screening of catch basins to prevent discharges and installation of silt screening to prevent off-site flows of sediments. Common operational BMPs for roadways include installation of traps within catch basins to collect trash and other debris and street sweeping to remove sediment and other pollutants from the roadway surface. The proposed project would not change or conflict with the City’s street sweeping, catch basin/inlet cleaning, and other street and storm drain maintenance programs. Increased runoff associated with future street improvements; therefore, would not result in significant pollutant discharges or violations of water quality standards. Impacts involving changes in hydrology and water quality would be less than significant.

The Orange County Sanitation District (OCS&D) operates two wastewater treatment facilities, both that serve the City. Waste discharge requirements establish limitations of the pollutant loading of effluent discharges to ensure that the beneficial uses of receiving water bodies are not impacted. The Circulation Element update will not impact the ability for either wastewater treatment facility to comply with discharge requirements because potential future roadway and intersection expansion projects will not discharge into the sewer system nor does the proposed Circulation Element include a land use component that could result in future development.

Drainage

Improper control and conveyance of stormwater flows can result in localized or widespread flooding. Due to Huntington Beach’s built-out nature, potential future roadway and intersection improvements will not result in substantial changes to existing drainage patterns. When a rain storm occurs, streets convey runoff to catch basins and culverts via curb and gutter, a process that will continue in the future. Future potential roadway widening or intersection improvements could require construction of new curb and gutter and installation of new catch basins and possibly other drainage facilities. Future drainage control devices will be subject to the construction standards of the Public Works Department, as adopted under Chapter 12.10

(Standard Specifications for Public Works Construction) of the Municipal Code. Standard plan series 300 specifically addresses the design and construction of storm drain structures, including those that are constructed within street improvements. Future construction of storm drain facilities will be funded through fees collected pursuant to Section 14.48.080 (Drainage Fees) of the Municipal Code. Impacts associated with the capacity, design, and construction of drainage devices will be less than significant.

Flooding and Inundation

The Circulation Element update does not include a land use component that could result in future development; therefore, no housing or other habitable structures will be placed within an area subject to flooding, seiche, mudflow, or tsunami as a result of the Circulation Element update. Potential future roadway improvements to Goldenwest Street, Edinger Avenue, and a number of intersections could be constructed within areas subject to 100-year flooding; however these facilities will be designed to convey floodwaters in order to protect structures from flooding. Future street and intersection improvements will be designed to comply with the storm drain design criteria specified in the City’s Storm Drain Master Plan, and this will provide an adequate level of flooding protection. According to the 1995 General Plan EIR, the City is potentially subject to inundation should the Prado Dam fail (located near Corona, California). However, the General Plan EIR found impacts to be less than significant with mitigation incorporated, which involves coordination with the County of Orange and State Division of Safety and Dams for dam safety and risk assessment. The proposed Circulation Element will not interfere with City efforts to ensure safety from dam failure related inundation; therefore impacts will continue to be less than significant. The street system does serve as a primary emergency evacuation route in the event of an impending tsunami event.

Groundwater Resources

Streets and highways within the Circulation Element network do not require water supplies to function, except with respect to irrigation of median and parkway landscaping. The City presently irrigates landscaping within street rights of way with water supplied by the City’s Water Division. The City currently does not utilize any reclaimed water and there are no plans for use of reclaimed water in the foreseeable future. Approximately 67 percent of the City’s water supply is typically drawn from local groundwater sources though this figure can vary seasonally. Future streets and intersection improvements undertaken to implement the proposed Circulation Element Update could increase the amount of landscaping and associated irrigation requirements served from the City’s water supplies. Any future landscaping projects would be subject Chapter 14.52 (Water Efficient Landscape Requirements) of the Municipal Code. These regulations require water efficient design of landscaping based on calculation of maximum applied water allowances and estimated water usage. Additional guidelines are provided for irrigation and plant palette design to maximize the climatic, geologic, and topographic features of a site, thereby increasing water efficiency. Adherence to the standards of the City’s water efficient landscape requirements will minimize irrigation water needs for potential future median and parkway landscaping, thereby reducing impacts to groundwater to less than significant.

<p>V. <u>AIR QUALITY.</u> The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:</p>		<i>Potentially Significant</i>	<i>Potentially Significant</i>	<i>Less Than Significant</i>	<i>No Impact</i>
	<i>Potentially Significant Impact</i>	<i>Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>		
a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 8, 20)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 1,8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- c) Create objectionable odors affecting a substantial number of people? (Sources: N/A)
- d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 8)
- 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: 8, 20)

Discussion:

Ambient air quality is affected by pollutants emitted from stationary and mobile sources. Stationary sources are often divided into point sources and area sources. Point sources consist of one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial processing plants. Area sources are widely distributed and consist of many small emission sources. Mobile sources refer to emissions from motor vehicles, including tailpipe, evaporative, and fugitive emissions. Air pollutants emitted by stationary and mobile sources are regulated by federal and state law. These regulated pollutants are known as “criteria air pollutants,” and are emitted as primary and secondary pollutants.

Huntington Beach is located in the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD prepares the regional Air Quality Management Plan (AQMP) in cooperation with the California Air Resources Board (CARB) and the Southern California Association of Governments. CARB is responsible for mobile source emissions throughout the State while Districts are responsible for addressing stationary emissions sources. Air quality standards are set by State and Federal clean air regulations. At the Federal level, the Clean Air Act (CAA) provides the Environmental Protection Agency (USEPA) with the authority to set National Ambient Air Quality Standards (NAAQS) for “criteria” pollutants. Criteria pollutants are those pollutants for which a regulatory standard has been established for maximum levels of emissions to protect human health and address other concerns. The California Clean Air Act (CCAA) of 1988 sets stricter standards on criteria pollutants and adds additional pollutants and standards. The SCAB is currently designated as nonattainment status for various criteria pollutants, as summarized in Table 3 (SCAB Attainment Designations).

**Table 3
SCAB Attainment Designations**

Criteria Pollutant	State Designation	Federal Designation
Ozone (1-hr)	Extreme Nonattainment	N/A
Ozone (8-hr)	Nonattainment	Nonattainment
PM10	Nonattainment	Nonattainment
PM2.5	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfates	Attainment	N/A
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Hydrogen Sulfide	Unclassified	N/A
Visibility Reducing Particles	Unclassified	N/A
Source: USEPA, CARB 2009		

On June 1, 2007, the SCAQMD's Board of Directors approved the 2007 Air Quality Management Plan. This plan focuses on bringing the SCAB into attainment with the ozone and PM2.5 standards. The objective is to attain the federal PM2.5 standards by 2014 and the ozone standards by 2023. The plan includes a wide range of proposed rules and regulations that need to be implemented to achieve the AQMP's objectives.

The 2007 AQMP adopts short-, mid-, and long-term control measures to reduce emissions of criteria pollutants from the major mobile and stationary sources. Control measures to reduce transportation-related emissions are primarily technology based, i.e. direct emissions controls, "clean" fuel mixture standards, and other specified performance standards. Additional controls measures from the South California Association of Government's Regional Transportation Plan have been integrated into the AQMP to address transportation and traffic related air quality impacts. Additional analysis in an EIR will be required to determine if the proposed Circulation Element is consistent with AQMP transportation control measures.

The proposed Circulation Element is designed to accommodate long range traffic volumes to minimize congestion problems, and would not, in and of itself, generate any stationary or mobile sources of air emissions. However, further analysis in an EIR is required to determine if potential future changes to the circulation system would affect long-term traffic volumes or distribution in such a way that achievement of target limits for criteria pollutants and air quality standards could be impeded.

Construction of roadway and intersection improvements may produce short-term odors, that some may find objectionable, e.g., the odor of tar in asphalt surface applications. These temporary impacts are common in any urban environment and considered to be less than significant effects. Long term operation of street improvements would not result in the production of objectionable odors.

VI. TRANSPORTATION/TRAFFIC. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections? (Sources: 17) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Sources: 21) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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: 22, 23, 33) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? (Sources: 14) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- f) Result in inadequate parking capacity? (Sources: 2)
- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1)

Discussion: The proposed Circulation Element is designed to accommodate projected increases in traffic levels over the long-term. Future traffic increases and the potential congestion impacts on the existing and planned streets and highway network will be analyzed in an EIR. The Orange County Master Plan of Arterial Highways (MPAH) is the county-wide plan guiding development of major arterial roadways and highways throughout the County. Several modifications to MPAH classifications are included in the proposed Circulation Element. These changes will be assessed to ensure that significant impacts along affected MPAH links do not occur. Components of the Orange County Congestion Management Plan roadway network occur within Huntington Beach and further analysis is required to assess whether the proposed Circulation Element could create conditions that would exceed CMP level of service standards.

There are currently eight heliports or helipads and no airports, public or private, located within the city. Two heliports are owned and operated by the City, the remaining are managed by private operators. Local heliports are used mainly for air ambulance, business, emergency and police purposes. The City regulates land use in the vicinity of heliports pursuant to the Orange County Airport Land Use Commission (ALUC) Airport Environs Land Use Plan for Heliports (AELUP). The AELUP sets land use and design criteria for areas surrounding the heliports to address noise and safety issues. The proposed Circulation Element does not include plans for additional heliports nor does it contain policies that would conflict with the implementation of the AELUP; therefore, no assessment of potential impacts involving changes in air traffic patterns is required. Future street improvements that implement the proposed Circulation Plan would be designed and built in accordance with the safety-based design criteria adopted by the Public Works Department, pursuant to Chapter 12.10 (Standard Specifications for Public Works Construction) of the Municipal Code. Furthermore, the Circulation Element update does not include a land use component and therefore will not result in the land use conflicts that could create unsafe roadway conditions. The Circulation Element update will result in less than significant impacts associated with potential safety risks due to roadway design or incompatible uses.

The proposed Circulation Element will not result in the need for expanded parking services because it does not include a land use component that would require the potential future provision of parking. The Circulation Element update contains Policies CE 6.1 through CE 6.4 supporting the provision of adequate parking, and alternative parking arrangements. The proposed Circulation Element will not result in adverse impacts associated with inadequate parking.

Future development will be subject to the provisions of Chapter 17.56 (Huntington Beach Fire Code) of the Municipal Code that requires sufficient access for operations of a fire suppression crew to any building from within 150 feet of a fire hydrant. Proposed changes to the MPAH include deleting the previously planned extension of Hamilton Avenue and the previously planned connection between Graham Street and Talbert Avenue. These will be analyzed to determine if emergency response times could be negatively affected as a result of roadways not being built.

The proposed Circulation Plan will not interfere with any City policies on the provision of alternative transportation. The existing General Plan Circulation Element sets goals and policies supporting pedestrian and bicycle facilities and bus travel as alternatives to driving. Specifically, Policies 6.1.1 through 6.1.6 support alternative transportation by providing for an integrated network of pedestrian and bicycle facilities linked to bus routes focusing on the safety and convenience of alternative transportation users. These policies have been carried over into the proposed Circulation Element as Policies CE 7.1 through CE 7.5. While no conflicts with alternative transportation plans and programs are anticipated, further discussion of the characteristics and benefits of the proposed Circulation Element policies will be provided in the EIR.

VII. BIOLOGICAL RESOURCES. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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| 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: 25,26) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: 24) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 24) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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: 15,16) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: Critical Habitat for the Federally Threatened Western Snowy Plover is located within the Bolsa Chica wetlands area in unincorporated Orange County and at the mouth of the Santa Ana River. The United States Fish and Wildlife Service (USFWS) administers a Recovery Plan for this species along the coast of California, including the Bolsa Chica area. The primary objective of the Recovery Plan is to remove the Western Snowy Plover from the threatened species list by increasing population numbers distributed across the range of the Pacific coast, conducting intensive ongoing management for the species and its habitat and developing mechanisms to ensure management in perpetuity, and monitoring populations and threats to determine success of recovery actions and the refinement of management actions. The Recovery Plan does not include any measures that would be affected by management or expansion of the City’s street network. Impacts to the critical habitat of the Western Snowy Plover would, therefore, be less than significant.

A variety of wetlands and riparian habitat occurs in the City, primarily in the coastal zone. These water-based areas provide habitat for a variety of plants and wildlife species, some of which have special or recognized status pursuant to either Federal or State species protection acts, or both. Potential impacts could occur if future expansion of roadways were to reduce or damage viable wetlands or riparian habitat. Such potential impacts have been reduced somewhat through the proposed removal of planned extensions of Hamilton and Edinger Avenues that could have affected existing wetlands and/or riparian resources. Future intersection capacity improvements are recommended to address long range traffic increases at the intersections of Pacific Coast Highway and Goldenwest, Warner and Brookhurst. There are some water-based plant resources near each of these intersections. Specific intersection improvements haven't been designed and need not be designed for a number of years; therefore, the specific impact on such resources, if any, cannot be determined at this time. Nonetheless, the EIR will provide a preliminary assessment of impact potential and ways to avoid impacts to protected wetlands or riparian resources.

The existing roadway network does not affect any wildlife movement, migratory fish patterns, or wildlife nurseries. Furthermore, the proposed Circulation Element will not interfere with wildlife movement, migratory fish patterns, or wildlife nurseries because such areas do not occur in the vicinity of any future potential roadway or intersection improvement. Therefore, no potential impact due to future potential roadway or intersection improvement within any of these types of areas could occur.

The City has no local ordinance protecting biological resources and there are no HCPs, NCCPs, or other approved habitat conservation plans within the Huntington Beach planning area. Therefore, no conflict with any such plans will occur.

VIII. MINERAL RESOURCES. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There are no mineral resource recovery sites identified in the City's existing General Plan. Therefore, the proposed Circulation Element could not result in the loss of any known mineral resource. In addition, the Circulation Element update is not anticipated to affect access to oil reserves. No impact will occur.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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: 22) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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: 22) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: 35) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The use, transport, management, and disposal of hazardous materials and wastes are regulated by numerous Federal and State regulations, including the following:

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA): Federal law that ranks contaminated sites that pose a substantial environmental health risk and then provides funds for clean-up.
- Superfund Amendments and Reauthorization Act (SARA): Federal law that establishes joint Federal and State planning committees that collect material and waste handling data to plan response methods for accidental releases.
- Hazardous Materials Transportation Act: Federal law that sets extensive statutory regulations for the transportation of hazardous substances.
- Resource Conservation and Recovery Act (RCRA): Federal law that sets regulations for the handling, transport, and disposal of hazardous waste that includes extensive tracking requirements.
- Hazardous Waste Control Law (HWCL): State statute that sets regulations for the handling, transport, and disposal of hazardous waste. California law exceeds Federal RCRA regulations by requiring source reduction planning and includes more extensive coverage of activities and wastes.

- California Code of Regulations: Title 22 contains all applicable State and Federal laws governing hazardous wastes in the State. Title 22 is more stringent and broader in its coverage of wastes than Federal law.

Since it would not govern any land development or redevelopment activities, the Circulation Element update would not result in the siting of any buildings on a contaminated site. Project-level environmental site assessments would occur at the pre-design stage of future street or intersection improvement projects to confirm that there is no evidence of hazardous substance contamination within the proposed construction footprint, and to identify appropriate remedial measures, if needed, to remove such contamination in accordance with state and/or federal standards. No further assessment is required for the proposed circulation planning program. The existing Circulation Element identifies arterials designated for truck traffic including Goldenwest Street, Beach Boulevard, Edinger Avenue, and Warner Avenue, among others. These roadways are likely to carry the bulk of hazardous materials and wastes within the City. The proposed Circulation Element does not propose to modify any existing truck route and therefore no significant change in the transport pattern of hazardous materials and wastes within the City will occur as a result of the Circulation Element update. Potential future expansion of roadways and intersections could require some use of hazardous materials or the production of hazardous wastes during the construction process. Significant impacts are not anticipated; however, because standard public works construction practices include compliance with hazardous materials transport, storage and waste disposal regulations, as well as precautions to prevent and contain release of hazardous materials.

The proposed Circulation Element will govern the planning and implementation of the ground transportation system in Huntington Beach and would have no effect on any air traffic patterns. As such, this project would have no effect involving air traffic safety hazards.

The City has a comprehensive Emergency Management Program that includes all elements necessary to respond quickly and effectively to major emergencies. These elements include: an Emergency Management Plan, Emergency Operations Center, Emergency Management Team, Public Safety Officers, Employee Safety Officer Program, Public Education Program, and trained volunteers. The proposed Circulation Element will not interfere with the implementation of this program. Potential future roadway and intersection expansions are likely to improve emergency response or evacuation procedures by improving traffic flows and intersection maneuverability. However, there may be temporary lane closures during construction of street improvement projects. Therefore, no significant impact to the City's Emergency Management Program will occur.

There are currently no State-designated wildland fire hazard areas within Huntington Beach. The proposed Circulation Element update would have no impact involving wildland fire hazards.

<u>X. NOISE.</u> Would the project result in:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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: 14, 23)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 14, 23)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

in the project vicinity above levels existing without the project? (Sources: 14,23)

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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: 14,23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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:11,22,23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 11,22,23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: Vehicular traffic is the most pervasive noise source in the planning area and the highest ambient noise levels occur along the major streets, arterials, and highways. The City has established noise level policies in the Noise Element of the General Plan. Policy N 1.2.1 establishes a 60 dB(A) Ldn exterior noise limit and a 45 dB(A) Ldn interior noise limit for ‘sensitive uses’ that includes housing, health care facilities, schools, libraries, and religious facilities. Existing noise levels along portions of the City’s circulation network exceed the 60 dB(A) Ldn policy for adjacent noise sensitive uses (General Plan Noise Element).

The proposed Circulation Plan is designed to accommodate increasing traffic volumes generated by population and economic growth, over the next 20 to 30 years. Increased traffic volumes and future street widening that provide additional traffic capacity could increase permanent noise levels along roadways. This could result in significant impacts along segments where noise levels currently exceed the City’s land use/noise compatibility policy, and possibly other segments that are at or near the levels identified in Policy N 1.2.1. Increased truck traffic along designated truck routes would contribute to increased roadway noise levels and could also increase the level of ground vibration along those routes. Further analysis is required to estimate roadway noise levels and groundborne vibration based on long range traffic forecasts and the roadway classifications identified in the updated Circulation Element.

Periodic increases in local noise levels would occur during construction of future street improvements; however, this would occur during a normal construction work day and all activities would be subject to all routine construction control measures to minimize noise intrusion on nearby properties. No significant impacts are expected as a result of temporary or periodic increases in noise levels. The Circulation Element would not result in noise impacts associated with any heliport or airport because it governs ground-level transportation modes and would not result in additional persons residing or working within the planning area of any AELUP.

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:

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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| a) Fire protection? (Sources: 23) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

- b) Police Protection? (Sources: 23)
- c) Schools? (Sources: 23)
- d) Parks? (Sources: 23)
- e) Other public facilities or governmental services? (Sources: 23)

Discussion: By providing a roadway network designed to handle projected increases in traffic volumes, the proposed Circulation Element would help minimize traffic congestion that could slow down response times by police and fire crews. The Circulation Element update is focused on building and maintaining an efficient, multi-modal transportation network that will accommodate growth. Existing police stations, fire stations, public schools, parks and other government facilities will not be affected by implementation of the proposed long range roadway network, or by the proposed measures to facilitate pedestrian, transit, and bicycle mobility. Proposed revisions to the MPAH include deletion of a previously planned extension of Hamilton Avenue and a previously planned connection between Graham Street and Talbert Avenue. These changes might negatively affect fire department response times that could potentially require construction of new facilities to maintain desired fire protection levels of service. This will be examined in the EIR. Future roadway and intersection improvements would require regular maintenance services provided by the City's Public Works Maintenance Division. Since the future improvements would occur along existing streets and intersections, the amount of increased maintenance would be minor and would not require expansion of any municipal maintenance facilities. Therefore, impacts associated with the provision of street maintenance services will be less than significant.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 23)

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The City's vehicular, bicycle, and pedestrian circulation networks do not generate wastewater and do not affect any wastewater treatment facilities; thus, the proposed project would have no effect on wastewater treatment requirements or wastewater collection or treatment facilities. The City presently irrigates landscaping within street rights of way with potable water supplied by the City's Water Division. Future street improvements undertaken to implement the proposed project would include additional landscaping and associated irrigation, particularly along elements of the scenic highway plan that are designed to beautify roadway segments through enhanced landscape treatments. Any future landscaping projects would be subject to Chapter 14.52 (Water Efficient Landscape Requirements) of the Municipal Code that is designed to minimize use of water resources related to irrigation. No additional water resources or entitlements would need to be acquired to serve any additional irrigation needs for future roadway landscaping. Impacts will be less than significant.

