CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
DRAFT NEGATIVE DECLARATION NO. 14-003

1.	**PROJECT TITLE:**	**Main Street/Ellis Avenue Intersection Improvement Project**
	Concurrent Entitlements:	**None**
2.	**LEAD AGENCY:**	City of Huntington Beach 2000 Main Street Huntington Beach, CA 92648
	Contact:	Jennifer Villasenor, Senior Planner
	Phone/Email:	(714) 536-5271/jvillasenor@surfcity-hb.org
3.	**PROJECT LOCATION:**	Main Street and Ellis Avenue Intersection – refer to Figure 1
4.	**PROJECT PROPONENT:**	City of Huntington Beach 2000 Main Street Huntington Beach, CA 92648
	Contact Person:	Darren Sam
	Phone:	714-536-5431/darren.sam@surfcity-hb.org
5.	**GENERAL PLAN DESIGNATION:**	Right-of-Way (ROW)
6.	**ZONING:**	Right-of-Way (ROW)

7. **PROJECT DESCRIPTION** (Describe the whole action involved,including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue.

Project Improvements

Construction of the project would take two to four weeks. Construction activities would include extension/reconstruction of the median. The new medians would be between two to four feet wide (to match the existing) with no landscaping, and the estimated lengths would be approximately 30 to 35 feet wide for both segments. A striped break in the median is proposed to maintain Ellis Avenue as an emergency access route. The break would be approximately 40 feet wide or of a sufficient width to accommodate the needs of the Fire Department. Other project improvements include traffic signal and related equipment removal, repair and/or replacement of damaged sidewalk, accessibility upgrades to

curb ramps at the corners of the intersection and re-striping of the street lane configuration on Main Street and Ellis Avenue. The project would not increase capacity of the streets.

Background

The existing geometric and operational condition of the Main Street/Ellis Avenue intersection presents challenges that result in substantial traffic delays and higher than average accident rates at the intersection. By prohibiting left turns into and out of Ellis Avenue from Main Street by extending the raised median and removing the traffic signal, improved safety and increased operational efficiency would be achieved. In addition, the Beach Boulevard/Main Street intersection would have improved traffic flow as the current signal is functionally tied to the Main Street/Ellis Avenue signal, which results in an inefficient operation in order to accommodate the traffic movements at both intersections.

Ellis Avenue is currently designated as a secondary arterial on the Orange County Master Plan of Arterial Highways (MPAH) and is considered a connected or continuous arterial in its current configuration. Modification of the intersection and removal of the continuous arterial configuration would require coordination and approval from the Orange County Transportation Authority (OCTA).

The project would not remove access to any surrounding properties. However, access to two adjacent properties, an existing Denny's restaurant property and an existing gas station, would be changed. Customers traveling northbound on Main Street would not be able to turn left from Main Street to Ellis Avenue to access the Denny's property. To access Denny's from Ellis Avenue, a customer would have to use an alternative street (most likely Delaware Street) when traveling from areas south of Ellis. Also, customers traveling east on Ellis Avenue would not be able to access the gas station by going through the intersection and onto the property. These customers would have to access the gas station from the north or the south.

8. **SURROUNDING LAND USES AND SETTING:**

The Main Street/Ellis Avenue intersection is located within the Five Points area, which marks the approximate halfway point between the beach and the 405 freeway. The Five Points Plaza and the Five Points Center are located on both sides of Main Street at the intersection. A gas station is located north of the Five Points Center at the project intersection and a Denny's restaurant is located on Ellis Avenue north of the project intersection. Refer to Figure 1.

9. **OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:** Beach and Edinger Corridors Specific Plan (BECSP) Program EIR – The BECSP Program EIR evaluated the intersection of Main Street and Ellis Avenue and identified operational deficiencies due to the close spacing of the Beach/Ellis and Main/Ellis intersections, although level of service was shown to be acceptable. No specific recommendation or mitigation measure was identified in the EIR. However, the EIR noted the operational issues in this area and discussed potential options for improvements when future land use changes are being considered for the area.

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

Figure 1 – Project Location

Figure 2 - Project Location Area

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

J. Villa

Signature

Jennifer Villaseñor

Printed Name

6/25/14

Date

Senior Planner

Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. "Potentially Significant Impact" is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, preparation of an Environmental Impact Report is warranted.

4. Potentially Significant Impact Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XIX at the end of the checklist.

6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XIX. Other sources used or individuals contacted have been cited in the respective discussions.

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

(Note: Standard Code Requirements - The City imposes standard code requirements on projects which are considered to be components of or modifications to the project, some of these standard requirements also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures.)

SAMPLE QUESTION:

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

Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).

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

I. LAND USE AND PLANNING. Would the project:

a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources:1,3, 13) ☐ ☐ ☑ ☐

Discussion:
The project intersection is designated right-of-way (ROW) on the Zoning and General Plan Maps. The project would not affect the City's certified Local Coastal Program since the intersection is not within the Coastal Zone. The intersection is located within the Beach and Edinger Corridors Specific Plan (BECSP), but would not affect the implementation of any required BECSP improvements or mitigation measures. In addition, the BECSP identifies the current issues associated with the Beach/Main/Ellis intersection configuration and recommends exploring options for improvements at the project intersection including restricted turn movements to alleviate traffic congestion and improve flow.