The proposed Circulation Element will not result in a permanent increase in waste streams that require processing at a landfill because it will not result in any population or employment increases. Potential future roadway and intersection improvements could result in new or expanded public landscaping that could increase waste streams due to the production of green waste. The City recycles all green wastes associated with public landscaping maintenance practices, and therefore any future green waste would be diverted from landfills. Future potential improvement of roadways and intersections could result in the production of solid waste and debris; however such materials would be required to be disposed of in accordance with the City's solid waste disposal regulations. Impacts to landfill capacity will be less than significant.

Future street improvements could require relocation and/or reconstruction of local storm drains, water and sewer lines and local 'dry' utilities facilities. Additionally, future improvements could require installation of stormwater treatment devices as required by the City's NPDES permit to implement BMPs. The proposed Circulation Element does not authorize any specific street improvement; therefore, the need for associated utilities improvement will be determined at the engineering design phase for each project. Alterations of local drainage and dry utilities facilities is a common aspect of street construction and typically do not result in any unique or more intensive construction impacts than other construction activities. Compliance with routine construction practices will sufficiently mitigate temporary impacts involving alterations to drainage structures and dry utilities. No further assessment is required for the proposed Circulation Element update.

XIII. AESTHETICS. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Pacific Coast Highway (PCH) is an eligible state scenic highway but has not been officially designated within the City of Huntington Beach. No alterations to this highway are proposed as part of the updated Circulation Element, except for potential intersection enhancements at the existing intersections with Warner Avenue, Goldenwest Street, and Brookhurst Street. None of the other state or federal highways in Huntington Beach are designated as scenic routes, and none of the City’s arterial streets are designated as such. Typical roadway and intersection improvements would not substantially alter any scenic vista or visual resource, since they are constructed mainly at the ground level, along with some relatively thin vertical structures such as street lights, stop lights, and signage. Often, these vertical elements would replace or relocate existing elements of the same type. The updated Circulation Element would not result in any significant impacts along a scenic highway or other scenic route.

Depending on right-of-way needs for future capacity-adding street improvements, some alteration to built or natural features could be required. Since no new roadway segments or intersections are proposed in areas where a roadway doesn’t already exist, such improvements would have a less than significant effect on the visual character of the affected sites and surroundings.

Future potential expansion of roadway segments and intersections could require installation of new or upgraded streetlights. Any new or modified streetlights will be subject to the Street Lighting Standards of the Public Works Department (Standard Plan 411), which require shielding and directing the illumination onto the roadway surface so as not to impact adjacent properties. Impacts associated with light and glare will be less than significant.

XIV. CULTURAL RESOURCES. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1)
- c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 1)
- d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1, 28)

Discussion: Future street and intersection improvements included in the proposed Circulation Plan would not adversely affect any of the archaeological or historical resources identified in the City’s General Plan, Historic and Cultural Resources Element. There is a limited possibility that construction of future street improvements could impact undiscovered subsurface cultural or paleontological resources within previously undisturbed soil materials. To ensure that potentially significant resources are not accidentally destroyed, the City will examine alternative pre-construction and construction control measures as part of the EIR, and identify one or more that are considered practical and cost effective. .

The potential exists that as yet undiscovered human remains could be encountered during future intersection and roadway improvements undertaken to implement the proposed Circulation Element. If suspected human remains are encountered, the contractor would be required to notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she would contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Less than significant impacts are anticipated in this regard.

<u>XV. RECREATION.</u> Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Affect existing recreational opportunities? (Sources: 31)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The proposed Circulation Element update will not result in the increased use or degradation of existing recreation facilities because the Circulation Element update does not include any land use component or land altering activity that would result in population growth. Furthermore, there are no proposed recreation facilities or expansion of existing recreation facilities associated with the Circulation Element update. Therefore, the proposed Circulation Element will not cause environmental impacts associated with

the use, construction, or expansion of recreational facilities.

Some future roadway improvements may involve work along the frontage of a public park; however, vehicular access to the park would be maintained at all times and the street improvements would not require closure or elimination of any existing recreation spaces.

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:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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: 29)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There is no Prime Farmland or Farmland of Statewide Importance located within the City. Unique Farmland as defined by the Farmland Mapping and Monitoring Program (FMMP) is located within the northeastern and eastern portions of the City within the right-of-way of a Southern California Edison (SCE) easement. However, none of the future potential intersection or roadway improvements are located near these areas. Therefore, no impact to Unique Farmland will occur. There are no Williamson Contracts located within the City, therefore no impact could occur. The long range intersection and roadway improvements identified in the updated Circulation Element would not result in the conversion of agricultural uses to non-agricultural uses because said improvements do not occur in vicinity of any agricultural land uses.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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, 15-16, 23-26)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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, 8, 20)
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1, 8, 14, 17, 20-21, 23, 31)

Discussion:

The proposed Circulation Element has some potential to degrade the quality of the environment due to potential impacts to wetlands and riparian habitat as discussed in Section VII (Biological Resources).

The proposed Circulation Element is intended to safely and efficiently manage long range increases in traffic volumes throughout the City’s circulation network. Further analysis is required to determine whether such traffic volumes and patterns could result in cumulatively considerable air quality and traffic impacts. Projected vehicular emissions, proposed congestion management policies, and proposed alternative travel mode strategies are to be evaluated within the context of the Air Quality Management Plan for the South Coast Air Basin. Projected traffic volumes and levels of service are to be evaluated in the context of the Orange County Congestion Management Plan, and the Orange County Master Plan of Highways.

Many of the world’s leading scientific experts agree that greenhouse gases (GHGs) generated by human activities affect climate by increasing the "greenhouse effect." The gases concentrate in the Earth’s atmosphere and trap heat by blocking some of the long-wave energy the Earth normally radiates back to space. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. These activities are increasing the greenhouse gases in the Earth’s atmosphere and could be accelerating global climate change. The primary source of GHG emissions related to the proposed Circulation Element update would come from motor vehicles traveling within the circulation system. Temporary GHG emissions would occur from intersection and roadway construction activities. Although no one project could be said to result in global climate change, incremental increases in GHG emissions over the long-term could constitute a cumulatively considerable impact. An analysis of potential impacts and mitigation measures involving greenhouse gas emissions is required to assess consequences resulting from forecasted long range traffic volumes and the distribution of such volumes in accordance with the proposed Circulation Element. Long term management of the City’s vehicular circulation system and alternative travel programs would not interfere with any future federal, state, or local efforts to adapt to potentially harmful effects of climate change.

Further analysis of potential environmental consequences and development of measures to mitigate any significant effects that may be identified is required to address the issues identified above. An environmental impact report (EIR) will be prepared to document this additional analysis.

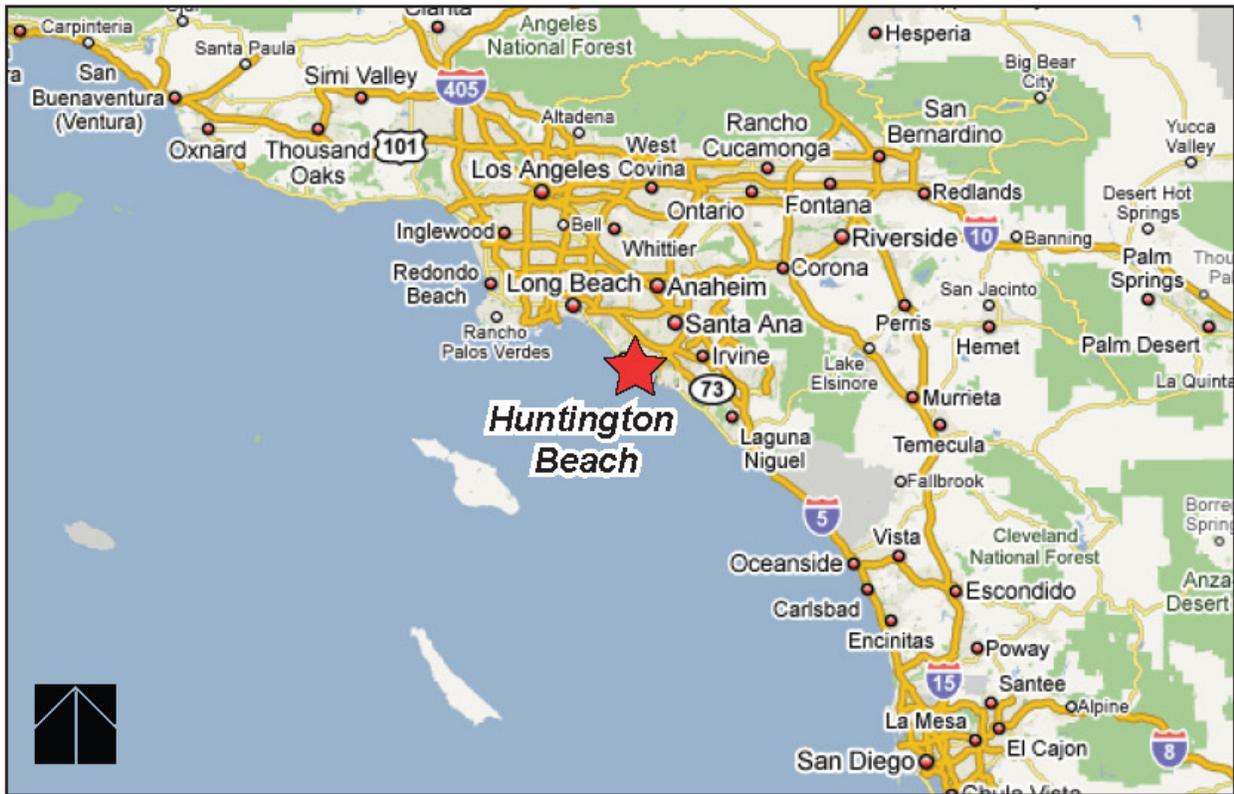
XVIII. EARLIER ANALYSIS.

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 Street
2	City of Huntington Beach Zoning and Subdivision Ordinance	“
3	Planning Area	See Attachment B
4	Proposed Circulation plan	See Attachment A & C
5	Proposed Roadway and Intersection Upgrades	See Attachment D-F
6	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3 rd Floor 2000 Main Street
7	FEMA Flood Insurance Rate Map (February 18, 2004)	“
8	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	“
9	City of Huntington Beach CEQA Procedure Handbook	“
10	Trip Generation Handbook, 6 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	Status of NCCP Planning Efforts	http://www.dfg.ca.gov/habcon/nccp/status.html [April 6, 2009]
16	Habitat Conservation Plans as of April 6, 2009	http://ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servelets.PlanReport [April 6, 2009]

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
17	Orange County Master Plan of Arterial Highways	http://www.octa.net/arterial_highways_overview.aspx [April 6, 2009]
18	Water Quality Control Plan	http://www.swrcb.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml [April 6, 2009]
19	California Coastal Act	http://ceres.ca.gov/wetlands/permitting/cca.html [April 7, 2009]
20	State and National Attainment Status Maps	http://www.arb.ca.gov/desig/adm/adm.htm [April 7, 2009]
21	Orange County Congestion Management Plan	http://www.octa.net/ctfp/Final%20CMP%202003%20Document.pdf [April 7, 2009]
22	Orange County ALUC Airport Environs Land Use Plan for Heliports	http://www.ocair.com/aboutJWA/airport_land_use_commission.htm [April 7, 2009]
23	Proposed Circulation Element	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3 rd Floor 2000 Main Street
24	USFWS Wetlands Mapper	http://www.fws.gov/wetlands/Data/Mapper.html [April 8, 2009]
25	Federal Register: Designation of Critical Habitat for the Pacific Coast Population of the Western Snowy Plover; Final Rule	http://www.fws.gov/arcata/es/birds/WSP/plover.html [April 8, 2009]
26	Recovery Plan for the Pacific Coast Population of the Western Snowy Plover	http://www.fws.gov/arcata/es/birds/WSP/plover.html [April 8, 2009]
27	California Natural Diversity Database	http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp [April 8, 2009]
29	California Farmland Mapping and Monitoring Program	http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx [April 22, 2009]
30	Agricultural Preserves 2004, Williamson Act Parcels, Orange County, California	ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/Orangerange/ [April 22, 2009]
31	Community Facilities Map	City of Huntington Beach Community Services Department
32	Officially Designated State Scenic Highways and Historic Parkways	http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm [April 8, 2009]
33	Airport 5010 and Contact Information	http://www.faa.gov/airports_airtraffic/airports/airport_safety/airportdata_5010/ [April 27, 2009]
34	1995 General Plan EIR	City of Huntington Beach Planning Department
35	California Fire Hazard Severity Zones Map	http://frap.cdf.ca.gov (November 2007)



Regional Context Map



Vicinity Map



Exhibit A: Regional Context and Planning Area

Huntington Beach Circulation Element
 Huntington Beach, CA
 July, 2009

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LEGEND

- Smart Street (8-lane roadway)
- Major (6-lane divided roadway)
- Primary (4-lane divided roadway)
- Secondary (4-lane undivided roadway)
- Collector (2-lane undivided roadway)
- Reserve Right-of-Way
- City Incorporated Area
- Major Highways



Exhibit B: Proposed Circulation Plan

Huntington Beach Circulation Element
 Huntington Beach, CA
 July, 2009

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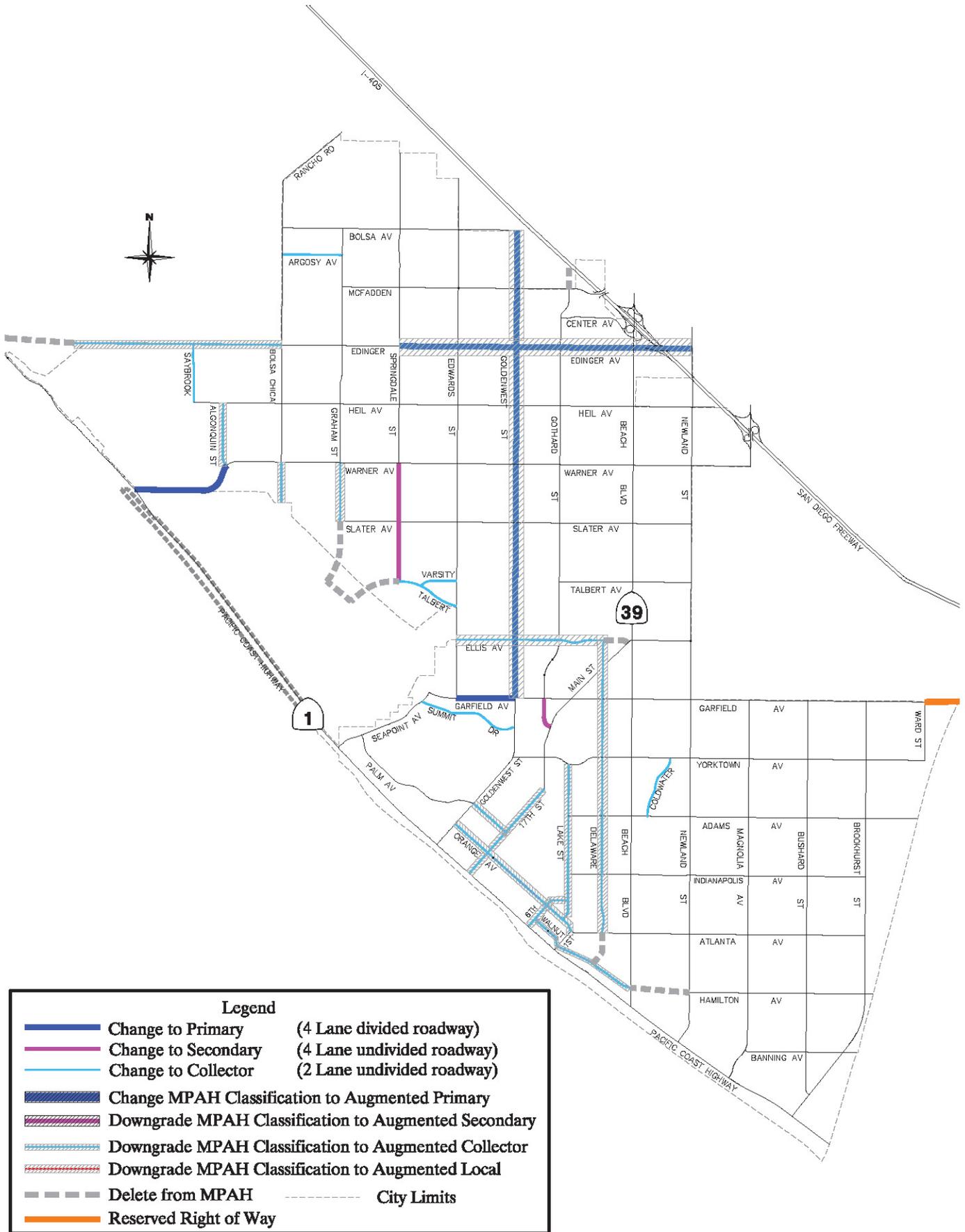


Exhibit C: Proposed Changes to Circulation Plan

Source: Austin-Foust Associates, Inc. 2009

Huntington Beach Circulation Element

Huntington Beach, CA

July, 2009



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Exhibit D: Proposed Changes to MPAH

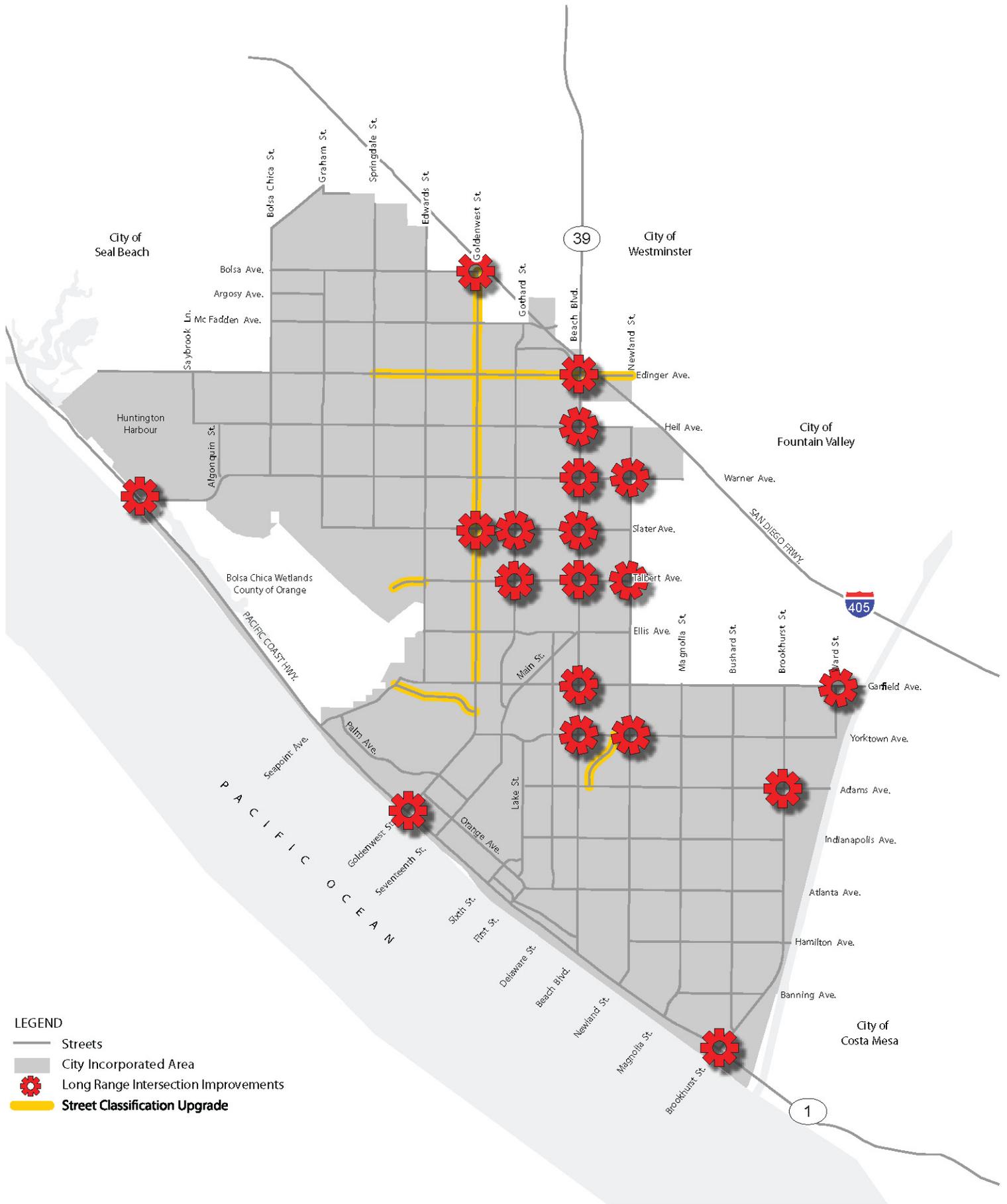
Huntington Beach Circulation Element

Huntington Beach, CA

July, 2009



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LEGEND

-  Streets
-  City Incorporated Area
-  Long Range Intersection Improvements
-  Street Classification Upgrade