Ellis Avenue is designated as a Secondary Arterial from Delaware Street (just west of the project intersection) to the eastern City limits and a Collector street from Delaware Street west to the terminus at Edwards Street on the City's Arterial Highway Plan (Figure CE-2 in the Circulation Element). Main Street is designated as a Primary Arterial from Utica to Beach Boulevard. The Orange County Master Plan of Arterial Highways (MPAH) also shows the designations for Ellis Avenue as Secondary Arterial and Main Street as a Primary Arterial at the project intersection. With the secondary arterial designation on the MPAH and the current configuration, Ellis Avenue would be considered a connected or continuous secondary arterial. The project would remove the function of Ellis Avenue to be a continuous/connected arterial. However, Figure CE-3 in the General Plan Circulation Element includes an exhibit of recommended amendments to the MPAH that the City should pursue. The amendments include the deletion of Ellis Avenue from Beach Boulevard to Delaware Street (including the project intersection) from the MPAH. The recommended MPAH amendments were considered by the City when the Circulation Element update was approved by the City Council in 2013, but still require coordination with and approval from the Orange County Transportation Authority (OCTA). Once approval is obtained from OCTA, the City would administratively amend the figures in the Circulation Element. Because the amendment to delete Ellis Avenue at Main Street as a secondary arterial on the MPAH was included in the Circulation Element update, the project's removal of the continuous arterial configuration on Ellis Avenue would not affect the goals and objectives of the Circulation Element to maintain acceptable levels of service through the long term growth forecasted for the City. In addition, the project would be consistent with the following Circulation Element goals, policies and implementation programs:

Goal CE-1 – Provide a balanced transportation system that moves people and goods throughout the City efficiently, promotes economic development, preserves residential neighborhoods, meets safety standards, and minimizes environmental impacts.

CE-2: Accident Monitoring – Monitor recurring accident locations (including vehicle versus vehicle, bicycle and/or pedestrian accidents), and determine necessary recommendations and modifications to the appropriate facilities. This may include the use of advance technologies where appropriate.

The purpose of the project is to reduce traffic congestion and accident rates in the area of the project

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

intersection. As discussed throughout this document, construction of the project would not result in significant environmental impacts and the design would ensure that adequate emergency vehicle access is maintained.

Based on the above analysis, a less than significant impact would occur.

b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources:7) ☐ ☐ ☐ ☑

Discussion: The project would not conflict with any habitat conservation plan or natural community conservation plan as none are adopted for the City of Huntington Beach. No impact would occur.

c) Physically divide an established community? (Sources:3) ☐ ☐ ☑ ☐

Discussion: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The project site is an existing intersection. No new roads or infrastructure are proposed that would physically separate an established community. The project would not remove access to any surrounding properties. However, access to two adjacent properties, an existing Denny's restaurant property and an existing gas station, would be changed. Customers traveling northbound on Main Street would not be able to turn left from Main Street to Ellis Avenue to access the Denny's property. To access Denny's from Ellis Avenue, a customer would have to use an alternative street (most likely Delaware Street) when traveling from areas south of Ellis Avenue. Also, customers traveling east on Ellis Avenue would not be able to access the gas station by going through the intersection and onto the property. These customers would have to access the gas station from the north or the south. While this may be an inconvenience for some customers, access to the properties would still be available. A less than significant impact would occur.

II. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses)or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources:3) ☐ ☐ ☐ ☑

Discussion: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The project does not propose new uses or development that would directly or indirectly induce population growth. In addition, the project would not add capacity to the existing street system or other infrastructure with the potential to indirectly induce population growth. Therefore, no impact would occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources:3) ☐ ☐ ☐ ☑

Discussion: See discussion under item c.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources:3)	☐	☐	☐	☑

Discussion b&c: The project site consists of an existing street intersection. Project improvements do not involve removal of existing housing. Therefore, the project would not displace people or housing and no impacts would occur.

III. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault ? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item e.				
ii) Strong seismic ground shaking? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item e.				
iii) Seismic-related ground failure, including liquefaction? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item e.				
iv) Landslides? (Sources:1,3	☐	☐	☐	☑
Discussion: See discussion under item e.				
b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item e.				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources:1,3)	☐	☐	☐	☑

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

Discussion: See discussion under item e.

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:1,3) ☐ ☐ ☐ ☑

Discussion: See discussion under item e.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources:1,3) ☐ ☐ ☐ ☑

Discussion a – e: The project site is an existing street intersection. The project proposes changes to the existing intersection in order to reduce congestion and vehicle accidents. Proposed project improvements include modifications to the existing street median, removal of the existing traffic signal, sidewalk repair, accessibility upgrades at the corners and street re-striping. No new uses or structures are proposed. Additionally, the project would not add capacity to the street or result in additional vehicle trips. The project would not result in a change in topography and no grading, excavation or fill is proposed. Therefore, the project would not result in additional risks or hazards to people or structures as a result of existing geologic/soil conditions. Since the project site is within the seismically active Southern California region, the project site would be subject to ground shaking during an earthquake. However, this is an existing condition and the project would not result in the exposure of more people or structures to risks and hazards from seismic events beyond the existing condition. The proposed project would not require an alternative wastewater disposal system, such as a septic tank. No impacts would occur.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements? (Sources:1,12,3) ☐ ☐ ☐ ☑

Discussion: See discussion under p.

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:1,12,3) ☐ ☐ ☐ ☑

Discussion: See discussion under p.

c) Substantially alter the existing drainage pattern of the ☐ ☐ ☐ ☑

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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:1,12,3) **Discussion:** See discussion under p.				
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:1,12,3) **Discussion:** See discussion under p.	☐	☐	☐	☑
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources:1,12,3) **Discussion:** See discussion under p.	☐	☐	☐	☑
f) Otherwise substantially degrade water quality? (Sources:1,12,3) **Discussion:** See discussion under p.	☐	☐	☐	☑
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:5) **Discussion:** See discussion under j.	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources:5) **Discussion:** See discussion under j.	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources:1,3) **Discussion:** See discussion under j.	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?				

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(Sources:1,3)	☐	☐	☐	☑

Discussion g-j: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. Proposed project improvements include modifications to the existing street median, removal of the existing traffic signal, sidewalk repair, accessibility upgrades at the corners and street re-striping. No new uses or structures are proposed. Additionally, the project would not add capacity to the street or result in additional vehicle trips. The Main Street/Ellis Avenue intersection is located in FEMA flood zone X and would not place housing or structures within a 100-year flood hazard area. The project site is not mapped as a tsunami run-up area in the Environmental Hazards Element of the General Plan. Therefore, the project would not result in the exposure of additional people or structures to risks associated with flooding, seiche or tsunami. No impacts would occur.

k) Potentially impact stormwater runoff from construction activities? (Sources:1,3,12)	☐	☐	☑	☐

Discussion: During construction, the proposed project could cause debris or other contaminants to enter the storm water system. The General NPDES Permit for Construction Activities issued by the California Water Resources Control Board and the Areawide Urban Stormwater Runoff Permit for Orange County issued by the California Regional Water Quality Control Board would also require BMPs such as sediment control, wind erosion control, tracking control, non-stormwater management, waste management, etc., and would reduce potential construction impacts to water quality. With implementation of existing City and other regulatory agency codes and regulations, impacts to water quality during construction would be less than significant.

l) Potentially impact stormwater runoff from post-construction activities? (Sources:1,3,12)	☐	☐	☐	☑

Discussion: See discussion under p.

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:1,3,12)	☐	☐	☑	☐

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

n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources:1,3,12)	☐	☐	☐	☑

Discussion: See discussion under p.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources:1,3,12)	☐	☐	☐	☑
Discussion: See discussion under p.				
p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources:1,3,12)	☐	☐	☐	☑

Discussion a-f, l, n-p: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. Proposed project improvements include modifications to the existing street median, removal of the existing traffic signal, sidewalk repair, accessibility upgrades at the corners and street re-striping. The project does not propose to alter the course of a river or a stream or change the existing drainage pattern of the intersection. The project design plans would ensure that surface water will continue to flow as it currently does. The project does not propose new residences, commercial, or industrial uses that would require additional water demand that would substantially deplete groundwater supplies. The project does not propose new landscaping that would create a demand for water. The entire project site has been previously graded and consists entirely of impervious surface. The project would not interfere with groundwater recharge such that there would a lowering of the groundwater table or aquifer volume. The project does not involve new uses that would generate a source of additional stormwater runoff that would exceed capacity of the existing storm drain system nor would it be a source of a substantial amount of additional polluted runoff. The proposed project would not generate waste water or discharge of effluent. No impacts to water quality and hydrology are anticipated to occur.

V. **AIR QUALITY.** The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:				
a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources:3,6,14)	☐	☐	☑	☐
Discussion: See discussion under e.				
b) Expose sensitive receptors to substantial pollutant concentrations? (Sources:3,6,14)	☐	☐	☑	☐
Discussion: See discussion under e.				
c) Create objectionable odors affecting a substantial number of people? (Sources:3,6,14)	☐	☐	☑	☐

Discussion: Objectionable odors from the project may result during construction from equipment exhaust and construction activities. However, construction odors would be temporary and intermittent during the two to

four week construction duration. In addition, odor emissions would disperse rapidly from the site and would not cause significant effects affecting a substantial number of people. Odors from vehicle exhaust emissions after completion of the project would not be significant as the project would not generate an increase in vehicle trips and would reduce traffic congestion likely reducing odor from exhaust emissions. Less than significant impacts would occur.

d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources:3,6,14) ☐ ☐ ☑ ☐

Discussion: For a project to be consistent with the Air Quality Management Plan (AQMP) adopted by the South Coast Air Quality Management District (SCAQMD), the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the population, housing, and employment assumptions that were used in the development of the AQMP. The most recent AQMP is the 2012 AQMP. The Final 2012 AQMP was adopted by the SCAQMD Governing Board on December 7, 2012, and approved by Air Resources Board (ARB) on January 25, 2013.

As shown in Table 1, the project would not generate any emissions that exceed the SCAQMD's thresholds. Therefore, the proposed project is consistent with the regional AQMP and the impact would be less than significant.