Exhibit E: Proposed Long Range Capacity Improvements

Huntington Beach Circulation Element
 Huntington Beach, CA
 July, 2009



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Exhibit F: Draft Circulation Element

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Legislative Draft
Huntington Beach Circulation Element



Legislative Draft
Huntington Beach Circulation Element



Prepared for:
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Attn: Mary Beth Broeren, AICP
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(714) 536-5271

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMP	Congestion Management Program
FAA	Federal Aviation Administration
I-405	Interstate 405 (San Diego Freeway)
ICU	Intersection Capacity Utilization
ITS	Intelligent Transportation System
LOS	Level of Service
LRTP	Long Range Transportation Plan
M2	Renewed Measure M
MPAH	Master Plan of Arterial Highways
NEVs	Neighborhood Electric Vehicles
NPDES	National Pollutant Discharge Elimination System
OCTA	Orange County Transportation Authority
PEZs	Pedestrian Enhancement Zones
RCP	Regional Comprehensive Plan
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SR-1	State Route 1 (Pacific Coast Highway)
SR-39	State Route 39 (Beach Boulevard)
TARs	Technical Administrative Reports
TCR	Transportation Concept Report
TDM	Transportation Demand Management
V/C	Volume-to-Capacity Ratio

INTRODUCTION

Huntington Beach is an active, lively community that recognizes its circulation system is something more than just roads and the cars that drive on them. Huntington Beach's multi-modal circulation system includes bikeways, equestrian trails, sidewalks and jogging paths, and waterways, as well as the public transit services that transport people within the City and to more distant destinations. The City is connected to the region by Interstate 405, running southeast to northwest along the City's northern boundary, and by transit services provided by the Orange County Transportation Authority (OCTA).

The Circulation Element is the portion of the General Plan that describes and directs how people, goods, and services move within and through Huntington Beach. The Element describes various modes of transportation and the facilities they use. Through goals, policies, and implementation programs contained in this element, the City directs how the circulation system will be shaped to respond to the needs and desires of the community. These needs and desires include reducing and preventing traffic congestion, providing for pedestrian circulation, and planning for new transit opportunities. Huntington Beach is a dynamic city, and the Circulation Element provides the means for the circulation system to adapt to dynamic conditions.

This element is structured so that the general population may comprehend the context and principles for the circulation plan. The element begins this discussion with a broad description of the legal requirements for a circulation element, which include the purpose and scope. Along with the legal basis, technical aspects are important. Following the section on the purpose and scope of the circulation element, the element describes the tools used to measure traffic flow. This information is meant to aid the reader to understand references to these technical terms found throughout the text. The legal and technical information is followed by paragraphs describing related plans and programs. Descriptions are included because these plans and programs both affect and are affected by Huntington Beach's circulation choices. Finally, the discussion proceeds to the heart of the element's purpose: the circulation plan. The goals, policies, and implementation programs contained in the circulation plan are the tools that the City will use to maintain its dynamic circulation system.

PURPOSE OF THE CIRCULATION ELEMENT

California Government Code Section 65302(b) requires a circulation element in all general plans, as follows:

A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

The purpose of the Huntington Beach Circulation Element is to evaluate the long-term transportation needs of the City and present a comprehensive plan to accommodate those needs. The Circulation Element is the foundation for the City's efforts to manage and minimize traffic congestion, manage safety on roadways, and provide travel alternatives to the automobile, as well as better access to regional travel routes. Accomplishing these objectives requires effective land use planning, roadway monitoring and improvement, transportation system and demand management, regional coordination, and commitment of significant personnel resources. The policies and programs in this Element emphasize a balanced, multi-modal transportation system that responds to the demands of current and planned land uses, as set forth in the Land Use Element.

SCOPE AND CONTENT OF THE CIRCULATION ELEMENT

The Circulation Element is a mandatory component of the General Plan. The City must address major thoroughfares, transportation routes and various means of travel, terminals, and other local public utilities and facilities. Huntington Beach has chosen to address utilities within the Public Facilities and Public Services and the Utilities Elements. All other circulation issues are addressed in this Element, including:

- Regional Mobility
- Roadway Circulation
- Neighborhood Traffic Management
- Public Transportation
- Transportation Demand Management and Air Quality
- Parking
- Pedestrian, Bicycle, Equestrian, and Waterway Facilities
- Scenic Corridors

The Element addresses the physical circulation system consisting of streets, highways, bicycle routes, equestrian facilities, paths, and sidewalks, as well as available modes of transportation, including cars, buses, bicycles, and walking. How effectively goods and people move about in a community is one of the most pervasive issues a locality must address, as it affects land use, economic vitality, urban design, energy consumption, air quality, and ultimately, the City's infrastructure. Circulation decisions cannot be addressed solely at the local level, however; they must be coordinated with regional, State, and federal agencies, as well as with neighboring communities.

State planning law requires that the Circulation Element be consistent with other General Plan elements. As circulation affects such a wide range of issues, consistency with other elements is especially important. The elements most closely linked with the Circulation Element are Land Use and Noise. The development potential of vacant or underutilized properties throughout the City identified in the Land Use Element is the major factor in developing the future traffic volumes used to evaluate roadway adequacy in the Circulation Element. The transportation policies found in the Circulation Element are also directly linked to the programs and policies developed in the Noise Element. Transportation facilities are largely responsible for excessive noise levels in certain locations in the community. Projected noise distributions, depicted as noise contours in the Noise Element, are corollary to the Circulation Plan. Policies and plans contained in the Noise Element are largely based on the Circulation Element and are aimed at minimizing the effects of transportation noise on current and planned land uses.

Other elements, such as the Growth Management, Urban Design, and Air Quality Elements, are also related. The Growth Management Element takes into account the growth-inducing effects of roadway improvements, while the Urban Design Element works in tandem with the Circulation Element to shape how properties are developed within and near scenic corridors. The Air Quality Element presents policies and programs to reduce air pollution associated with vehicle trips.

MEASURING TRAFFIC FLOW

Roadway networks must be regularly evaluated to ensure they are moving vehicles efficiently and maintaining adequate capacity to support future growth. This element uses specific approaches to measure and describe traffic flow and roadway capacity. They involve a policy component with respect to desirable level of service (LOS) and a technical component that outlines the criteria involved.

VOLUME-TO-CAPACITY RATIO

The volume-to-capacity (V/C) measure consists of a ratio between how many vehicles travel on a roadway (volume) and the number of vehicles the roadway can carry (capacity). V/C ratios are calculated based on current or future traffic volumes and capacity values for various types of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future condition. Capacity refers to the vehicle-carrying ability of a roadway and is a critical component of roadway design. The higher the V/C ratio (approaching or above 1.00), the more congested the roadway becomes. For example, a roadway that carries 1,000 vehicles per hour but has the capacity to accommodate 2,000 vehicles per hour at free flow speed has a V/C of 0.50, which drivers would experience as “free-flowing”, with only minor delays.

The V/C measure used for traffic performance is intersection capacity utilization (ICU). This measure is applied using peak-hour volumes and the geometric configuration of traffic signal controlled intersections. The ICU sums the V/C ratios for the critical movements of an intersection, and thus accounts for the overall performance of intersections, which are typically the most critical limitations – or the control valves – within a roadway system.

LEVEL OF SERVICE

Level of service (LOS) is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles. Service levels range from A through F, with each level defined by a range of V/C ratios, as shown in Table CE-1. Levels of service A, B, and C are considered good operating conditions, with only minor delays being experienced by motorists. Level of service D represents operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. Level of service E is considered a near-capacity condition, and level of service F represents an oversaturated condition with long delays. The LOS designations are based upon ICU values calculated for intersections.

TABLE CE-1

Peak Hour Level of Service Descriptions for Intersections

LOS	Description	V/C or ICU
A	Low volumes; high speeds, speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 – 0.60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 – 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71 – 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 – 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one ore more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 – 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic	Above 1.00

TABLE CE-1

Peak Hour Level of Service Descriptions for Intersections

LOS	Description	V/C or ICU
	speed can drop to zero; traffic volume will be less than the volume which occurs at level of service "E."	
Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council		

RELATED PROGRAMS AND GOVERNMENTAL ENTITIES

Local circulation issues must be coordinated with regional, State, and federal agencies, as well as with neighboring communities. The City has identified the following agencies as important partners. Many of these agencies' plans and programs have similar goals or address the same facilities as this circulation element.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for design standards and all operations on State highways traversing Huntington Beach, including I-405, Beach Boulevard (SR-39), and Pacific Coast Highway (SR-1). For each of these highways, Caltrans prepares a *Transportation Concept Report* (TCR) that identifies current and projected operating conditions on the facility, establishes a 20-year planning concept, identifies facility deficiencies in relation to the concept, and identifies broad and flexible options to achieve the 20-year concept. As part of the Scenic Corridor Plan, the City must coordinate with Caltrans for landscaping and maintenance of these roadways.

REGIONAL

Southern California Association of Governments *Regional Comprehensive Plan and Regional Transportation Plan*

In 1995, the Southern California Association of Governments (SCAG) prepared a *Regional Comprehensive Plan* (RCP) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RCP was updated in 2008 based upon the SCAG's 2000 *Compass Blueprint Growth Vision*, which calls for calls for modest changes to current land use and transportation trends on only two percent of the land area of the region. A key component of the RCP is the *Regional Transportation Plan* (RTP). The RTP sets broad goals for the region and provides strategies to reduce problems associated with congestion and mobility. In recognition of the close relationship between traffic and air quality issues, the assumptions, goals, and programs contained in the RTP parallel those used to prepare the Air Quality Management Plan. The RTP is also being updated in 2008 to implement transportation provisions of the RCP.

South Coast Air Quality Management District *Air Quality Management Plan*

Huntington Beach is located in the South Coast Air Basin, which is a non-attainment area with regard to air quality (a geographic area that does not meet State or federal standards for a given air pollutant). The federal Clean Air Act requires the preparation of plans to improve air quality in non-attainment areas. Implementing

the Clean Air Act, the South Coast Air Quality Management District (SCAQMD) has developed an *Air Quality Management Plan* (AQMP), which mandates a variety of measures to reduce traffic congestion and improve air quality. SCAQMD is also working with local jurisdictions to develop measures to reduce greenhouse gas emissions associated with climate change.

COUNTY

Orange County Transportation Authority *Long Range Transportation Plan*

The *Long Range Transportation Plan* (LRTP) was adopted in 2006 as a blueprint for Orange County's transportation future through 2030 for all transportation modes, including freeways, roadways, buses, and rail transit. The LRTP is the vehicle by which the OCTA plans for the County's transportation, in response to changing trends in population and workforce, where residents live, how they commute, the dollars available to carry out transportation solutions, environmental priorities, and the policies and programs that foster mobility. The LRTP incorporates Measure M, the Orange County Master Plan of Arterial Highways, Orange County Congestion Management Program, and the Orange County Commuter Bikeways Strategic Plan.

Measure M

In 1990, Orange County voters approved Measure M, authorizing a half-cent retail sales tax increase for a period of 20 years effective April 1, 1991. Revenue generated by Measure M is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To qualify for this revenue, each jurisdiction must comply with the Countywide Traffic Improvement and Growth Management Program. Specifically, to receive an allocation of Measure M funds, Huntington Beach must submit a statement of compliance with the growth management components of the program. Requirements include the adoption of a traffic circulation plan consistent with the County Master Plan of Arterial Highways (MPAH), adoption of a Growth Management Element within the General Plan, adoption and adequate funding of a local transportation fee program, and adoption of a seven-year capital improvement program that includes all transportation projects funded either partially or fully by Measure M funds.

The current Measure M expires in 2011, and a November 2006 ballot measure renewed the program (now known as M2) through 2031. M2 extends the requirements of Measure M, without increasing sales taxes, to fund freeway, street, transit, and environmental projects identified in a Transportation Investment Plan considered by voters in tandem with the renewal measure. Key M2 projects benefiting Huntington Beach include widening of freeway lanes and improvements to interchanges and overcrossings of I-405, transit extensions to Metrolink, and numerous roadway and intersection improvements.

Orange County Master Plan of Arterial Highways

The MPAH designates the arterial system in the Circulation Element of the Orange County General Plan. The MPAH identifies the intended future roadway system for the County. Huntington Beach's Circulation Element must be consistent with the MPAH in order to participate in any County roadway funding programs, such as Measure M.

Orange County Congestion Management Program

In June 1990, passage of the Proposition 111 gas tax increase required urbanized areas such as Orange County to adopt a Congestion Management Program (CMP), with the goal of reducing traffic congestion and facilitating coordination of local land use planning and regional transportation improvement decisions. The Orange County CMP is a composite of data collected by local jurisdictions according to guidelines established

by OCTA. The data are compiled by OCTA and submitted to SCAG to determine regional consistency. Through the CMP, eligible transportation projects may be proposed to compete for State gas tax funds.

Orange County Commuter Bikeways Strategic Plan

The Commuter Bikeways Strategic Plan, administered by OCTA, is a regional planning document that identifies existing and proposed bikeways in Orange County. This comprehensive inventory of County bikeways was achieved through the cooperation of cities and the County to identify priority corridors for new bikeways. OCTA's bikeway classification system is employed by Huntington Beach. The City's bikeway plan is linked to regional County bikeways.

CITY OF HUNTINGTON BEACH

Five-Year Capital Improvement Program

The City's Capital Improvement Program (CIP) is the main planning tool used by the City to coordinate financing and scheduling for major projects, including transportation improvements, to be undertaken by the City. Not all projects included in the 5-year CIP have budget approval. However, the City has an annual CIP that is funded. The CIP is developed to address elements contained in the City's General Plan, as well as City Council adopted planning documents and master plans. Projects within the CIP correspond to the goals of the City's Strategic Plan in the areas of Public Safety, Infrastructure and Transportation, Community Livability, and Environment and Natural Resources. The CIP is prepared in conjunction with the budget process and is revised annually to meet changing needs, priorities, and financial conditions.

Transportation Demand Management Ordinance

The City's Transportation Demand Management (TDM) Ordinance was established to help mitigate potential impacts of development projects on mobility, congestion, and air quality, as well as to promote TDM strategies. The City uses the TDM ordinance to encourage changes in individual travel behavior. Certain TDM activities are made mandatory by the ordinance. In particular, employers with 100 or more employees are required to support alternative forms of transportation by providing appropriate facilities, including showers and lockers, parking for vanpools, bicycle parking, and passenger loading areas.

Arterial Street Landscape Development and Maintenance Status Report (1989)

This report is the guiding document for medians and street landscaping in Huntington Beach. It contains plans for median and roadside landscape development, maintenance, and cost reports. The plan contains maps of landscaped arterials and irrigation status. The City uses policy in the Circulation Element to reinforce the importance of landscaping and maintenance along scenic and landscape corridors.

Circulation Element Technical Administrative Reports

The Circulation Element Technical Administrative Reports (TARs) address a variety of circulation- and traffic-related topics, providing information such as traffic counts and forecasts for roadway links and intersections. Information included in the TARs will change as part of regular updates so that various standards – including emergency response times or LOS for intersections – remain in compliance with this Element.



The Arterial Street Landscape Development and Maintenance Status Report contains maps showing where new median landscaping will be placed.

CIRCULATION PLAN

Huntington Beach’s circulation network consists of roadways, transit services, multi-use trails, waterways, bikeways, and air traffic from the various heliports in the City. Other facilities such as park-and-ride lots, transit shelters, bicycle racks and lockers, and public and private parking facilities support these methods of travel. Similarly, the overall circulation system supports the movement of goods and services via the various components of that system.

REGIONAL MOBILITY

Orange County has seen rapid growth since the 1990s, and is projected to have continued growth well into the second decade of this century. Countywide demographic projections point toward a 24 percent growth in population between 2005 and 2030 and a 35 percent increase in employment. Regional transportation strategies are needed to successfully implement City and County plans accommodating future growth. These strategies must link Huntington Beach to other regional employment and commercial centers, as well as airports and transportation hubs, and should prominently feature alternative modes of travel to the automobile.



Interstate 405 provides regional access to coastal cities in both Orange and Los Angeles Counties.

Currently, regional and inter-regional roadway access is provided by a system of freeways and arterials. The San Diego Freeway (I-405) is the major north-south freeway, traversing the northeastern portion of the City. Pacific Coast Highway (SR-1) extends parallel to the coast on the western portion of the City. Pacific Coast Highway provides regional access to the City of Newport Beach to the south and the City of Seal Beach to the north and beyond.

The Orange County Transportation Authority (OCTA) provides local transit service and regional transit connections between the City and other areas of the County and region. OCTA provides a variety of transit services including bus service, passenger service, passenger rail and mobility services for those with special needs. OCTA continues to develop new transit alternatives to improve regional mobility.

Regional transportation plans and programs being reviewed include regional and local transit, bicycle routes, and improved accessibility for Huntington Beach to and from points east of the Santa Ana River. Resolving these regional issues will require coordination between Huntington Beach, the County, and neighboring jurisdictions.

THE LOCAL ROAD SYSTEM

Roadways in Huntington Beach are generally laid out on a north-south trending grid system. The grid system becomes slightly modified in the downtown area, where roadways trend northeast-southwest. As shown later in the Arterial Highway Plan, the local roadway system is organized in a hierarchical fashion, based on the grid system. However, due to natural barriers such as the Bolsa Chica wetlands, the Santa Ana River, the



Beach Boulevard (SR-39) begins at Pacific Coast Highway and extends north through the cities of Huntington Beach, Westminster, Garden Grove, Buena Park, and Anaheim.

Pacific Ocean, and the Seal Beach Naval Weapons Station, the grid system becomes discontinuous. This results in circuitous and somewhat limited access to certain locations, such as access to Pacific Coast Highway from the north central portion of the City, or access across the Santa Ana River from the southeastern portion of the City.

Roadway Types

The local street system is comprised of various-sized roadways that allow for mobility from point-to-point and access to properties. Roads generally emphasize either mobility or access. In Huntington Beach, roadways are classified as follows:

- Freeway
- Smart Street Arterial
- Principal Arterial
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector Arterial
- Local Street

- Private Street
- Alley

Any street or alley not classified as a collector, secondary, primary, major, principal, smart street, or freeway is classified as a local street. Some roadway types have a standard cross-section for use in selected areas. The standard roadway classifications and key mobility and access characteristics of each are described in the following paragraphs. Typical non-intersection cross-sections are illustrated in Figure CE-1. Additional rights-of-way (beyond the standard width) may be required at higher volume intersections and to provide for safe turning movements.

Freeways

Freeways are limited access, high-speed, divided travelways of six lanes or more. Access is provided at strategically spaced, grade-separated on- and off- ramps. Interstate 405 provides regional freeway access at a number of interchanges in or adjacent to the City. Freeway design standards are dictated by Caltrans, District 12. Any interchange improvements must be coordinated with and approved by Caltrans.



The only freeway within the City of Huntington Beach is Interstate 405.

Smart Street Arterials

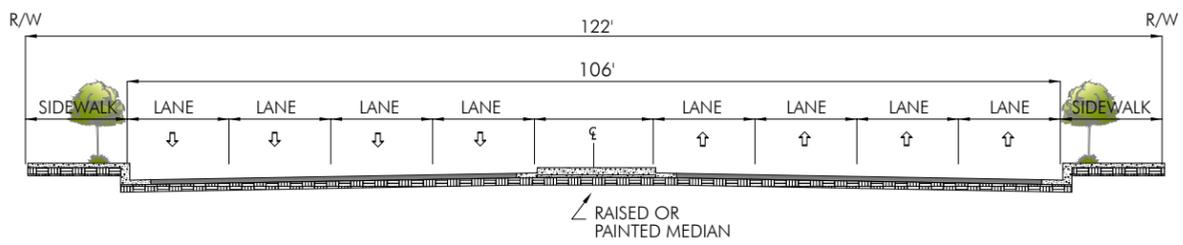


Beach Boulevard was the first project in the Smart Street program to be implemented.

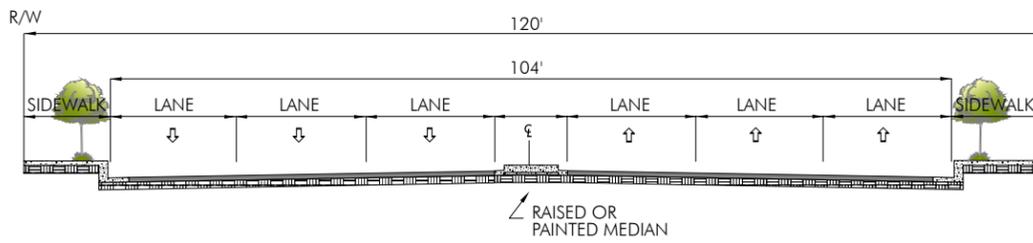
Smart Street Arterials are six- to eight-lane roadways with enhanced capacity compared to a standard arterial street. Smart Streets are designated by OCTA as important regional routes and improved with Measure M funds to increase traffic capacity and flow through such techniques as signal synchronization, bus turnouts, intersection improvements, driveway consolidation, and prohibition of on-street parking.

Traffic-carrying capacities of Smart Streets can range from 60,000 to 79,000 vehicles per day, depending on the number of lanes, degree of access control, peak-period loading, and configurations of major intersections.

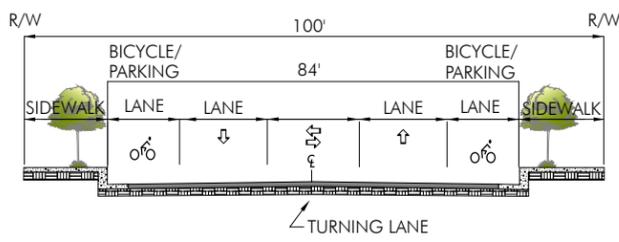
Beach Boulevard is designated as a Smart Street Arterial within the City. Beach Boulevard (SR-39), along with Pacific Coast Highway (SR-1) are under Caltrans' jurisdiction.



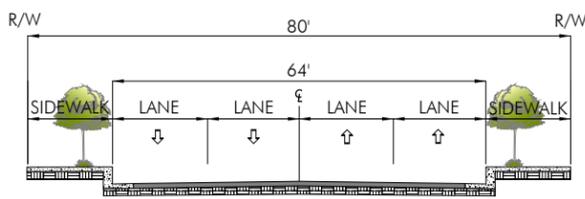
SMART STREET ARTERIAL



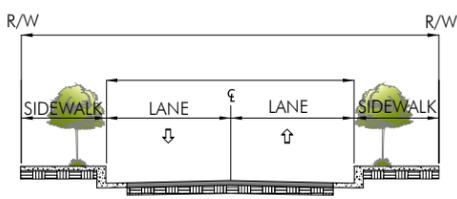
MAJOR ARTERIAL



PRIMARY ARTERIAL (DIVIDED)



SECONDARY ARTERIAL (UNDIVIDED)



COLLECTOR STREET (UNDIVIDED)

This figure identifies pavement and right-of-way width, presence or absence of median, and number of travel lanes for each roadway type. Additional detail regarding roadway dimensions may be found in the Technical Administrative Report and the City's Standard Plans and Specifications.

Principal Arterials

Principal Arterials act as main thoroughfares and provide access to major activity centers and the regional freeway system. Principal Arterials are typically eight-lane roadways featuring raised or striped medians. Desirable minimum spacing for street intersections along a Principal Arterial is approximately one-quarter mile. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred and left-turn restrictions are typically planned at unsignalized access locations.

Curbside parking is prohibited. Traffic carrying capacities of 65,000± vehicles per day can be achieved depending on the degree of access control, peak-period loadings, and lane configurations at major intersections.

While the City does not currently have any Principal Arterials, this classification is part of the County Master Plan of Arterial Highways (see discussion on page III-CE-16), and could be used for later reclassifications if appropriate.

Major Arterials

Major Arterials provide high-capacity roadways. Major Arterials are six-lane roadways with painted or raised landscaped medians. Left-turn restrictions at minor unsignalized driveways enhance vehicle flow.

Curbside parking is usually not appropriate along some of the more heavily traveled Major Arterial street segments within the City. Maximum service volumes of 50,000± vehicles per day can be achieved, depending on the degree of access control, intersection operations, and peak-period loadings.

Major arterials can be designated as Smart Streets with the appropriate capacity enhancements. Hence, these two classifications are not mutually exclusive.

Primary Arterials

Primary Arterials are four-lane divided roadways carrying local and regional commute traffic. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred and left-turn restrictions are typically planned at unsignalized access locations.

Curbside parking is prohibited. Maximum service volumes of 35,000± vehicles per day can be achieved depending on the degree of access control, peak-period loadings, and lane configurations at the major intersections.

Secondary Arterials

Secondary Arterials are four-lane roadways without medians. Direct access from private residential properties to Secondary Arterials should be avoided where possible unless medians can be provided at such access points.

While Secondary Arterials have curbside parking, localized circumstances could warrant parking restrictions, such as prohibiting parking near intersections where left-turn lane striping is provided. In some locations, Secondary Arterials may include a limited median or be re-striped to provide a left-turn pocket. Maximum service volumes of 25,000± vehicles per day can be achieved depending on the degree of access allowed, intersection operations, and peak-period traffic loadings.

Collector Arterials

Collector Arterials provide access to local streets from the arterial roadway network. Collectors are typically two-lane roadways that sometimes feature painted medians for left-turn movements.

Collectors allow curbside parking. Parking should be restricted near intersection approaches where a separate right-turn lane is provided. Maximum service volumes of 12,500± vehicles per day can be achieved depending on the degree of access control and peak-period traffic loadings.

Local Streets

Local streets are two-lane roadways without medians. Centerline striping is typically not provided, and curbside parking is allowed. Traffic carrying capacity is physically similar to a Collector; however, the qualitative limit of acceptable traffic volumes in a residential environment is lower (less than 5,000 vehicles per day). Local streets are not shown on the Arterial Highway Plan.

Table CE-2 summarizes the function, typical width, access constraints, and maximum volumes for each roadway type.

TABLE CE-2
Roadway Characteristics by Type

Standard Roadway Class	Mobility and Access Characteristics	Minimum width (ROW/ Pavement)	Typical Number of Lanes	Maximum Two-Way Daily Traffic Volume (at LOS E)
Smart Street Arterial	High-capacity arterial roadways featuring enhanced traffic signal synchronization, bus bays, intersection improvements, and additional travel lanes. Direct access to adjacent properties is discouraged, except at signalized intersections.	Variable ROW (120'-144')	6 to 8 lanes with raised or painted median and additional turn lanes at intersections	79,000
Principal Arterial	Main thoroughfares providing access to major activity centers and the regional freeway system. Direct access to adjacent properties is discouraged, except at signalized intersections.	120'/104'	8 lanes with raised or painted median and additional turn lanes at intersections	65,000
Major Arterial	Major Arterials complement the principal system by providing a medium-capacity backbone system. Only limited access is provided, typically to commercial properties and not to residential properties.	120'/104'	6 lanes with raised or painted median and additional turn lanes at intersections	50,000
Primary Arterial	Roadways intended to carry traffic between local streets and Principal or Major Arterials. They are similar to Major Arterials, with only limited access to adjacent properties.	100'/84'	4 lanes divided, with turn lanes as needed	35,000
Secondary Arterial	Roadways intended to carry traffic between Local streets and Principal or Major Arterials. They are similar to Major Arterials with only limited	80'/64'	4 lanes undivided, with turn lanes as needed	25,000

TABLE CE-2

Roadway Characteristics by Type

Standard Roadway Class	Mobility and Access Characteristics	Minimum width (ROW/ Pavement)	Typical Number of Lanes	Maximum Two-Way Daily Traffic Volume (at LOS E)
	access to adjacent properties.			
Collector Arterial	Roadways providing property access and linking properties to Secondary, Major, and Principal Arterials.	Varies	2 lanes undivided	12,500

Arterial Highway Plan

Circulation Element goals, policies, and objectives emphasize the need to provide a circulation system capable of serving current and future local and regional traffic. The planning horizon for the roadway system is 2030. The City’s Arterial Highway Plan is illustrated in Figure CE-2, and has been developed to accommodate anticipated volumes in 2030.

Principal and Secondary Intersections

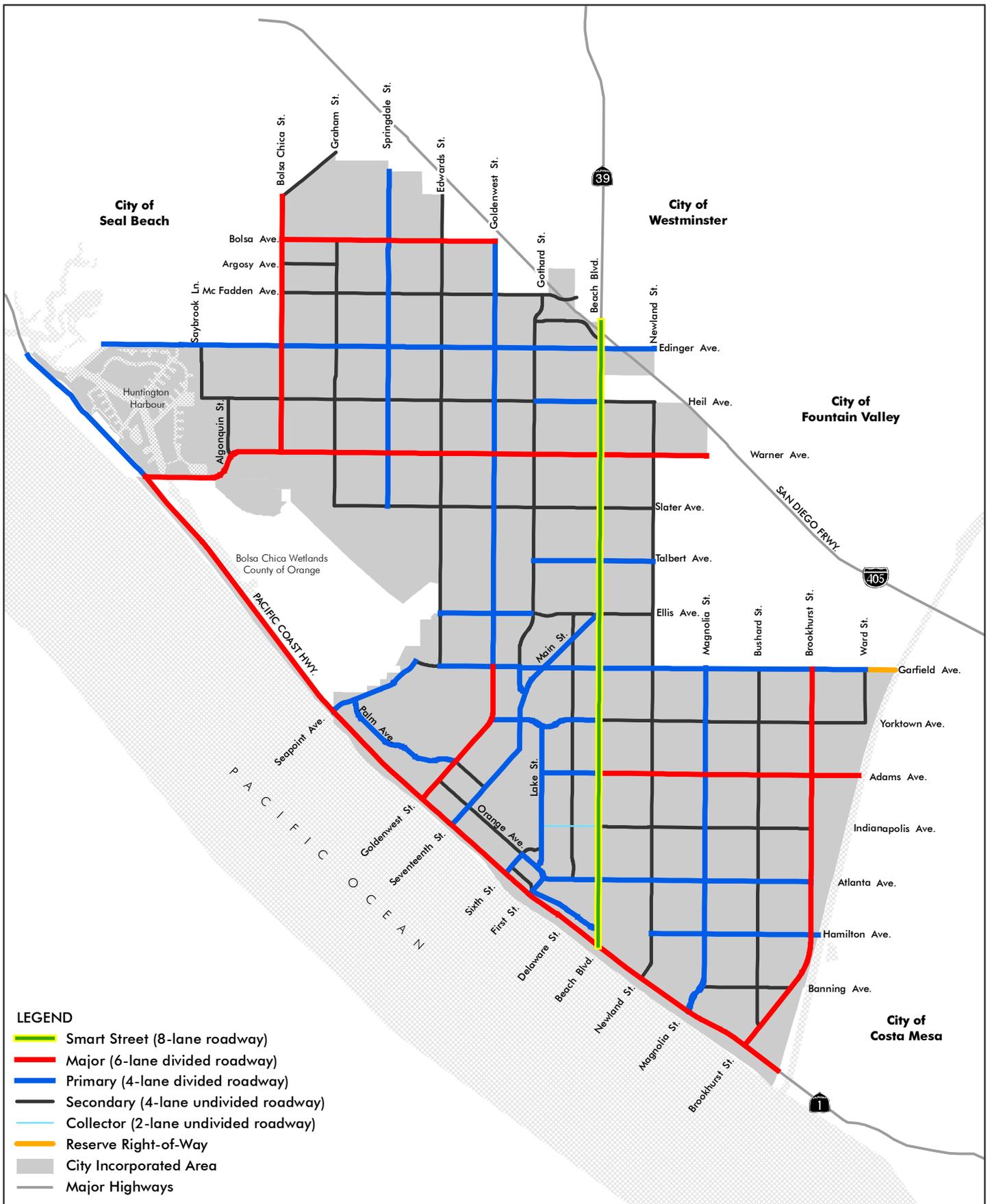
As a result of the way Huntington Beach’s road network has been developed, many trips funnel through a few key intersections. If these intersections fail to operate at adopted performance standards, this failure seriously impacts the overall effectiveness of the entire roadway system. Such locations are defined as “Principal Intersections.” Also defined here are “Secondary Intersections” which have a similar but lesser role in achieving overall system performance. These intersections are critical to the function of the entire network, and are regularly monitored and given priority for roadway improvements.

Principal and Secondary intersections are identified in the Technical Administrative Report and are amended based on annual review and reporting of conditions. Action involved in changing intersection designations (Principal to Secondary or Secondary to Principal) involve administrative review and approval by the Planning Commission. A General Plan Amendment is not required for such changes.

The standard right-of-way and roadway widths specified in Table CE-2 will vary on approaches to intersections to accommodate needed intersection improvements, such as auxiliary turn lanes and/or dual-left turn lanes. Parking will typically be restricted on approaches to Principal and Secondary intersections to ensure adequate space to develop such improvements.

Critical Intersections

One further intersection definition is “Critical Intersection,” which is recommended for isolated cases where the long-range LOS is projected to be worse than the desired threshold and no feasible improvements are identified (see discussion on LOS below). The intent is that such locations be monitored over time.



ARTERIAL HIGHWAY PLAN

Source: Austin-Foust Associates, 2008

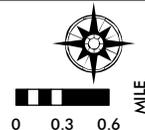


FIGURE CE-2

City of Huntington Beach General Plan

Performance Criteria

Performance standards for intersections involve a policy component, the desired LOS, and a technical component that involves the assumptions and procedures used to determine the LOS. The LOS standards are set by the City of Huntington Beach (Policy 2.1, Objective 2.1), except in the case of Orange County CMP intersections. The lowest acceptable performance standard for CMP intersections is LOS E. Seven CMP intersections are located in Huntington Beach:

- Beach Boulevard at Adams Avenue
- Beach Boulevard at Edinger Avenue
- Beach Boulevard at Pacific Coast Highway
- Beach Boulevard at Warner Avenue
- Bolsa Chica Street at Bolsa Avenue
- Bolsa Chica Street at Warner Avenue
- Pacific Coast Highway at Warner Avenue

Evaluation of volumes, capacities, and levels of service on the City street system is based on peak-hour intersection data since intersections are the primary limiting factor affecting traffic flow on City streets. The LOS standards as established by Objective 2.1 in the Goals, Policies and Objectives are as follows:

Critical Intersections LOS “E”

Principal Intersections LOS “D”

Secondary Intersections LOS “C”

Included in the Principal Intersections are the CMP intersections listed above, and hence City policy is to achieve LOS “D” for these CMP intersections, a higher standard than the CMP LOS “E” requirement.

The technical procedures used to determine LOS are based on the ICU methodology described earlier. Parameters and criteria used in such calculations can be found in the Principal and Secondary Intersections TAR.

Future Roadway Improvements

Future roadway improvements needed to fully implement the Arterial Highway Plan have been determined through use of a Citywide traffic forecasting model maintained by the City. The Technical Administrative Report, prepared in tandem with this Circulation Element, lists the intersection and roadway improvements required to transition to full implementation of the Arterial Highway Plan. The City will continue to use the five-year Capital Improvement Program (CIP) process to prioritize, fund, and build these improvements, updating both the CIP and Technical Administrative Report on an annual basis to reflect current needs, priorities, and financial conditions. New development project mitigation will also be used to address necessary improvements.

Relationship to Land Use

Planned land uses within Huntington Beach through the year 2030 influence future traffic volumes and highway capacity needs. Baseline (year 2005) daily trip generation within the City was around 1,444,000 trips per day, and 297,000 additional trips (an increase of about 20 percent) are anticipated by 2030. The Arterial Highway Plan is designed to accommodate this increase, but will require major improvements ranging from

new roadway construction, improved transit service, and enforcement of the transportation demand management program.

Relationship to County Master Plan of Arterial Highways

The City's Arterial Highway Plan (Figure CE-2) is consistent with the minimum roadway requirements set forth in the County Master Plan of Arterial Highways (MPAH). Over time, streets not currently built to MPAH standards will either be improved accordingly or appropriate MPAH Amendments will be processed with OCTA.

NEIGHBORHOOD TRAFFIC MANAGEMENT

As vehicle traffic in the City and region increases, commuters and locals may look for less-crowded streets for quicker drive times. Drivers may choose to leave congested arterials in favor of local streets, impacting generally quiet residential streets. In busy commercial areas, employees and visitors may find it easier or less expensive to park in an adjoining neighborhood. Resulting increases in traffic, speeding on local streets, and inadequate parking can disrupt residential neighborhood activities.

Preserving the character and safety of neighborhoods is important to the City. Policies aimed at protecting neighborhoods from the negative effects of cut-through traffic and inappropriate parking include residential parking permits, site planning, and traffic-calming measures. Traffic-calming techniques are used to direct traffic elsewhere and slow traffic within neighborhoods. Specific traffic-calming measures are identified in a TAR prepared in tandem with this Circulation Element, and will be updated on an ongoing basis.

PUBLIC TRANSPORTATION

Most of the regional connections from Huntington Beach to locations outside the City are made by personal automobiles. However, many riders use the public transportation system.

Fixed-route and demand-responsive services meet these needs. Fixed-route services are transit lines that operate on regular schedules along a set route. Demand responsive services have defined service areas but do not operate on fixed routes or schedules.



Public transportation in Huntington Beach mainly consists of bus service operated by the Orange County Transportation Authority.

In 2006, OCTA operated 19 routes through the City (see Figure CE-3). The number of lines and routes are adjusted as needed in response to ridership patterns. OCTA and the City both operate demand response services. OCTA operates the ACCESS program. The City, with the aid of OCTA, operates the Senior Services Mobility Program.

Two park-and-ride facilities allow commuters to park their personal vehicles at one location and utilize carpools, vanpools, or commuter bus

service. Park-and-ride facilities include the Goldenwest Transportation Center at Gothard Street and Center Avenue and a large lot at the Boeing Corporation campus at Bolsa Avenue and Bolsa Chica Street.



The Golden West Transportation Center is one of two park-and-ride facilities located in Huntington Beach.

Future Plans

The Union Pacific Railroad right-of-way runs east of Gothard Street and extends from the northern City limits to its endpoint just north of Garfield Avenue. Approximately three trains per week use the active portion of the rail line north of Ellis Avenue. The City has designated the abandoned portion of the rail corridor south of Ellis Avenue for a future transportation corridor use. Future development of all or portions of the corridor, including the existing active rail section, for transportation purposes may be pursued by the City in the future. Potential uses include development of a bicycle or multi-purpose trail or to function as an exclusive transit corridor. These options may be limited in some areas where portions of the corridor are no longer available for public use.