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:3,6,14) ☐ ☐ ☑ ☐

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

Discussion a,b,e: The City of Huntington Beach is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD). The entire Basin is designated as a national- and State-level nonattainment area for Ozone and fine particulate matter ($PM_{2.5}$) and State-level nonattainment for respirable particulate matter (PM_{10}). Population groups such as children, the elderly, and acutely and chronically ill persons, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others. Sensitive receptors in the vicinity of the proposed project include residents and customers of commercial businesses in the area. Table 1 below provides the proposed project's construction emissions and compares them to the regional significance thresholds of the SCAQMD. Construction emissions were calculated using the Road Construction Emissions Model (Version 7.1.5.1) for the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is recommended by the South Coast Air Quality Management District (SCAQMD), based on regional significance thresholds for certain pollutants.

Table 1: Short-Term Construction Emissions

	Total Regional Pollutant Emissions, lbs/day						
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2e
Maximum Daily Emissions	6.5	57	30.7	<1	8.5	4.2	5,789
SCAQMD Thresholds	75	100	550	150	150	55	No Threshold
Significant Emissions?	No	No	No	No	No	No	

As shown in Table 1, the project would not result in an exceedence of any regionally significant thresholds. The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, since the project would not result in an exceedence of established thresholds, the project would not result in exposure of sensitive receptors to substantial pollutant concentrations.

Post-construction/Long-term emissions

The project is not a development project that would introduce new residential, commercial or industrial uses that would be an indirect source of air quality pollutants. In addition, the proposed project would not increase traffic/vehicle trips. The proposed project would improve existing traffic operations and reduce congestion in the area of the intersection. The primary mobile source pollutant of local concern for a roadway project is carbon monoxide (CO), which is a direct function of vehicle idling time and, thus, traffic flow conditions. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable LOS or with extremely high traffic volumes. Although the project intersection does not currently operate at unacceptable LOS levels, the "stop-and-go" speeds and vehicle queuing that currently occur at the intersection are generally the largest source of vehicle emissions. Since the project would reduce these conditions, concentration of vehicle exhaust in the area may also be reduced.

As the project is consistent with the AQMP and does not result in an exceedence of thresholds for non-attainment pollutants and ozone precursors NO_X and VOC, it would not result in cumulatively considerable impacts to air quality and less than significant impacts would occur.

VI. TRANSPORTATION/TRAFFIC. Would the project:

a)	Conflict with an applicable plan, ordinance or policy	☐	☐	☑	☐

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

establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Sources:1,3)

Discussion: The purpose of the project is to improve traffic flow, simplify the intersection configuration and reduce vehicle accidents within the Five Points area (Beach/Ellis/Main). Currently, significant delays occur at the Beach Boulevard/Main Street intersection. This results in blockages at the project intersection, which can cause substantial delays when traveling through both intersections, particularly when traveling northbound on Main Street. Consequently, this area has above average vehicle accident rates when compared to similar facilities. The Public Works Department performed a traffic analysis to examine level of service at the project intersection as well as nearby intersections to determine if the diversion of traffic as a result of project implementation would affect level of service at those intersections. The project itself would not result in more vehicle trips or increased traffic as no new development or uses are proposed and no capacity would be added to the street network.

Table 2: LOS Summary of Existing and With Project Conditions

Intersection	Existing		With Project	
	AM Peak	PM Peak	AM Peak	PM Peak
Ellis/Main	A	A	A	A
Main/Florida	A	A	A	A
Main/Delaware	A	A	A	A
Ellis/Delaware	B	B	C	C
Beach/Main (ICU)	A	B	A	A
Beach/Main (HCM)	D	D	D	D

LOS = level of service

Table 3: LOS Summary of Existing and With Project Conditions
(traffic diverted to Talbert/Beach or Garfield/Beach)

Intersection	Existing		With Project	
	AM Peak	PM Peak	AM Peak	PM Peak
Beach/Main (ICU)	A	B	A	B
Beach/Main (HCM)	D	D	D	D
Beach/Talbert (ICU)	B	C	B	C
Beach/Talbert (HCM)	C	D	C	D
Beach/Garfield (ICU)	A	C	B	C
Beach/Garfield (HCM)	C	C	D	D

Table 2 shows the existing and "with project" conditions for the project intersection. In this scenario, it is assumed that most vehicles would use Delaware Street and continue to access the Beach/Main intersection. Table 3 shows the existing and "with project" conditions in the event that an alternate street is chosen to access areas east of Beach Boulevard and/or the 405 freeway. In this scenario, vehicles would divert south onto Garfield Avenue or north onto Talbert Avenue.

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

While the traffic analysis shows that both the project intersection (Main Street and Ellis Avenue) and the Beach Boulevard and Main Street intersection currently operate at acceptable levels of service, the blockages that occur due to the existing configuration cause certain turn movements, particularly vehicles on Main Street that are traveling north onto Beach or east onto Ellis to operate at unacceptable levels of service. In addition, although the project would not improve the LOS for these two intersections, vehicle delays would be reduced by several seconds and traffic would flow more efficiently through the two intersections. By eliminating a complicated configuration, accident rates are also likely to be reduced. The traffic analysis also shows that the diversion of traffic to other streets would not result in unacceptable levels of service at nearby intersections. Furthermore, as discussed in Section I. Land Use and Planning, the project would not conflict with the Circulation Element and MPAH in accommodating future traffic due to forecasted growth in the City. Impacts related to traffic and transportation would be less than significant.