Helistops and Heliports

Local heliports are used primarily for air ambulance, business, emergency, and police uses. Heliports are located at the Boeing Corporation (Bolsa Chica Street at Bolsa Avenue), Guardian Center (Beach Boulevard at Warner Avenue), Huntington Beach Police Station at Gothard Street and Talbert Avenue, Cal Resources at Pacific Coast Highway (between Seapoint Street and Warner Avenue), and the Huntington Beach Civic Center (Main Street at Yorktown Avenue). City policy regarding heliports is to ensure that their development and operation are coordinated with the Airport Land Use Commission (ALUC) and to comply with conditions mandated by the Federal Aviation Administration, ALUC, and Caltrans.

TRANSPORTATION DEMAND MANAGEMENT AND AIR QUALITY

Huntington Beach is located within the South Coast Air Basin, which is a non-attainment area with regard to meeting state and federal air quality standards. The City has established a Transportation Demand Management (TDM) ordinance to mitigate potential impacts of development projects on mobility, congestion, and air quality. The City uses ordinance requirements and policies in this Element to encourage individuals and employers to change their travel behavior. Fewer vehicle trips and miles translate to reduced pollutant emissions. Policies and implementation measures include requiring employers and new developments to

provide appropriate transit and pedestrian facilities, encouraging current businesses and new development projects to submit TDM plans, and encouraging the creation of Guaranteed Ride Home and carpool programs.

The City also encourages the use of low- or no emission vehicles; including hybrids, electric vehicles, or other emerging technologies. One example are low-speed, zero emission neighborhood electric vehicles (NEVs). These vehicles are usually restricted to roads with speeds of 35 mph or less and must be charged approximately every 30 miles. For these reasons, the City encourages businesses to provide charging stations and is investigating alternative roadway systems for NEVs.



NEVs can be used as legal on-street vehicles in Huntington Beach.

PARKING

Huntington Beach is a popular destination for beachgoers and shoppers. Great demand for limited parking in Downtown, at the beach, and at parks, sports fields, high schools, churches, and industrial uses throughout the City has been a continuing issue for many years. Excessive numbers of vehicles parked on City streets can potentially impede vehicle circulation, reducing the effective capacity of roadways and causing traffic congestion.



A Class I Bike Path runs adjacent to the Santa Ana River.

Residential neighborhoods also experience heavy parking demand when large numbers of visitors use on-street parking, especially during special events. Pursuant to Coastal Act requirements, parking must be maintained within the coastal zone that allows visitors to access the beach.

The City operates parking lots and garages Downtown and near the beach. To reduce associated impacts on adjacent residential neighborhoods, the City is committed to developing new parking facilities and continuing to regulate neighborhood parking through residential permit programs. At the

same time, the City will explore ways to reduce overall parking requirements in order to minimize the amount of land used for parking and encourage alternative forms of transportation.

PEDESTRIAN, BICYCLE, AND EQUESTRIAN PATHS AND WATERWAYS

Accommodating Pedestrians

Sidewalks and walking paths allow people to walk easily around most parts of the City. These areas include Downtown, adjacent to the beach, and along portions of Beach Boulevard. Within master-planned neighborhoods, pedestrian paths link homes to recreation facilities. In many other neighborhoods, sidewalks allow children to walk to schools and parks and surrounding uses.



Some areas in Huntington Beach, like the crossing of Main Street and Pacific Coast Highway, are actively used by pedestrians.

The City seeks to improve the pedestrian experience and enhance pedestrian safety. Areas eligible for improvements will be designated as Pedestrian Enhancement Zones (PEZs). PEZ improvements may include widened sidewalks, crosswalks, trees, pedestrian-scale lighting, and traffic calming measures. The City will establish a designation process for PEZs, coordinating with County and regional transportation agencies to assess the need for improved facilities and balance the demand for improved pedestrian facilities with the need to maintain adequate vehicular traffic flows.

Routes for Bicyclists

Huntington Beach's mild climate permits bicycle riding year-round, and the growing popularity of bicycling has drawn enthusiasts onto the streets and bike trails near the beach and throughout the City. The bikeway plan shown in Figure CE-4 identifies the planned system of bikeways to accommodate growing demand and provide a real alternative to the car for local trips. The plan establishes three classes of bicycle routes:

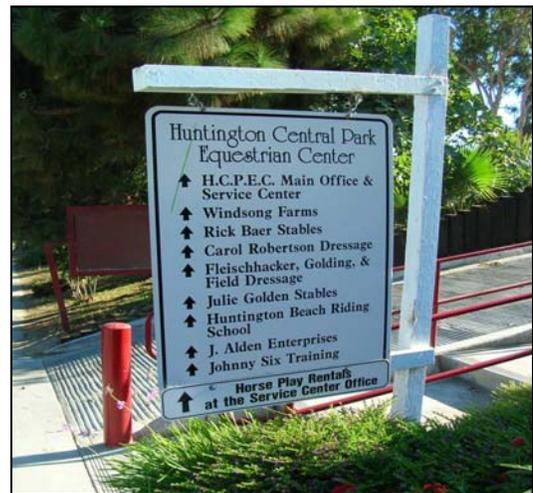
Class I Bike Paths – Off-road routes located along designated multi-use trails or vacated rail lines separated from streets.

- **Class II Bike Lanes** – On-road routes delineated by painted stripes and other identifying features.
- **Class III Bike Routes** – On-road routes sharing use with pedestrians or motor vehicle traffic that are signed but not striped.

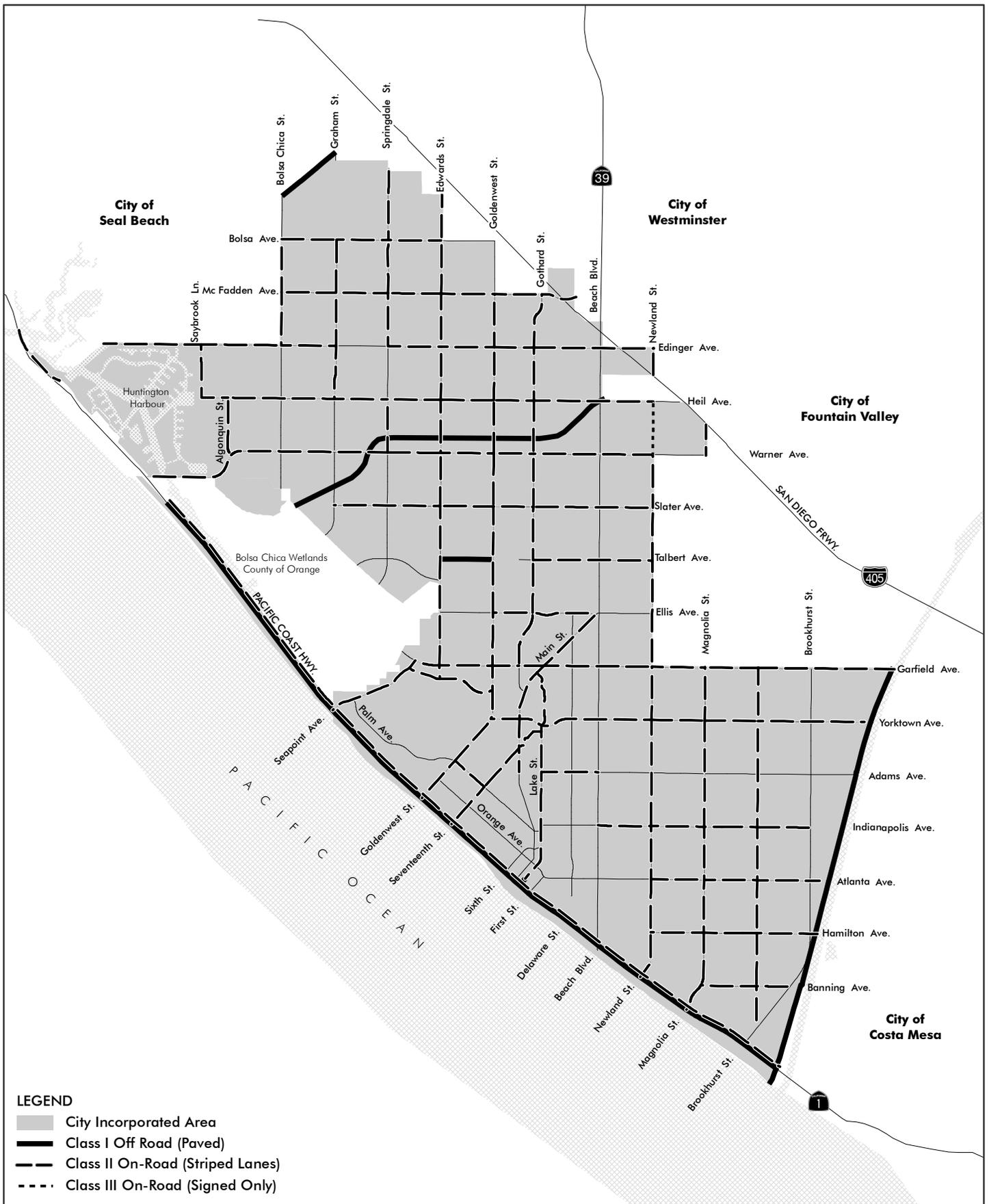
Cross-sections for each type of route are shown on Figure CE-5. Class II and III routes along the north-south and east-west arterials connect to pedestrian trails and Class I routes. Given the built-out nature of the City, creating new Class I routes is difficult. Thus, where bicyclists and pedestrians share the road with automobiles, the City will work meet appropriate traffic safety standards.

Equestrian Facilities

Huntington Beach, despite its generally suburban character, has managed to retain a few residential neighborhoods, near Central Park, where the keeping of horses is permitted. To support equestrian activities, the City has developed horse trails around and through these neighborhoods (see Figure CE-6) with a planned route west to Pacific Coast Highway. Visitors and others also use the trails on rented horses available at the Huntington Central Park Equestrian Center. The center and equestrian trails provide unique and welcome recreation options for residents and others, and the City will retain these facilities as community resources.



The Huntington Central Park Equestrian Center provides equestrian access to



BIKEWAY PLAN

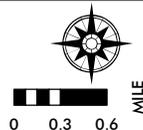


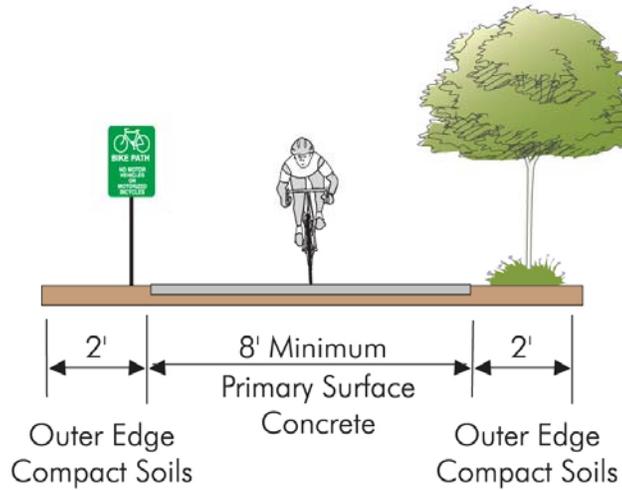
FIGURE CE-4

Source: Orange County Transportation Authority (OCTA), 2006

City of Huntington Beach General Plan

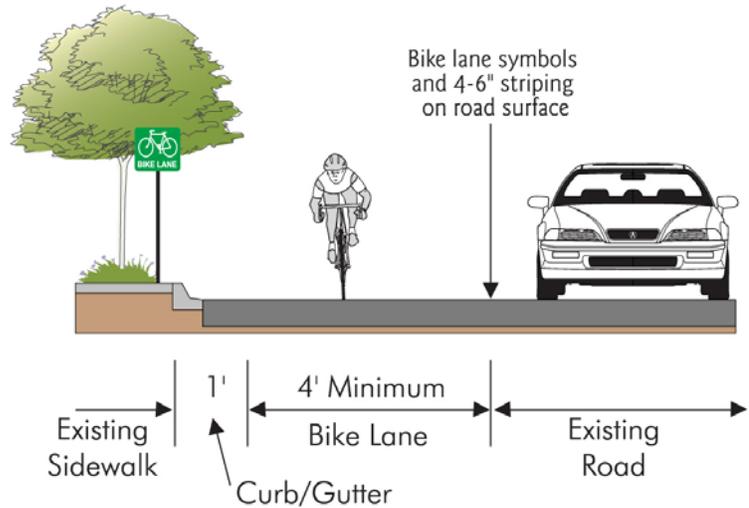
Class I (Bike Path)

Wider lanes recommended for high bike volumes or high levels of mixed use.



Class II (Bike Lane)

4' total width where curb occurs. Wider bike lane recommended for high bike volumes or if adjacent to on-street parking.



Class III (Bike Route)

No street striping or bike symbols.

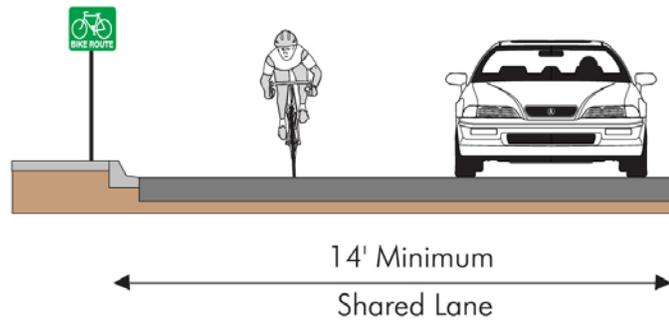
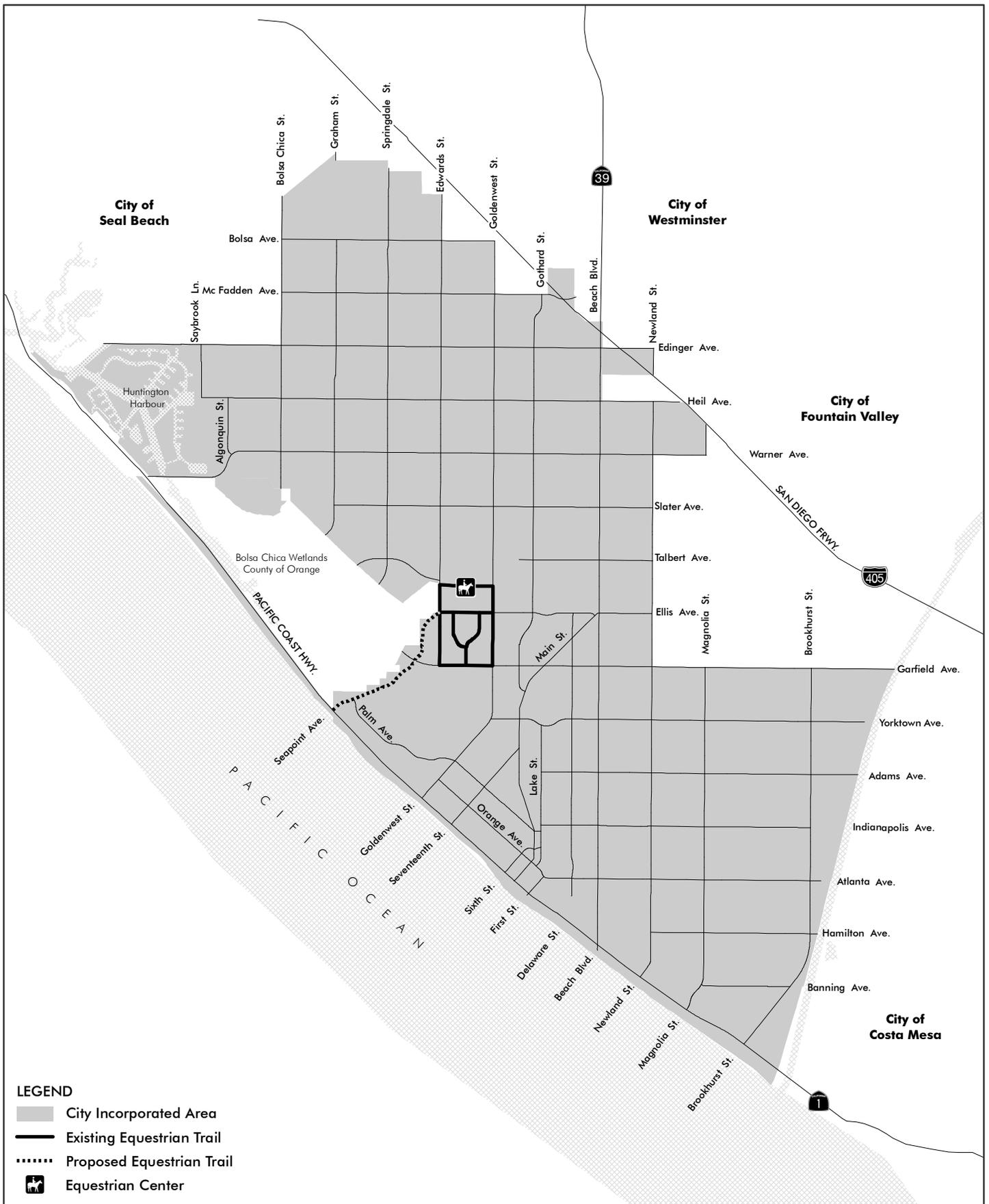


FIGURE CE-5: BIKEWAY CROSS-SECTIONS



EQUESTRIAN FACILITIES

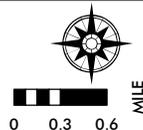


FIGURE CE-6

Boating

Given the City's coastal location, Huntington Beach residents take advantage of its local waterways largely for recreation from Huntington Harbour and the Orange County Sunset Aquatic Marina. Additional future uses could include ferries to employment centers or water taxis. The City supports and encourages private development of such water-borne transportation options.

SCENIC CORRIDORS

The practice of identifying scenic corridors and routes was introduced by the State of California in the 1960s as a way to protect the aesthetic value of lands adjacent to highways. In Huntington Beach, this practice has been extended to cover corridors that the City has determined to have notable aesthetic appeal for the community.

Caltrans defines scenic corridors as lands generally adjacent to and visible from the highway, using a motorist's line of vision. Scenic corridors in Huntington Beach consist of roads that offer motorists, cyclists, and pedestrians attractive vistas and pleasing street scenes. The City has established policies regarding treatment of scenic corridor right-of-ways, selection criteria for appropriate surrounding land uses, and rigorous development review procedures to protect the aesthetic appeal of these corridors.



Main Street is one of the City's key landscape corridors.

The City defines three types of scenic corridors, identified in Figure CE-7:

- **Major Urban Scenic Corridors** – Major corridors offering views of either natural or built environments. Development may be regulated to preserve views within the coastal zone, and landscaping and detailing are required to reinforce the aesthetic beauty of the surrounding area. Major urban scenic corridors are prominent, signature boulevards conveying arrival and identity, and in many cases will connect with adjacent Cities.
- **Minor Urban Scenic Corridors** – Minor corridors terminate within the City boundaries and typically carry less traffic than major corridors. Development may be regulated to preserve views within the coastal zone, and landscaping and detailing are required to reinforce the aesthetic beauty of the surrounding area.
- **Landscape Corridors** – Corridors requiring specific treatment of signage, landscaping, or other details to reinforce the design continuity of the area.

Scenic corridors are regulated by design standards contained in the Urban Design Element. Table CE-3 summarizes some of the development requirements associated with scenic corridors. Table UD-2 in the Urban Design Element provides additional information on specific treatments for each corridor.