During construction, there may be some vehicle delay due to lane closures and construction equipment. However, project construction would be temporary lasting two to four weeks and be required to implement a traffic control plan to minimize disruption to motorists within the project area. The project would not require soil import and export and, therefore, haul trips would be minimal lmited to removal of construction waste. Because project construction would be temporary and the anticipated number of trips for workers and hauling materials would be minimal, traffic impacts during construction would be less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources:1,3) ☐ ☐ ☑ ☐

Discussion: The project site is not adjacent to a CMP intersection. The nearest CMP intersection to the project site is Beach Boulevard and Warner Avenue. Per the 2013 General Plan Circulation Element, there are no deficiency plans underway for any of the CMP elements within the City. The project's proposed improvements would not contribute to or cause a deficiency at the Beach Boulevard/Warner Avenue intersection or any other CMP intersection. The impact would be less than significant.

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:1,3,9) ☐ ☐ ☐ ☑

Discussion: The nearest airports are the Joint Forces Training Base in Los Alamitos and the John Wayne Airport and the proposed project site is not located within any of the Airport Impact Zones. In addition, the project does not propose any new structures or development that would extend into airspace or be tall enough to result in a change in air traffic patterns or a change in location. Therefore, the proposed project would not result in a change in air traffic patterns or otherwise result in a safety risk, and no impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources:1,3) ☐ ☐ ☑ ☐

Discussion: The project proposes to improve an existing complicated street intersection configuration at the

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

Beach/Main and Ellis/Main intersections. The two intersections are in close proximity to each other and functionally tied together, which causes significant vehicle delays and higher than average accident rates to occur in this area. Three-year accident data for the Main/Ellis intersection shows a rate of 1.10 (accidents per million vehicles entering (MEV)) and a rate of 1.20 for the Main/Beach intersection. By comparison, the average accident rates for similar facilities is 0.28 and 0.43, respectively. By prohibiting left turns into and out of Ellis Avenue from Main Street through implementation of the project improvements, the current configuration would be simplified and reduced vehicle delays and accident rates could be achieved. Therefore, the project would result in a decrease in hazard risks over the existing hazardous and inefficient intersection configuration. A less than significant impact would occur.

e) Result in inadequate emergency access? (Sources:3) ☐ ☐ ☑ ☐

Discussion: The Department of Public Works has met with the Police and Fire Departments to discuss the proposed project design. The proposed design includes a striped break in the median for emergency vehicle access of a sufficient width to accommodate large fire engines. Therefore, emergency vehicles would still be able to use the current configuration as an access route if necessary and the impact would be less than significant.

f) Result in inadequate parking capacity? (Sources:3) ☐ ☐ ☐ ☑

Discussion: The project would not remove any existing on-street parking. In addition, no new uses are proposed that would require additional parking. No impact would occur.

g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion: The project would not conflict with existing City policies or plans such as the Circulation Element of the General Plan (refer to Section I. Land Use and Planning) or the Bicycle Master Plan such that a decrease in performance or safety would occur. No impact would occur.

VII. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S, Fish and Wildlife Service? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion: See discussion under item f.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the ☐ ☐ ☐ ☑

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
California Department of Fish and Game or US Fish and Wildlife Service? (Sources:1,3)				
Discussion: See discussion under item f.				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item f.				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item f.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item f.				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources:1,3)	☐	☐	☐	☑

Discussion a-f: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The intersection consists of entirely impervious area and is surrounded by development on all side. It does not function as important habitat or a wildlife or migatory corridor. No wetlands are located within the intersection and no trees or landscaping would be removed as part of the project. As such, no impacts to biological resources would occur.

VIII. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item b.				

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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:1,3,13)	☐	☐	☐	☑

Discussion a & b: The project area consists of the Main Street/Ellis Avenue intersection and does not function as a mineral resource extraction or recovery site. The project site is not designated in the General Plan or Beach and Edinger Corridors Specific Plan as a mineral resource recovery site. No impacts would occur.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources:1,3,11)	☐	☐	☑	☐
Discussion: See discussion under c.				
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:1,3,11)	☐	☐	☑	☐
Discussion: See discussion under c.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources:1,3,11)	☐	☐	☑	☐

Discussion a – c: The nearest schools include a private elementary school and Perry Elementary School, which are approximately 0.5-mile from the project site. The project includes modification of an existing street intersection and does not propose new uses that would involve the routine transport, use or disposal of hazardous materials. The project does not provide on-site fuel dispensing, underground, or outdoor storage of hazardous materials. Hazardous or flammable substances that would be used during the construction phase include vehicle fuels and oils in the operation of construction equipment. Construction vehicles may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid or other materials. However, the proposed construction operation would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials. Less than significant impacts would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result,	☐	☐	☐	☑

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

would it create a significant hazard to the public or the environment? (Sources:1,3,11)