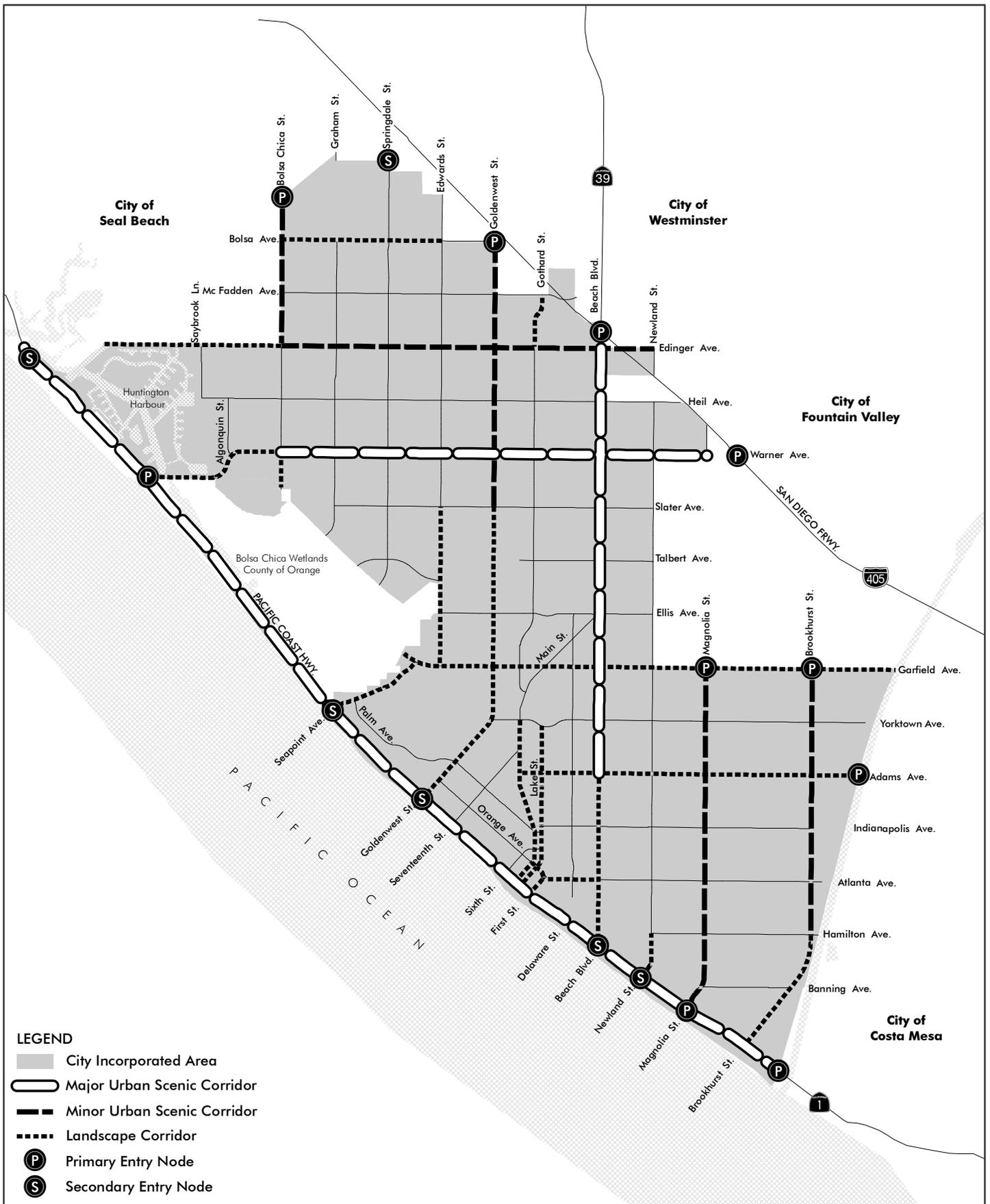
TABLE CE-3

Summary of Scenic Corridor Development Requirements

Scenic Corridor Type	Development Requirements
Urban Scenic Corridors (Major and Minor)	<ul style="list-style-type: none"> ■ Utilities to consist of underground facilities ■ Prohibit off-site signs and billboards ■ Require open space easements for “natural” areas adjacent to corridor ■ Require adjacent developments to incorporate compatible landscaping ■ Other design requirements as specified in the Urban Design Element ■ Utilize the City’s Design Review Board to evaluate developments within designated scenic corridors
Landscape Corridors	<ul style="list-style-type: none"> ■ Prohibit off-site signs and billboards ■ Require adjacent developments to incorporate compatible/increased landscaping ■ Other design requirements as specified in the Urban Design Element

Transportation and Urban Runoff

The quality and quantity of storm water runoff flowing into the Santa Ana River and Pacific Ocean are regulated by the State of California. Urban places such as Huntington Beach contain expanses of impervious surfaces that prevent storm water from percolating into the ground; instead, runoff drains lead directly to the river or ocean. The circulation system—comprising sidewalks, roads, and parking lots—makes up a large proportion of the impervious surface acreage in the City and resulting pollution. Many of the pollutants entering the storm water system are byproducts of motor vehicles, including gas and oil.



SCENIC HIGHWAY PLAN

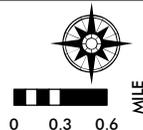


FIGURE CE-7

To responsibly address the water quality impacts of urban runoff, and to meet Santa Ana Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) permit requirements, the City will continue to require mitigation of potential impacts of transportation-related sources of water pollution, particularly in urban runoff.

KEY ISSUES

1. While the City has generally maintained adequate LOS over time, traffic congestion is approaching unacceptable levels at some key intersections. For example, portions of Beach Boulevard experience congestion at critical locations, and portions of Pacific Coast Highway can experience congestion during weekday peak hours and on weekends. The City does not control operations on these roadways, as they are under Caltrans jurisdiction.
2. Maintaining adequate level of service is important for traffic safety and the ability of the City emergency service providers to respond to emergency situations.
3. Without future improvements, traffic generated by new development may negatively impact circulation flows in Huntington Beach and surrounding cities.
4. Alternative modes of transportation could provide additional links to central Orange County and beyond.
5. Undesired bypass and cut-through traffic impact some residential areas.
6. The circulation system contributes to urban runoff affecting the Santa Ana River, wetlands and the Pacific Ocean.
7. Increasing volumes of vehicle trips contribute to current levels of air pollutants, which may affect both public health and global climate change.
8. Scenic corridors throughout the City that provide visual access to the beach, the ocean, and attractive features within the built environment should be protected from encroachment.

GOALS, POLICIES, AND OBJECTIVES

The following section presents the goals, objectives, policies, and programs for Circulation in the City of Huntington Beach. At the end of each policy is a reference to the appropriate implementation program. Each implementation program's These goals and policies establish the framework City staff and decision makers will use to enhance and improve all modes of circulation in Huntington Beach. Where possible, quantified objectives are also stated. References to applicable implementation programs are provided following the policy statement.

Regional Mobility

Goal

CE 1

Provide a balanced transportation system that supports the policies of the General Plan and facilitates the safe and efficient movement of moves people and goods throughout the City while providing a balance between efficiently, promotes economic development and the preservation of, preserves residential neighborhoods, and minimizingmeets safety standards, and minimizes environmental impacts.

Objective

CE 1.1

Balance the circulation system with the circulation demands generated by the implementation of the City's Land Use Element.

Policies

CE 1.1.1

~~Encourage the Pursue~~ completion of missing roadway links and other related facilities ~~by adopting~~ shown on the Circulation Plan of Arterial Highways and critical intersection improvements as shown in ~~Figures CE 3, CE 4, CE 5~~ and as described in ~~Tables CE 1, CE 2, and CE 3~~ of this Element. ~~(I CE 1 and I CE 4)Highway Plan.~~

Related Implementation: CE-11, 12

CE 1.1.2

Monitor and participate in applicable County, Regional, State, and Federal transportation plans and proposals. ~~(I CE 2 and I CE 3)~~

CE 1.2

Monitor and participate in applicable County, regional, State, and federal transportation plans and proposals.

Related Implementation: CE-25, 26, 27, 28, 31, 32, 33

~~CE 1.1.3~~**CE 1.3**

Maintain compliance with the County's Congestion Management Plan (CMP) as shown on Figure CE 3. ~~(I CE 2 and I CE 4)~~ OCTA Congestion Management Program or any subsequent replacement program.

Related Implementation: CE-13, 27, 28

CE 1.4

Coordinate planning, construction, and maintenance of circulation improvements with adjacent jurisdictions and transportation agencies to ensure consistency within the circulation system.

Related Implementation: CE-6, 25, 26, 28, 29, 31

~~CE 1.2~~**CE 1.5**

~~Provide~~Ensure adequate capacity for the City's circulation needs while minimizing significant negative environmental impacts.

Related Implementation: CE-1, 11, 12, 13, 17, 21, 25, 28

CE 1.6

Develop and maintain the City street network consistent with the Arterial Highway Plan (Figure CE-2) and standard roadway cross-sections (Figure CE-1), including appropriate roadway widths, medians, and bicycle lanes.

Related Implementation: CE-1, 6, 11, 12

CE 1.7

Use Intelligent Transportation System (ITS) measures to reduce congestion at intersections, as applicable.

Related Implementation: CE-13

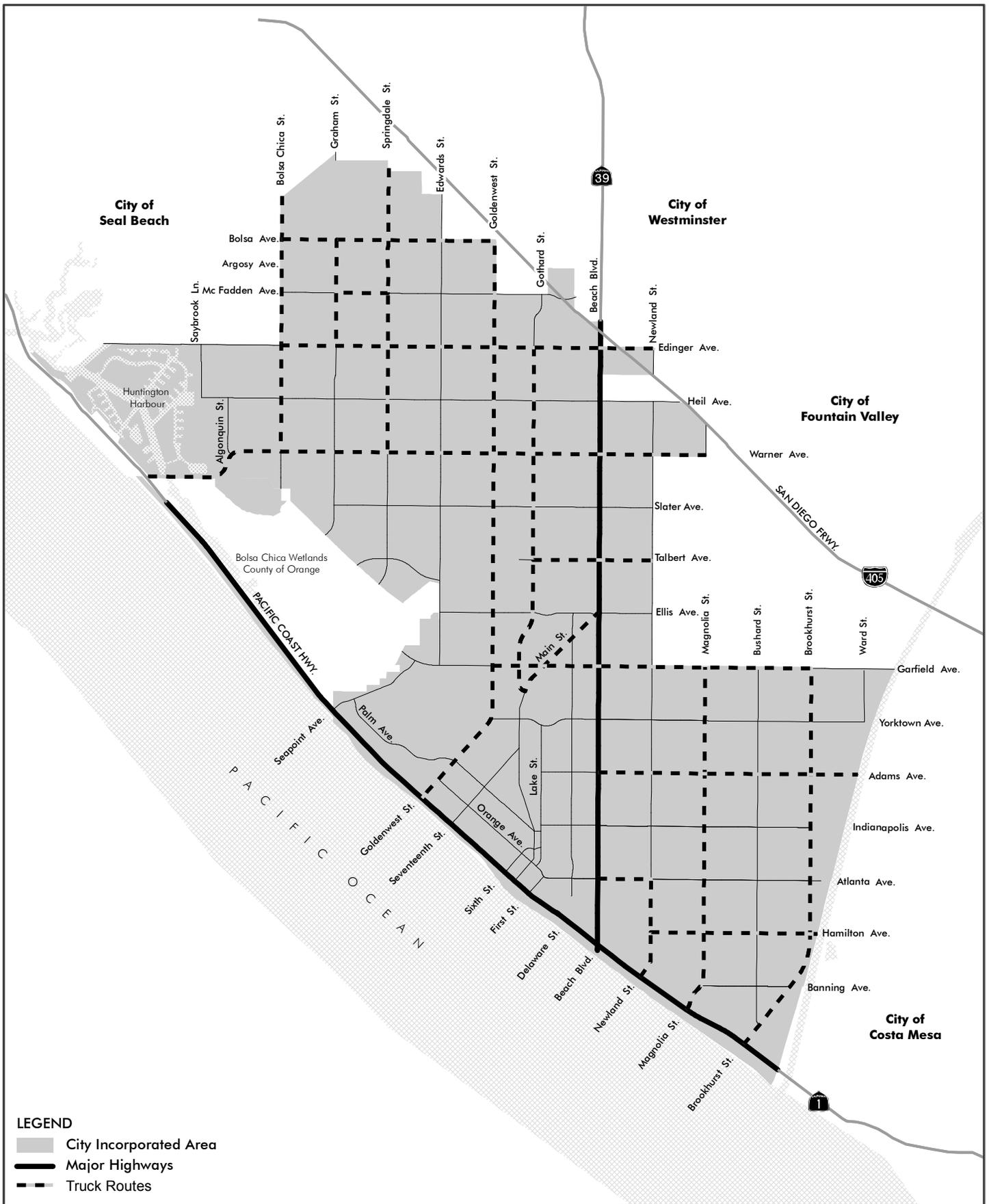
~~CE 1.2.3~~**CE 1.8**

Maintain primary truck routes (Figure CE-8) that move goods efficiently throughout the City sustain an effective transport of commodities while mitigating the and mitigate traffic and noise impacts of truck trafficnegative impacts on local circulation and on noise sensitive land uses, as shown in Figure CE 7 and Figure N 1 of the Noise Element. ~~(I CE 1)~~

Related Implementation: CE-9

CE 1.9

Provide a circulation system that helps to meet emergency response time goals stated in the Public



Facilities and Services Element and Growth Management Element.

Objective CE 1.9: Complete transportation improvements that assist in meeting the response goals for emergency services.

Related Implementation: CE-3, 4, 13, 20

CE 1.3.1 CE 1.10

~~Ensure that~~ Provide a system of primary, major, and secondary roadways ~~are able to~~ arterials that can be used for evacuating persons from their homes during emergency conditions emergencies or for ingress when emergency response units are needed. ~~(I-CE 6, I-CE 8, and I-CE 9)~~

Related Implementation: CE-4, 13 ~~CE 1.1.4~~

~~Review implementation programs that coordinate the transportation needs and requirements of the City with those of other public agencies in order to ensure that the overall circulation plan of the City is effective, efficient, and safe. (I-CE 3 and I-CE 4)~~

~~CE 1.2.1~~

~~Enhance circulation system standards for roadway and intersection classifications, right of way width, pavement width, design speed, capacity and associated features such as medians and bicycle lanes as specified in Figure CE-6, A and B. (I-CE 1)~~

~~CE 1.2.2~~

~~Develop a circulation system that capitalizes on significant environmental features of the City as identified in the Urban Design and Environmental Resources and Conservation Elements. (I-CE 5 and I-CE 12)~~

~~CE 1.2.4~~

~~Utilize Caltrans and City design criteria for any future truck routes within the City. (I-CE 1 and I-CE 3)~~

~~CE 1.3~~

~~Provide a circulation/transportation system which enhances and minimizes response time needed for emergency vehicles.~~

Roadway Circulation

Goal

CE 2

Provide a circulation system ~~which~~ that supports existing, approved, and planned land uses throughout the City while maintaining a desired level of service and capacity on all streets and at all intersections.

Policies

CE 2.1

Comply with City's adopted performance standards for acceptable levels of service.

~~CE 2.1.1~~

Objective 2.1: Maintain ~~at the~~ the following citywide city wide level of service (LOS) ~~not to exceed LOS "D" standards~~ for traffic-signal controlled intersections during the peak hours. ~~(I-CE 1;~~

Congestion Management Program (CMP) Intersections and I-CE 4)

~~CE 2.1.2~~

~~Maintain a city wide level of service (LOS) for links not to exceed LOS "C" for daily traffic~~ locations with the exception of Pacific Coast Highway south of Brookhurst Street. (I-CE 1 and I-CE 4)

~~CE 2.1.3~~

- ~~Identify and improve roadways and~~ specific characteristics identified as critical intersections that are approaching, or have reached, unacceptable levels of service. (I-CE 1; LOS E (≥ 0.90 ICU to not exceed 1.00)
- ~~Non-CMP~~ Principal Intersections: LOS D (0.81-0.90 ICU)
- ~~Secondary~~ All other intersections: LOS C (0.71-0.80 ICU)

Intersections functioning below these standards should provide capacity at the year 2006 LOS. LOS is to be determined during weekday morning and evening peak hours. Expanded timeframes may be applied to individual uses that generate high volumes of traffic during off-peak hours or weekends.

Related Implementation: CE-11, 12

CE 2.2

~~Decrease non-residential traffic on local residential-serving streets.~~

CE 2.2.1

~~Minimize, to the greatest extent feasible, “by pass” or “through” traffic that intrudes into residential neighborhoods. (I-CE 4 and I-CE 6)~~

CE 2.2.2

~~Discourage the creation of new major roadway connections which would adversely impact the residential character of existing residential neighborhoods. (I-CE 4 and I-CE 6)~~

Monitor the capacity of principal intersections throughout the City. When principal intersections approach or have reached unacceptable levels of service, consider elevating the priority of Capital Improvement Program (CIP) projects that reduce traffic congestion at these intersections.

Related Implementation: CE-11, 12

CE 2.3

~~Ensure that the location, intensity and timing of new development is consistent with the provision of adequate transportation infrastructure and standards as defined in the Land Use Element.~~

CE 2.3.1

~~Require development projects to mitigate off-site traffic impacts and pedestrian, bicycle, and vehicular conflicts to the maximum extent feasible. (I-CE 4, I-LU 3, and I-LU 4)~~

CE 2.3.3

~~Require, where appropriate, an irrevocable offer of mutual access across adjacent non-residential properties fronting arterial roadways and require use of shared driveway access. (I-CE 4)~~

CE 2.3.4

~~Require that new development mitigate its impact on City streets, including but not limited to, pedestrian, bicycle, and vehicular conflicts, to maintain adequate levels of service. (I-CE 4)~~

Require additional right-of-way and restrict parking on segments adjacent to principal intersections to allow for future intersection improvements and turning movements as needed to satisfy performance standards.

Related Implementation: CE-11, 12

CE 2.4

~~Ensure compliance with the City’s Growth Management Plan.~~

Require that new development provide circulation improvements to achieve stated City goals.

Related Implementation: CE-1, 17

CE 2.4.15

~~Install preemptive emergency signaling devices for each direction at all traffic signal controlled intersections within the City. Existing unacceptable level of service (LOS) intersections shall be a high priority when retro fitting traffic signals for emergency preemption. (I-CE 8)~~

Require development projects to mitigate to the maximum extent feasible traffic impacts to adjacent land uses and neighborhoods as well as vehicular conflicts related to the project to the maximum extent feasible.

Related Implementation: CE-1, 17

CE 2.3.2 CE 2.6

~~Limit driveway access points, and require adequate driveways widths to be wide enough to accommodate traffic flow from and to onto arterial roadways, and establish mechanisms to consolidate driveways where feasible and necessary to improve traffic flow, and require driveways be located to ensure the smooth and efficient flow of vehicles, bicycles and pedestrians. (I-CE 4)~~

~~Limit driveway access points and require driveway widths onto arterial roadways and require driveways be located to ensure the smooth and efficient flow of vehicles, bicycles and pedestrians. (I-CE 4)~~

Related Implementation: CE-18

CE 2.7

Require that driveways be located to minimize impacts to the smooth, efficient and controlled flow of vehicles, bicycles and pedestrians.

Related Implementation: CE-17, 18

CE 2.8

Study implications of the City assuming jurisdiction of Beach Boulevard to further operational improvements.

Related Implementation: CE-25

Neighborhood Traffic Management

Goal

CE 3

Protect residential neighborhoods from adverse conditions associated with cut-through and non-residential traffic.

Policies

CE 3.1

Enforce policies and established procedures for traffic calming.

Related Implementation: CE-5, 18

CE 3.2

Encourage the design and construction of new major roadways in a manner that minimizes impacts to existing residential neighborhoods.

Related Implementation: CE-5

Public Transportation Demand Management / Transportation Systems Management

Goal

CE 3

Objective

Develop ~~Create~~ a balanced and integrated multi-modal transportation system that increases mass-transit opportunities for Huntington Beach residents.