Discussion: The project site is not listed on the State's Hazardous Waste and Substance Site List. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources:3,9) ☐ ☐ ☐ ☑

Discussion: See discussion under item f.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources:3) ☐ ☐ ☐ ☑

Discussion e & f: The project area is not within the vicinity of a private airstrip. Although the City is located within the Planning Area for the Joint Forces Training Center, Los Alamitos, the project site is not located within the height restricted boundaries identified in the Airport Environs Land Use Plan or within two miles of any known public or private airstrip. In addition, the project does not propose any new structures with heights that would interfere with existing airspace or flight patterns. No impacts would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources:1,3) ☐ ☐ ☑ ☐

Discussion: The proposed project will not impede emergency access to the surrounding area both during construction and after the project is complete. During construction, the project would include temporary single lane and sidewalk closures. However, the streets will remain open to traffic and at least one driveway accessing adjacent properties will remain open during the two to four week construction period. Once the project is complete, a striped break in the median will provide access for emergency vehicles with sufficient width to accommodate fire engines. In addition, the project would not impair implementation of or physically interfere with any adopted emergency response plan or evacuation plan. A less than significant impact would occur.

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

Discussion: The project site is located within a developed area and is surrounded by development. There are no wildlands within or surrounding the project area. No impact would occur.

X. NOISE. Would the project result in:

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources:1,3,12)	☐	☐	☑	☐
Discussion: See discussion under d.				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources:1,3,12)	☐	☐	☑	☐
Discussion: See discussion under d.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:1,3,12)	☐	☐	☐	☑
Discussion: See discussion under d.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:1,3,12)	☐	☐	☑	☐

Discussion a – d: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The intersection is surrounded by commercially developed properties. Existing sources of noise and groundborne vibration in the area include motor vehicle traffic on the project site and surrounding streets as well as existing commercial uses adjacent to the street intersection. Applicable City regulations include the General Plan Noise Element, which identifies goals, policies and objectives relative to ambient and stationary fixed-source noise conditions, and the City's Noise Ordinance, which regulates noise produced by uses, equipment, construction and people.

The project will generate short-term noise impacts during construction, including noise generated by construction equipment and tools. However, the project will be subject to compliance with Chapter 8.40 – Noise, of the Huntington Beach Municipal Code which restricts all construction activities to the hours between 7:00 AM and 8:00 PM Monday - Saturday. Construction activities are prohibited Sundays and Federal holidays. Construction noise and vibration would be temporary (lasting two to four weeks) and intermittent depending on the type of equipment being used and the stage of construction. Accordingly, construction related noise impacts would be less than significant.

Noise and vibration generated by the proposed project would not be different than the existing condition as the project would not result in additional capacity. Vehicle trips diverted to other streets as a result of the project would not contribute a new or excessive noise source relative to the existing condition. Also, no new development or uses are proposed that would contribute a new or excessive noise source. As such, the proposed project will not result in exposure of persons to excessive permanent noise levels or groundborne vibration exceeding existing levels or as established by the General Plan Noise Element and the City's Noise

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Ordinance. No impact would occur.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources:4,11)	☐	☐	☐	☑
Discussion: See discussion under f.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources:4,11)	☐	☐	☐	☑

Discussion e & f: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The project is not within two miles of a public airport or a private airstrip. Although the City is located within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, the project will not result in the development of new structures or buildings that would expose people residing or working in the area to excessive noise levels. No impacts would occur.

XI. **PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection? (Sources:1,3)	☐	☐	☑	☐
Discussion: See discussion under item e.				
b) Police Protection? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item e.				
c) Schools? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item e.				
d) Parks? (Sources:1,3)	☐	☐	☐	☑

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

Discussion: See discussion under item e.

e) Other public facilities or governmental services? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion a – e: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The project does not propose new uses or development and would not increase capacity that may potentially indirectly contribute to population growth in the area. As such, the project would not impact parks, schools or other governmental facilities ability to provide services or create additional demand for service.

The nearest police station is the Oakview Substation, located approximately one mile from the project site at 17483 Beach Boulevard. The nearest Fire Station is Station No. 1 located at 18311 Gothard Street. The Police Department has reviewed the proposed project and has not indicated that the project would impact acceptable service levels. In addition, the project is anticipated to reduce the vehicle accident rate at the intersection. The Fire Department currently uses Ellis Avenue to respond to calls in areas east of Beach Boulevard. To maintain Ellis Avenue as a response route for the Fire Department, a striped opening in the median is proposed to accommodate emergency response vehicles. Less than significant impacts would occur.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources:1,3,12) ☐ ☐ ☐ ☑

Discussion: See discussion under item h.

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:1,3,12) ☐ ☐ ☐ ☑

Discussion: See discussion under item h.

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:1,3,12) ☐ ☐ ☐ ☑

Discussion: See discussion under item h.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources:1,3,12) ☐ ☐ ☐ ☑

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

Discussion: See discussion under item h.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources:1,3,12) ☐ ☐ ☐ ☑

Discussion: See discussion under item h.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources:1,3,12) ☐ ☐ ☑ ☐

Discussion: See discussion under item g.

g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources:1,3,12) ☐ ☐ ☑ ☐

Discussion f & g: Rainbow Disposal is the exclusive hauler of all solid waste for the City of Huntington Beach. Rainbow Disposal operates a Transfer Station, located at 17121 Nichols Street within the City of Huntington Beach, and two Materials Recovery Facilities (MRFs) through which all solid waste is processed. Rainbow Disposal's Transfer Station has a design capacity of 2,800 tons per day, and current utilization ranges between 53 and 71 percent. In addition, the two MRFs sort and separate all waste and recycle appropriate materials further reducing the waste generation going to the landfills. The proposed project does not propose new development or uses that would generate additional waste and Rainbow Disposal is able to accept any construction waste from the project without affecting capacity. As such, the solid waste impacts resulting from the proposed project would be less than significant.

h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources:3,12) ☐ ☐ ☐ ☑

Discussion a – e, h: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. No new uses or development are proposed that would create additional demand for water, sewer or stormwater drainage facilities. Therefore, the project would not require new or expanded stormwater drainage or waste water treatment facilities. In addition, the project would not alter the current drainage pattern of the streets or intersection or result in additional impervious area that would result in an exceedence of capacity in the existing facility. No impacts would occur.

XIII. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista? ☐ ☐ ☐ ☑

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(Sources:1,3)				
Discussion: See discussion under item d.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item d.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources:1,3)	☐	☐	☑	☐
Discussion: See discussion under item d.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources:1,3)	☐	☐	☐	☑

Discussion a – d: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The project site is not located along a state scenic highway and there are no historic resources, rock outcroppings or trees that would be affected within the project site. Neither Main Street or Ellis Avenue is designated as a scenic or landscape corridor in the General Plan Circulation Element in the area of the project.

During construction, there would be a general aesthetic degradation of the project site due to construction equipment and signage. However, this condition would be temporary during the two to four week construction period. The impact would be less than significant.

Implementation of the project would not alter the existing visual environment of the project site. The project would extend the existing median and remove an existing traffic signal. Other work includes curb and sidewalk repairs, street re-striping and ADA upgrades. Upon completion, the intersection would look substantially the same as it currently does. No new sources of light would be introduced to the area. Therefore, the project would not result in permanent aesthetic impacts.

XIV. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in δ15064.5? (Sources:1,3)	☐	☐	☐	☑
Discussion: See discussion under item d.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to δ15064.5? (Sources:1,3)	☐	☐	☐	☑

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

Discussion: See discussion under item d.

c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion: See discussion under item d.

d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion a – d: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. Other work includes curb and sidewalk repairs, street re-striping and ADA upgrades. The project site has been previously disturbed and does not propose grading that would potentially disturb native/undisturbed soils. Therefore, the project does not have the potential to cause an adverse change in the significance of an archeological resource, destroy a unique paleontological or geologic resource or disturb human remains. In addition, the project does not involve the demolition or alteration of any historic resources. No impacts would occur.

XV. RECREATION. Would the project:

a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion: See discussion under item c.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion: See discussion under item c.

c) Affect existing recreational opportunities? (Sources:1,3) ☐ ☐ ☐ ☑

Discussion a – c: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The project does not involve the creation of new homes or businesses that would substantially increase the use of existing parks and recreational facilities. The project will not affect nor does it include expansion of existing recreational opportunities. Although the project would improve traffic congestion and reduce delays, it would not increase capacity and indirectly contribute to growth in the area that could necessitate the addition or expansion of recreational facilities. No impacts would

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

occur.

XVI. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources:1,3)	☐	☐	☐	☑

Discussion: See discussion under item c.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources:1,3)	☐	☐	☐	☑

Discussion: See discussion under item c.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources:1,3)	☐	☐	☐	☑

Discussion a – c: The project consists of modification and reconstruction of the median island on Main Street and removal of the traffic signal at the intersection of Main Street and Ellis Avenue to prohibit left turns on Main Street to and from Ellis Avenue. The project does not propose any changes that would affect existing farmland or agricultural uses and would not result in conversion of farmland/agicultural uses as there are none within the vicinity of the project site. The site is not zoned for agricultural uses, nor is it under a Williamson Act contract. Finally, the project area is not mapped as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. No impacts would occur.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources:3,14)	☐	☐	☑	☐

Discussion: See discussion under b.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources:3,14)	☐	☐	☑	☐

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

Discussion a & b: The CEQA Guidelines state that, where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make determinations regarding air quality impacts. State CEQA Guidelines Section 15064.4 provides guidance to lead agencies for determining the significance of impacts from GHG emissions and states that a lead agency should make a good-faith effort, to the extent possible, based on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. When assessing the significance of impacts from GHG emissions, a lead agency should consider: (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions; (2) whether the project's GHG emissions exceed a threshold of significance that the lead agency determines applicable to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Construction GHG emissions would include emissions from construction equipment and vehicles, and emissions from travel delay due to construction. These emissions would be produced at different levels throughout construction. During construction, GHG emissions related to the project would be mainly from CO_2, N_2O, and CH_4 contained in exhaust from off-road diesel construction equipment/vehicles (e.g., idling and operation of construction equipment), trucks used by on-site workers, and from use of portable equipment (e.g., generators). The short-term construction emissions were calculated using the Road Construction Emissions Model that was developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD Road Construction Emission Model is included in the models recommended by the SCAQMD for roadway projects. The construction GHG emissions were estimated at 44.7 tons (40.5 metric tons) and are well below any significance thresholds thus far adopted or suggested by a regional or State agency.