Policies

CE 3.1.1

Encourage and support the various public transit agencies and companies, ride-sharing programs, and other incentive programs that ~~allow residents to utilize~~ provide forms of transportation other than the private automobile. ~~(I-CE 7 and I-CE 8)~~

Related Implementation: CE-7, 14, 15, 35

CE 3.1.3

Continue to reserve ~~the~~ abandoned rail rights-of-way for future transportation uses such as transit and ~~or~~ bicycle ~~facilities.~~ facilities. ~~(I-CE 3 and I-CE 4)~~

Related Implementation: CE-33

CE 3.1.4

Explore the possibility of locating a transportation center ~~located in the vicinity of the~~ in or near Downtown ~~Downtown commercial area.~~

~~(I-CE 3)~~

Related Implementation: CE-14

CE 3.1.5

Work with OCTA in ~~Pursuing~~ a future ~~an~~ urban rail-transit system that ~~servesservices~~ the City of Huntington Beach. ~~(I-CE 3)~~

Related Implementation: CE-14, 28

CE 4.5

Maintain a system of transit and para-transit services that assist seniors and persons with disabilities.

Related Implementation: CE-14, 32

CE 4.6

CE 3.1.6

~~Require proposed~~ Ensure that construction and operation of heliports ~~and helistops~~ to ~~comply with all~~ complies fully with permit procedures under State law, including referral to the Airport Land Use Commission (ALUC), and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ~~(FAA),~~ ALUC, and Caltrans. This requirement shall be in addition to compliance with the ~~and~~ City noise ordinance. ~~ordinances. (I-CE 1)~~

Related Implementation: CE-24

CE 4.7

Ensure that development proposals, including the construction or alteration of a structure more than 200 feet above ground level, ~~must~~ fully comply with procedures provided by Federal and State law, with the referral requirements of the ALUC, and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ALUC, and Caltrans, including filing a Notice of Landing Area Proposal. This requirement shall be in addition to compliance with all other City development requirements.

Related Implementation: CE-24

CE 3.1

Increase the mass transit opportunities available to Huntington Beach residents in order to reduce traffic impacts on streets and highways and improve air quality.

CE 3.1.2

Augment the existing bus routes with any new bus routes designated in the Orange County Transportation Authority (OCTA) Future Transit Needs Study as shown in Figure CE-8. (I-CE 3)

CE 3.1.7

Provide for future use of water borne passenger services along ocean frontages and harbor waterways. (I-CE 1 and I-CE 4)

CE 3.2

Encourage new development that promotes and expands the use of transit services.

CE 3.2.1

Require developers to include transit facilities, such as park-and-ride sites, bus benches, shelters, pads or turn-outs in their development plans, where feasible as specified in the City's TDM Ordinance. (I-CE 3, I-CE 4, I-CE 7, I-AQ 1, and I-AQ 4)

Transportation Demand Management (TDM) and Air Quality

Goal

CE 4

Encourage and develop a Maximize use of transportation demand management (TDM) system strategies to reduce total vehicle miles traveled and improve regional air quality, to assist in mitigating

traffic impacts and in maintaining a desired level of service on the circulation system.

Policies

CE 4.1

Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

CE 5.1

Require developers to incorporate design features that reduce air pollution from motor vehicles, such as transit facilities and park-and-ride sites; bus benches, shelters, pads, or turnouts; bicycle racks and lockers; and preferred parking for ride sharers.

Related Implementation: CE-19, 21

CE 5.2

Encourage and support the use of low emission and alternative fuel vehicles within the City.

Related Implementation: CE-35

CE 4.1.1-CE 5.3

Encourage non-residential development businesses to provide employee incentives for utilizing using alternatives to the conventional automobile, including (i.e., carpools, vanpools, buses, bicycles, and walking), and telecommuting.

(I-CE 8 and I-AQ 1)

Related Implementation: CE-7, 21, 35

CE 4.1.2-CE 5.4

Encourage employers to use Support the efforts of businesses to use transportation management techniques such as flex-time, staggered working hours and other means such as but not limited to the following, to lessen commuter traffic during peak hours.

a. Bus passes that can be purchased on a monthly basis and sold to employees at a reduced rate with proof that they consistently used the transit system to commute.

b. Single Occupancy Vehicle (SOV) Parking Fees or a monthly parking fee for SOV's using parking facilities.

~~e. Commuter Rideshare Matching Service or a database containing employees zip codes and commuting preferences to be provided to interested participants.~~

~~d. Guaranteed ride home (GRH) program that provides a ride home to employees. (I-CE-8 and I-AQ-2)~~

Related Implementation: CE-7, 35

~~**CE 4.1.5**~~ **CE 5.5**

~~Promote Support the promotion of ride sharing through publicity and public education information to the public. (I-CE-8 and I-AQ-4)~~

Related Implementation: CE-35

CE 5.6

Continue to enforce the City's TDM ordinance and amend the ordinance as needed to reflect changes in technology and work habits.

Related Implementation: CE-35

~~**CE 4.1.3**~~

~~Encourage the use of multiple occupancy vehicle programs for shopping and other uses to reduce midday traffic. (I-CE-8 and I-AQ-4)~~

~~**CE 4.1.4**~~

~~Support national, state, and regional legislation directed at encouraging the use of carpools and vanpools. (I-CE-8 and I-AQ-4)~~

~~**CE 4.1.6**~~

~~Encourage that proposals for major new non-residential developments include submission of a TDM plan to the City. (I-CE-8 and I-AQ-4)~~

~~**CE 4.1.7**~~

~~Encourage the development, implementation, and use of new advance technologies to optimize safe traffic flow and manage traffic congestion. (I-CE-4, I-CE-8 and I-AQ-5)~~

~~**CE 4.1.8**~~

~~Continue to impose the restriction or elimination of on-street parking to improve traffic flow along congested arterials. (I-CE-4)⁺~~

Parking

Goal

CE 6

Ensure that the parking demands of non-residential uses do not adversely impact the City's residential neighborhoods, that the City's parking policies support reduced reliance on personal auto use and that parking supply is adequate to meet City economic development objectives.

CE-5

Provide sufficient, well-designed and convenient on and off street parking facilities throughout the City.

Policies

CE 6.1

Require that development projects supply parking that supports anticipated demands.

Related Implementation: CE-5

~~**CE 5.1**~~

~~Balance the supply of parking with the demand for parking.~~

~~**CE 5.1.1**~~

~~Maintain an adequate supply of parking that supports the present level of demand and allow for the expected increase in private transportation use. (I-CE-9)~~

CE 6.2

Support and collaborate with property owners to manage the supply of parking.

Related Implementation: CE-11

~~**CE 5.1.2**~~

~~Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, or quality of life. (I-CE-9)~~

CE 6.3

Allow for shared parking and other creative parking arrangements that optimize available parking areas.

Related Implementation: CE-5

⁺Mitigation Measure T-2 as specified in EIR No. 94-1, Table EX-1

CE 6.4

Explore the possibility of increasing bicycle parking in or near downtown.

Related Implementation: CE-6

Pedestrian, Bicycle, and Equestrian Paths and Waterways

Goal

CE 6.6

Provide a city-wide system of efficient and attractive bicycle, pedestrian, and equestrian paths, and waterways facilities for commuter, school and recreational use.

Policies

CE 6.7

Link and coordinate the planning of equestrian, bicycle, bus and pedestrian routes and facilities to promote an interconnected system.

(I-CE 1, I-CE 3, I-AQ, I-RCS 1, I-RCS 4, and I-RCS 7)

Related Implementation: CE-6, 19, 32

CE 6.1.1

Coordinate with neighboring jurisdictions to ensure that local bicycle routes within the City will be connected to and are consistent with routes in adjacent jurisdictions.

Related Implementation: CE-6, 28

CE 6.1.4

Coordinate with the County to ensure that new routes identified in the City's Bike Route Plan are incorporated within the County's Master Plan of Bikeways.

Related Implementation: CE-28

CE 6.1.5

Encourage the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets, wherever possible, for use by bicyclists and/or pedestrians, where safe and appropriate.

Related Implementation: CE-19

CE 6.1.6

Maintain existing pedestrian and bicycle facilities, and require developers to provide pedestrian walkways and/or bicycle routes between developments, new residences and schools, parks, and public facilities.

Related Implementation: CE-15, 17, 19

CE 6.1.9

Maintain an equestrian trail network and support facilities that provide a linkage that supports horse properties and local stables, and look to link to with regional facilities and that can be combined with hiking trails.

Related Implementation: CE-16, 19

CE 7.7

Designate and improve Pedestrian Enhancement Zones (PEZs) at appropriate locations.

Related Implementation: CE-15

CE 6.1.10

Implement and operate appropriate traffic control devices and operational programs throughout the community to reduce conflicts between pedestrians, bicycles, and motor vehicles.

Related Implementation: CE-2, 15

CE 7.9

Maintain navigable waterways in Huntington Harbour for both recreational and commuter use.

Related Implementation: CE-10

CE 7.10

Ensure that bicycle and pedestrian facilities within the City comply with accessibility provisions of the Americans with Disabilities Act (ADA).

Related Implementation: CE-6, 15

CE 6.1

Promote the safety of bicyclists and pedestrians by adhering to Caltrans and City wide standards.

CE 6.1.3

Encourage the inclusion of facilities to that transport bicycles on public transit vehicles (both fixed route and para transit) wherever possible.

~~CE-6.1.7~~

~~Require new development to provide accessible facilities for the elderly and disabled. (I-CE) CE 6.1.8~~

~~Adopt candidate locations for water-oriented transportation facilities, located in commercial areas in the Huntington Harbour (Figure CE-10). (I-CE 1)~~

Scenic Corridors

Goal

CE 7 CE 8

Maintain and enhance visual quality and scenic views along designated scenic corridors.

Policies

CE 7.1 CE 8.1

~~Protect and enhance viewsheds corridors along designated scenic corridors, and identify opportunities for the designation of new view corridors.~~

Related Implementation: CE-8, 22, 23

CE 7.1.4 CE 8.2

Establish landscape and urban streetscape design themes for landscape corridors, minor scenic urban scenic corridors, and major urban scenic corridors ~~which that~~ create a different distinct character for each, enhancing each the corridor’s surrounding land uses. For example, ~~the design themes~~ for corridors adjacent to residential neighborhoods should be different than the design themes for industrial or commercial uses. ~~(I-CE 5, I-CE 11, and I-CE 12)~~

Related Implementation: CE-22

CE 7.1.5 CE 8.3

Require that any bridges, culverts, drainage ditches, retaining walls, and other ancillary scenic and landscape corridor roadway elements ~~to~~ be compatible and architecturally consistent with surrounding development and ~~any other established~~ design guidelines. ~~(I-CE 5)~~

Related Implementation: CE-22

CE 7.1.6 CE 8.4

Require ~~that any~~ slopes and earthen berms along scenic corridors adjacent to roadways be landscaped appropriately to minimize consistent with design objectives and standards. standards visual impacts along scenic highways. ~~(I-CE 5)~~

Related Implementation: CE-22

CE 7.1.7 CE 8.5

~~Continue to construct~~ Provide landscaped medians, in and sidewalk treatments in accordance with City standards within existing major and primary arterial streets designated as landscape corridors, and continue to require the construction of landscaped medians and sidewalk treatments in new developments. ~~(I-CE 11)~~

Related Implementation: CE-22

CE 7.2 CE 8.6

Integrate scenic ~~highway systems corridors~~ with open spaces and recreational ~~corridors~~ uses, enhancing public spaces and providing appropriate transitions between differing uses.

Related Implementation: CE-22

CE 7.2.3 CE 8.7

~~Encourage that all proposed building sites~~ Require that development projects adjacent to a designated scenic highway corridor include open spaces, plazas, gardens, and/or landscaping landscaping areas ~~which that~~ enhance the scenic highway corridor and create a buffer between the building site and the roadway roadway scenic highway. ~~(I-CE 4)~~

Related Implementation: CE-22

CE 7.3 CE 8.8

Protect scenic corridors and open space/landscape areas by blending ~~man-made~~ features within both the natural and built environments.

Related Implementation: CE-22

CE 8.9

Continue to require review of the size, height, numbers, and types of on-premise signs within scenic corridors.

Related Implementation: CE-22, 23

CE 7.3.3 CE 8.10

Continue to prohibit construction of off-site signs and billboards within designated scenic corridors. ~~(I-CE 10)~~

Related Implementation: CE-22, 23

CE 8.11

Continue to locate new and relocated utilities underground within scenic corridors to the greatest extent possible. All other utility features shall be placed and screened to minimize visibility.

Related Implementation: CE-22, 34

CE 8.12

Support enhanced maintenance standards and levels on scenic corridors.

Related Implementation: CE-22

CE 7.1.1

~~Require the roadways, as shown in **Figure CE-12**, to be improved and maintained as local scenic highways, major urban scenic highways, minor urban scenic highways, and landscape corridors with key entry points. (I-CE 5 and I-CE 11)~~

CE 7.1.2

~~Revise the Scenic Highway Plan as streets become candidates for landscape corridors, urban scenic corridors, local scenic highways, and state scenic highways designation as shown in **Table CE-4**. (I-CE 5)~~

CE 7.1.3

~~Work with Caltrans to pursue the classification of Pacific Coast Highway as a major urban scenic corridor. (I-CE 3, I-CE 5, and I-CE 11)~~

CE 7.2.1

~~Require scenic highway systems to be designed to provide adequate sight distance in accordance with Caltrans standards through the proper choice of plant materials and placement. (I-CE 5 and I-CE 11)~~

CE 7.2.2

~~Require that all landscaping located within designated scenic highways, major urban scenic corridors, minor urban scenic corridors, and landscape corridors be designed in accordance with standards in the Scenic Highway Plan. (I-CE 5 and I-CE 11)~~

CE 7.3.1

~~Require that new development include landscaping that is compatible with the visual character of the designated scenic highways and corridors. (I-CE 4)~~

CE 7.3.2

~~Continue to require the review of the size, height, numbers, and type of on-premise signs to minimize their impact to scenic corridors. (I-CE 10)~~

CE 7.3.4

~~Continue to locate new and relocated utilities underground when possible. All others shall be placed and screened to minimize public viewing. (I-CE 3)~~

IMPLEMENTATION PROGRAMS

I-CE-1

Monitoring

~~Continue to implement, review, monitor and update, as necessary, the following:~~

- ~~a. existing and proposed roadway systems on an annual basis. Use the information to identify and prioritize capital improvements including road widening, paving and intersection improvements;~~
- ~~b. the City's Circulation Plan and actively participate in the cooperative study regarding the Santa Ana Bridge Crossings, and make recommendations for needed revisions to the County of Orange, Master Plan of Arterial Highways (MPAH) as it relates to the needs of the City;~~
- ~~e. City wide traffic model on an annual basis~~
City Plans, Ordinances and Programs

CE-1: Development Monitoring

Review an annual summary of recent years' development to determine immediate and cumulative impacts of proposed developments on the City's transportation system.

- ~~d. Division 15 of the California Vehicle Code to ensure that future truck routes are designed and constructed to appropriate standards;~~
- ~~e. City wide traffic count monitoring program of roadway links and intersections;~~
- ~~f. the City's Bike Master Plan to ensure the needs of both the local and commuter cyclist.~~
Department: Planning, [Public Works](#), [City Council](#)
Related Policies: CE 1.5, 1.6, 2.4, 2.5

CE-2: Accident Monitoring

~~Monitor recurring vehicle versus bicycle accident locations (including vehicle versus vehicle, bicycle and make/or pedestrian accidents), and determine necessary recommendations and modifications to bicycle the appropriate facilities. This may include the use of advance technologies where appropriate.~~

- ~~g. review, every five years, neighboring jurisdictions bikeway plans and the Orange County Master Plan of Bikeways to assure consistency. Update the Huntington Beach Bikeway Plan, as appropriate;~~

- h. ~~continue to enforce existing City truck routes and study new truck routes that can safely accommodate trucks while minimizing impacts on local traffic and residential neighborhoods;~~
- i. ~~adopt specific heliport/helistop design guidelines prepared by the FAA for the design and construction of future heliports within the City;~~
- j. ~~explore the use of water taxis in Huntington Harbour and ocean frontages;~~
- k. ~~emergency response time information will be analyzed to determine immediate deficiencies for locations where equipment is needed for improving response; and~~
- l. ~~locate equestrian and bike/hike trails in appropriate areas identified as permanent open space, such as the planned Bolsa Chica Regional Trail System.~~
- m. ~~explore the establishment of water born passenger services where appropriate (Such as Peter's Landing)~~

I-CE 2

Compliance with Regional Plans, Policies, and Programs

Continue to participate in the County, regional, and State transportation planning efforts such as:

- a. ~~the County's Congestion~~Departments: Public Works, Police, **City Council**

Related Policy: CE 7.8

CE-3: Emergency Response Times

Monitor and analyze emergency response time information to determine locations where response times are deficient, and evaluate and implement system improvements needed to improve response when possible.

Departments: Public Works, Fire, Police, **City Council**

Related Policy: CE 1.9

CE-4: Emergency Management Program;

- b. ~~the County's Growth~~**Implement the City's Emergency Management Area No. 6 Traffic Signal Interjurisdictional Coordination Program;**
- e. ~~Regional Mobility Plan;~~
- d. ~~the Orange County Master Plan of Arterial Highways (OCMPAH); and~~
- e. ~~Air Quality Management Plan.~~

I-CE 3

Interagency Cooperation

- a. ~~Continue to work with adjacent cities of Costa Mesa, Fountain Valley, Newport Beach, Seal Beach, and Westminster to ensure that their traffic impacts do not adversely impact Huntington Beach.~~
- b. ~~Continue to work with and support Orange County Transportation Authority (OCTA) to:~~
 - ~~Plan and implement an urban rail system that links the City to central Orange County and Los Angeles County;~~
 - ~~Enhance and expand existing fixed bus routes and demand responsive transit services; and~~
 - ~~Plan and implement a transportation center in the downtown area.~~
- e. ~~Continue to work with rail agencies to reserve the existing right of way for a future transportation use, such as a transit facility.~~
- d. ~~Continue to work with the public utilities to underground all telephone, electrical, cable, and other utility wires and transmission lines.~~
- e. ~~Developers should incorporate mass transit amenities, such as but not limited to transit facilities, park and ride sites, etc.~~
- f. ~~Continue to work with other public agencies to ensure that the City's circulation and transportation system is safe and efficient.~~

I-CE 4

Development Review

Through development review:

- a. ~~Review potential impacts of proposed projects to the Circulation System and require appropriate mitigation measures;~~
- b. ~~Require the preparation of traffic impact studies, as determined by City staff, to ensure that new development meets all applicable according to requirements and provisions of the Orange County Congestion Management Program and the Growth Management Plan. These traffic impact studies shall provide detailed mitigation measures as outlined in the CMP; State Emergency Management System (SEMS). Ensure that the program establishes community evacuation routes and emergency shelter facilities, and is easily available to the public.~~

- e. Analyze and evaluate the potential impacts of traffic generated by new development and the effects on adjacent land uses and surrounding neighborhoods. This information shall be used to determine appropriate mitigation measures for the proposed project and will be added to the city wide traffic data base;
- Review new development proposals for mitigation of the impacts of traffic generation, including pedestrian, bicycle, and vehicular conflicts, in order to ensure that the City's circulation system is safe and efficient;
- e. Require that all new bicycle trip destinations, including schools, shopping areas, and transit stops be equipped with bicycle racks;
- f. Require new developments to provide convenient and well-lit pedestrian facilities for elderly, able, and disabled persons to discourage the use of the automobile; and,
- g. Require developments to incorporate landscaping that is compatible with the visual character of the urban corridor, paths, nodes, etc.
- h. Review new development and redevelopment proposals for mitigation of potential impacts of transportation related sources of water pollution, particularly in urban runoff.
- i. Coordinate with Caltrans and the County of Orange to develop a plan to eliminate dry weather urban runoff and pollutants from storm flows from highways and street runoff.

I-CE 5
Scenic Highways

Create a Scenic Highway Plan that includes:

- a. newly designed highways and corridors;
- b. design standards and concepts for each of the scenic highway designations; and
- e. retro-fitting major and primary arterials with landscape medians.

Periodically review and revise the Plan as new designation opportunities arise. Candidacy for designation includes streets proposed by new development, change in access to major destinations, etc.

I-CE 6
Neighborhood Parking and Traffic Control Plans

Create the following, as feasible:

- a. ——— Develop ——— Departments: Fire, Police, City Council
Related Policies: CE 1.9, 1.10

CE-5: Neighborhood Circulation Improvements
Review and implement as needed Prepare and maintain a Neighborhood Traffic Management Technical Administrative Report that identifies needed methods to address cut-through traffic volumes, high speeds, truck traffic intrusions, demonstrated accident history, parking shortages, or school-related traffic congestion in City neighborhoods such as:

- Discouraging creation of new major roadway connections that would adversely impact the character of existing residential neighborhoods.
- Continuing to develop and implement parking and traffic control plans for those neighborhoods which that are adversely impacted by spill-over parking and traffic, as feasible.
- b. ——— Locate new developments and their access points in such a way that through vehicular traffic is not encouraged to use local residential streets.
- e. ——— Provide approved means for emergency vehicles to access and turn around on residential streets.

I-CE 7
Transportation Centers

Develop convenient and attractive transit facilities in addition to the Goldenwest Transportation Center.

I-CE 8
Transportation Demand Management/
Transportation Systems Management

- a. ——— Require new and existing employers to comply with the City's Transportation Demand Management Ordinance and the Air Quality Element of the City's General Plan.
- b. ——— Continue to implement an aggressive traffic signal coordination program to improve traffic flow.
- e. ——— Implement an adaptive traffic signal control system to respond to variations in daily traffic flow.
- d. ——— Introduce advance technologies, where appropriate, into the traffic control system to reduce and manage traffic congestion.

- e. ~~Implement emergency vehicle preemptive signaling devices on emergency response vehicles and at all traffic signals.~~

I-CE 9

Parking Management

- a. ~~Implement the~~ Implementing the Residential Parking Permit Program (Municipal Code Chapter 10.42) in residential areas ~~as~~ where parking shortages occur as prescribed in the Municipal Code.
- b. ~~Explore areas where park and ride facilities can be implemented at existing shopping center parking lots where the available parking is under utilized.~~

I-CE 10

Signage

- a. ~~Continue to pursue the removal of billboards on Pacific Coast Highway and will continue to remedy problems or hindrances which prohibit the Pacific Coast Highway from qualifying as a State Scenic Highway; and~~
- b. ~~Continue to implement the City's sign ordinance.~~

I-CE 11

Scenic Highway Landscape Installation

~~Landscape installation responsibilities should be coordinated among the City, Caltrans and other affected property owners for parkways, medians, and entry landscaping. These responsibilities as well as long term maintenance shall be assigned within the Scenic Highway Plan.~~

I-CE 12

Design Review/Permitting Process/ Environmental Review

- Considering appropriate traffic-calming measures such as raised medians and provision of bike or transit lanes to mitigate problems posed by schools and other land uses that generate high traffic volumes at specific times. Provide solutions to mitigate these problems as warranted by local studies.

Department: Public Works, [City Council](#)

Working With: [School Districts](#)

Related policies: 3.1, 6.1

CE-6: Bikeway Plan

Implement and update Huntington Beach's Bikeway Plan to plan and prioritize facilities for both recreational cyclists and commuters, including:

- Reviewing neighboring jurisdictions' bikeway plans every five years to ensure consistency
- Linking bicycle routes with bus routes to promote an interconnected system.
- Evaluating potential for a future bicycle parking structure in or near downtown.
- Ensuring compliance with ADA accessibility standards.

Department: Public Works, [Planning Commission](#), [City Council](#)

Working with: OCTA, Caltrans

Related Policies: CE 1.4, 1.6, 6.4, 7.1, 7.2

CE-7: Transportation Demand Management Ordinance

Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the SCAQMD, required by the Transportation Demand Ordinance (Zoning Code Title 23, Chapter 230, Section 230.36), or funded by the Mobile Source Air Pollution Reduction Ordinance vehicle fee allocation. The TDM ordinance requires employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including: showers and lockers, parking for vanpools, bicycle parking and passenger loading areas.

Department: Planning, Public Works, [Planning Commission](#), [City Council](#)

Related Policies: CE 4.1, 5.3, 5.4

CE-8: Scenic Corridors Highway Plan

Continue to maintain scenic ~~highways~~ ~~corridors~~ ~~highways~~ and seek grant funding to support their maintenance. Prepare and maintain a Scenic Corridors Technical Administrative Report describing the proposed improvements such as landscaped medians and enhanced landscaping, among others.

Departments: Public Works, Planning, Community Services, [Planning Commission](#), [City Council](#)

Related Policies: CE 8.1, 8.2

CE-9: Trucking Industry

Continue to enforce City truck routes, and work with trucking industry representatives to orient trucks to truck routes to avoid traffic and noise impacts on local roadways, and to divert commercial truck traffic to off-peak-periods to reduce congestion and diesel emission. Designate new local truck routes when necessary. Require adequate truck access, parking, and loading

within new commercial and industrial projects, consistent with requirements of the Zoning Ordinance.

Departments: Planning, Public Works, [Planning Commission](#), [City Council](#)

Working with: Caltrans

Related Policy: CE 1.8

CE-10: Water-Borne Transportation

Continue to support the maintenance of existing waterways. Encourage private development of water-borne transportation for recreation or commuting.

Departments: Planning, Community Services, [Public Works](#), [City Council](#)

Related Policy: CE 7.9

Capital Improvements

CE-11: Capital Improvement Program

Use the City's 5-year Capital Improvement Program (CIP) process to prioritize, fund, and build required roadway and bikeway improvements, and to address phasing and construction of traffic infrastructure throughout the City.

To prioritize these improvements, the City's Technical Administrative Reports (TARs) will be reviewed and updated regularly with current citywide traffic counts for roadway links and intersections. Roadways and intersections that are approaching the LOS standards stated in Objective 2.1 should be prioritized appropriately for improvements including road widening, paving, parking restrictions, or intersection improvements.

Department: Public Works, [City Council](#)

Related Policies: CE 1.1, 1.5, 1.6, 2.1, 2.2, 2.3

CE-12: ~~Technical Administrative Reports~~Principal and Secondary Intersection Improvements
Reports
Update the Prepare and maintain a Principal and Secondary Intersections
the Technical Administrative Reports (TARs) regularly. The TARs that will include information such as roadway dimensions, a listing of intersections and roadway improvements required to transition from the current system of roadways to full implementation of the Arterial Highway Plan, current citywide traffic counts for roadway links and intersections and other useful traffic-related information. Content included will be based on need, as determined by the Director of Public Works. Updates to the TARs will be coordinated annually in tandem with the Capital Improvement Program. The TARs will be

available for use by City staff and decision makers, and should be available for review by the public. Include TAR information in the City's GIS system as appropriate and feasible.

Department: Public Works, [City Council](#)

Related Policies: CE 1.1, 1.5, 1.6, 2.1, 2.2, 2.3

CE-13: Traffic Technology

Use appropriate technologies to improve traffic flow and reduce and manage congestion, such as:

- Installing and maintaining preemptive emergency signaling devices for each direction at appropriate traffic signal-controlled intersections within the City.
- Continuing to implement a traffic signal coordination program to improve traffic flow.
- Developing a citywide traffic management center.

Department: Public Works

Related Policies: CE 1.3, 1.5, 1.7, 1.9, 1.10

CE-14: Transit

Encourage and support development of convenient and attractive transit facilities in addition to the Goldenwest Transportation Center. Support efforts to make both new and existing facilities available and accessible to the disabled and seniors.

Departments: Planning, Public Works, [Planning Commission](#), [City Council](#)

Working with: OCTA

Related Policies: CE 4.1, 4.3, 4.4, 4.5

CE-15: Pedestrian Facilities and Enhancement Zones

Maintain existing pedestrian facilities and require new development to provide accessible pedestrian walkways between developments, schools, and public facilities. Review potential areas in or near Downtown, adjacent to the beach, and along portions of Beach Boulevard for designation as pedestrian enhancement zones. Prepare and maintain a master plan
Pedestrian Facilities Technical Administrative Report
plan describing the location and proposed improvements in Pedestrian Enhancement Zones and other pedestrian facility related analyses.
Enhancement Zones.
Such improvements may include wider sidewalks, enhanced or new crosswalks, trees, pedestrian-scale lighting, or traffic-calming measures. All improvements shall comply with ADA accessibility standards. Exact improvements will vary depending on location.

Departments: [Planning](#), [Public Works](#), [Planning Commission](#), [City Council](#)
[Working With: School Districts](#)
Related Policies: CE 7.5, 7.7, 7.8, 7.10

CE-16: Equestrian Facilities

Continue to maintain trails and other equestrian facilities.

Department: [Community Services](#), [Public Works](#), [City Council](#)

Related Policy: CE 7.6

Development Review Requirements

CE-17: Site Development Permit Process and CEQA

Utilize the site development permit process and the California Environmental Quality Act (CEQA) to:

- Review potential impacts of proposed projects to the Circulation System and require appropriate mitigation measures as required by CEQA.
- Require preparation of traffic impact studies as described within the City’s traffic study guidelines, to analyze and evaluate the potential impacts of traffic generated by new development and the effects on adjacent land uses and surrounding neighborhoods. This information shall be used to determine appropriate mitigation measures for the proposed project and will be added to the citywide traffic database and Technical Administrative Report.
- Review new development proposals for mitigation of the impacts of traffic generation, including pedestrian, bicycle, and vehicular conflicts, in order to ensure that the City’s circulation system meets appropriate safety standards.
- Review driveways in proposed developments to ensure they are located in such a way as to facilitate smooth, efficient and controlled traffic flow.
- Review new development and redevelopment proposals for mitigation of potential impacts of transportation-related sources of water pollution, particularly in urban runoff.

Departments: [Planning](#), [Public Works](#), [Planning Commission](#), [City Council](#)

Related Policies: CE 1.5, 2.4, 2.5, 2.7, 7.5

CE-18: Access Control

Locate new developments and their access points in such a way that vehicular traffic is not encouraged to use local residential streets. Require, where appropriate, an irrevocable offer of mutual access across adjacent non-residential properties fronting arterial roadways and require use of shared driveway access. Minimize driveway access points, require driveways to be wide enough to accommodate traffic from and to arterial roadways, and establish mechanisms to consolidate driveways where appropriate.

Departments: [Planning](#), [Public Works](#), [Planning Commission](#), [City Council](#)

Related Policies: CE 2.6, 2.7, 3.1

CE-19: Alternative Transportation Mode Design Features

Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, equestrian, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

- Requiring bus turn-outs and shaded bus stops where appropriate.
- Requiring new development to provide convenient and well-lit pedestrian facilities consistent with applicable standards.
- Requiring that all new bicycle trip destinations, including schools, shopping areas, and transit stops be equipped with bicycle racks and/or bicycle lockers.
- Continue to allow equestrian access to the beach.
- Encouraging developments to incorporate easements and/or rights of way along flood control channels, public utilities, railroads and streets for the use of bicyclists and/or pedestrians.

Departments: [Planning](#), [Public Works](#), [Planning Commission](#), [City Council](#)

[Working with: OCTA](#)

Related Policies: CE 5.1, 7.1, 7.4, 7.5, 7.6

CE-20: Emergency Access

Provide approved means for emergency vehicles to access and turn around on residential streets.

Departments: [Public Works](#), [Planning](#), [Fire](#), [Police](#), [Planning Commission](#), [City Council](#)

Related Policy: CE 1.9

CE-21: Transportation Demand Management and Air Quality

Require new employers to comply with the City's Transportation Demand Management (TDM) Ordinance and the Air Quality Element of the General Plan.

Departments: Planning, [Planning Commission](#), [City Council](#)

Related Policies: CE 1.5, 5.1, 5.3, 5.9, 6.1

CE-22: Scenic Corridors

Through the development review process, for proposed development along scenic ~~highways~~:corridors:

- ~~a. require~~Require ~~view shed~~ analysis evaluating the impacts on public views to the ocean.~~;~~
- ~~b. require~~Require developments adjacent to designated scenic and landscape corridors to incorporate and maintain landscaping that is compatible with the visual character of the corridor and supporting scenic features.
- Utilize the City's Design Review Board to evaluate developments within designated scenic corridors.
- Require that open space easements be dedicated to the City, master homeowners association, or other responsible party as a condition of the approval for all new projects proposed in "natural" open space areas; ~~and~~ along scenic corridors.
 - e. ~~utilize the City's Design Review Board to evaluate developments within scenic and landscape corridors. Proposed developments shall be analyzed by criteria established in the Scenic Highway Plan as well as other relevant City standards and guidelines.~~

-Department: Planning, [Planning Commission](#), [City Council](#)

Related Policies: CE 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12

CE-23: Pacific Coast Highway Billboards

Continue to pursue the removal of and prohibit new billboards along Pacific Coast Highway. Continue to remedy problems or hindrances which prohibit Pacific Coast Highway from qualifying as a State Scenic Highway.

Department: Planning, [City Council](#)

Working with: Caltrans

Related Policies: CE 8.1, 8.9, 8.10

CE-24: Helistops/Heliports and Building Height Restrictions

Ensure that each applicant seeking approval for the construction of a) a heliport or helistop, or b) a structure more than 200 feet above ground level complies fully with federal and State permit procedures provided for by law, with referral requirements of the Orange County Airport Land Use Commission (ALUC), and with all conditions of approval imposed or recommended by the Federal Aviation Administration (FAA), by the ALUC, and by Caltrans Division of Aeronautics, including the filing of a Form 7480-1 (Notice of Landing Area Proposal) with the FAA. This requirement shall be in addition to all other requirements of the City.

Department: Planning, Public Works, [Planning Commission](#), [City Council](#)

Working with: Orange County Airport Land Use Commission, Caltrans

Related Policy: CE 4.6, 4.7

Interjurisdictional Coordination

CE-25: Caltrans

Coordinate with Caltrans regarding the following actions:

- Administration of State highways within the City.
- Approval of heliports and helistops.
- Achievement of State Scenic Highway status for Pacific Coast Highway.
- Mutual establishment of clear policies and objectives for meeting regional and local transportation needs.
- Development of a plan to eliminate dry weather urban runoff and pollutants from storm flow highway and street runoff.
- Coordination on all plans, activities, and projects which may affect State roadway facilities.
- Investigate the potential to declassify Beach Boulevard as a State highway and transfer the responsibility for this road from Caltrans to the City in coordination with the Beach Boulevard Specific plan.

Departments: Public Works, Planning, [City Council](#)

Working with: Caltrans

Related Policies: CE 1.2, 1.4, 1.5, 2.8

CE-26: Southern California Association of Governments

Participate with the Southern California Association of Governments (SCAG) and represent the City’s interests in development of regional transportation initiatives such as the *Regional Transportation Plan*.

Departments: Public Works, Planning
Working with: SCAG
Related Policies: CE 1.2, 1.4

CE-27: South Coast Air Quality Management District

Work closely with the South Coast Air Quality Management District (SCAQMD) to improve air quality and incorporate the Air Quality Management Plan into the City’s practices and programs.

Department: Public Works, Planning, [Planning Commission](#)
Working with: SCAQMD
Related Policies: CE 1.2, 1.3

CE-28: Orange County Transportation Authority

Work with the Orange County Transportation Authority (OCTA) to achieve the following:

- Maintain consistency with the County Master Plan of Arterial Highways (MPAH) within the City.
- Implement the Congestion Management Program (CMP) within the City.
- Expand and improve bus service within the City.
- Encourage provision of attractive and appropriate transit amenities, including shaded bus stops.
- Provide special transit services (such as direct shuttle or dial-a-ride services).
- Support and implement the OCTA Commuter Bikeways Strategic Plan and participate in future updates and revisions to the Plan.
- Plan and implement an urban rail system that links the City to central Orange County and Los Angeles County.
- Invest in and pursue the development of a transportation center in the coastal area.
- Plan and implement Measure M and M2 projects.
- Maintain consistency with OCTA’s Long Range Transportation Plan.

- Review, every five years, the Orange County Master Plan of Bikeways to assure consistency. Update Huntington Beach’s Bike Plan, as appropriate.

Departments: Public Works, Planning, [City Council](#)
Working with: OCTA
Related Policies: CE 1.2, 1.3, 1.4, 1.5, 4.4, 7.2, 7.3

CE-29: Future Santa Ana Bridge Crossings

Participate in ongoing regional planning efforts regarding the future Santa Ana River bridge crossings.

Departments: Public Works, Planning, [City Council](#)
Working with: OCTA, Caltrans, Adjacent jurisdictions
Related Policy: CE 1.4

CE-30: Single-Occupancy Vehicle Legislation

Remain aware of national, State, and regional legislation directed at reducing use of single-occupancy vehicles, and do what is feasible to support it.

Departments: Public Works, Planning, [City Council](#)
Related Policy: CE 5.6

CE-31: Adjacent Jurisdictions and Transportation Agencies

Work with adjacent jurisdictions, including the cities of Costa Mesa, Fountain Valley, Newport Beach, Seal Beach, Westminster and Orange County, to ensure that traffic impacts do not adversely impact Huntington Beach. Continue to work with other public agencies to ensure that the City’s circulation and transportation system is efficient and meets applicable safety standards.

Departments: Public Works, Planning, [City Council](#)
Working with: Adjacent jurisdictions, OCTA, SCAG, Caltrans
Related Policy: CE 1.2, 1.4

CE-32: Transit System Coordination

Encourage the inclusion of facilities that transport bicycles on public transit vehicles (both fixed route and paratransit) wherever possible. Work to make routes and vehicles available and accessible to the disabled and seniors.

Department: Public Works, [City Council](#)
Working with: OCTA
Related Policies: CE 1.2, 4.5, 7.1

CE-33: Preserve Abandoned Right-of-Ways

Continue to work with rail agencies to reserve existing and abandoned right-of-ways for future transportation uses, such as transit or bicycle facilities.

Department: Public Works

Working with: SCRRA, OCTA

Related Policies: CE 1.2, 4.2

CE-34: Undergrounding Utilities

Continue to work with utility service providers to underground wires and transmission lines, especially within scenic corridors.

Department: Public Works

Working with: Public utility companies

Related Policy: CE 8.11

Ongoing Education and Outreach

CE-35: Transportation Management Outreach

Promote, publicize, and encourage the use of transportation management strategies that will aid in meeting SCAQMD mandates and guidelines, including:

- Use of low emission and alternative fuel vehicles within the City, including neighborhood electric vehicles (NEVs).
- Use of carpools, vanpools, walking, and multi-occupancy programs for midday uses.
- Employers creating Commuter Rideshare Matching Services or databases containing employees' zip codes and commuting preferences to be provided to interested participants.
- Employers participating in Guaranteed Ride Home programs that provide a rides home to employees.
- Employers using flex time, staggered working hours, and other means to reduce commuter traffic during peak hours.
- Creating NEV roadway systems and encouraging electrical vehicle charging stations.
- Participate with SCAG in the creation of a Sustainable Communities Strategy per SB 375 (Steinberg 2008).

Department: Planning, Public Works, City Council

Working with: OCTA, SCAQMD, SCAG

Related Policies: CE 4.1, 5.2, 5.3, 5.4, 5.5, 5.6

<u>CIRCULATION IMPLEMENTATION PROGRAM MATRIX (cont.)</u>																	
<u>No.</u>	<u>NAME</u>	<u>Administration</u>										<u>City of Huntington Beach</u>		<u>Schedule</u>			
		<u>Administrative Services</u>	<u>Community Services Department</u>	<u>Economic Development Department</u>	<u>Fire Department</u>	<u>Library Services Department</u>	<u>Police Department</u>	<u>Public Works</u>	<u>Planning</u>	<u>Planning Commission</u>	<u>City Council</u>	<u>School Districts</u>	<u>Orange County Transportation Authority</u>		<u>Other</u>		
		<u>City of Huntington Beach</u>										<u>City of Huntington Beach</u>					
	<u>Program</u>	<u>Responsible Agency</u>										<u>Funding Source</u>					
<u>CE-33</u>	<u>Preserve Abandoned Right-of-Ways</u>																<u>Ongoing</u> -*
<u>CE-34</u>	<u>Undergrounding Utilities</u>																<u>Ongoing</u> -*
<u>CE-35</u>	<u>Transportation Management Outreach</u>																<u>Ongoing</u> -*

* As funding permits

ACKNOWLEDGEMENTS

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