The project does not have the potential to produce long-term/operational GHG emissions. The project does not propose to add capacity to the existing street system and would not generate increased traffic volumes. Additionally, since the highest level of GHG emissions from vehicles, specifically carbon dioxide (CO_2), occur at "stop-and-go" speeds (0 – 25 miles per hour), the proposed project may reduce GHG emissions by improving traffic flow.

As discussed in this section, project emissions would be below adopted and proposed significance thresholds identified by State and regional agencies to help achieve the GHG emissions reduction goals of AB 32. Therefore, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases pursuant to AB 32. Less than significant impacts would occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources:1-14)	☐	☐	☐	☑

Discussion: As discussed in Section VII. Biological Resources and Section XIV. Cultural Resources, the

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

proposed project does not have the potential to substantially degrade the quality of the environment through habitat or species degradation or threaten significant biological or cultural resources. No impact would occur.

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:1-14)	☐	☐	☑	☐

Discussion: As discussed in Sections I to XVI, the project is not anticipated to have significant cumulatively considerable impacts due to the relatively small scale and nature of the project as well as implementation of project design features and standard City codes and policies that would further reduce impacts. Less than significant impacts are anticipated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources:1-14)	☐	☐	☑	☐

Discussion: As discussed in Sections I to XVI, all potential impacts that could have environmental effects on humans as a result of the project have been found to be less than significant due to the relatively small scale and nature of the project as well as implementation of project design features and standard City codes as well as other applicable codes and policies. As such, impacts would be less than significant.

XIX. EARLIER ANALYSIS/SOURCE LIST.

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

Reference #	Document Title	Available for Review at:
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Builidng Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	Project Narrative and Plan	Attachment No. 1
4	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
5	FEMA Flood Insurance Rate Map (2009)	"
6	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	"
7	City of Huntington Beach CEQA Procedure Handbook	"
8	Trip Generation Handbook, 9th Edition, Institute of Traffic Engineers (2012)	"
9	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	"
10	State Seismic Hazard Zones Map	"
11	Hazardous Waste and Substances Sites List	www.calepa.gov/sitecleanup/cortese
12	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm
13	Beach and Edinger Corridors Specific Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14 Air Quality Emission Modeling Road Construction Emissions Model (Version 7.1.5.1)			"	

Ellis Avenue at Main Street Traffic Channelization Project, CC-1471

Project Description:

The project is located at the intersection of Ellis Avenue at Main Street and consists of reconstruction of the median island on Main Street to prohibit left turns to and from Ellis Avenue to improve traffic flow and reduce congestion. This project includes the construction of the median island modification along with the removal of the traffic signal.

Project Purpose:

The purpose of initiating this project is to improve the traffic operating conditions at the intersection of Ellis Avenue at Main Street. Staff believes that significant operational benefits for efficiency of operation, simplicity and safety could be realized by prohibiting left turns into and out of Ellis Avenue from Main Street through the construction of a raised median. A reduction in accidents along with reduced vehicle delays is anticipated with implementation of this project that will simplify the intersection configuration. With construction of the median, another project benefit is that the traffic signal at this intersection could be removed and different signal phasing options to improve traffic flow could be considered for the Beach Boulevard at Main Street intersection. Exhibit 1 shows the existing lane configuration and traffic movements. Exhibit 2 shows a conceptual layout of the proposed project.

Project Analysis:

The intersection of Ellis Avenue at Main Street currently has challenges with the geometric and operational conditions resulting in higher than average accident rates at the intersection, along with significant vehicular delays, particularly for the northbound Main Street traffic. The signals at Ellis Avenue at Main Street and Beach Boulevard at Ellis Avenue are functionally tied together creating a complicated operation to accommodate all traffic movements at both intersections resulting in less efficient operations. By prohibiting left turns into and out of Ellis Avenue from Main Street with the raised median construction and traffic signal removal, safety and operation benefits could be achieved at this location, and at Beach Boulevard at Main Street. Exhibit 1 shows an aerial photo of the existing conditions at the project location. Exhibit 2 displays a conceptual layout and traffic movements through the intersection with the project.

A traffic analysis examining the level-of-service (LOS) at nearby intersections was conducted to determine if any traffic impacts would result from the diversion of traffic with the project conditions. The following intersections were analyzed: Ellis Av/Main St, Main St/Florida St, Main St/Delaware St, Ellis Av/Delaware St, and Beach Blvd/Main St. Table 1 shows the

ATTACHMENT NO. 1.1

existing and project LOS conditions with the analysis resulting in no LOS impacts. Appendix A contains the LOS worksheets for Table 1.

Table 1. LOS Summary of Existing and Project Conditions

Intersection	Existing				With Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
Ellis Av/Main St	0.26	A	0.35	A	8.6 sec	A	8.8 sec	A
Main St/Florida St	0.23	A	0.32	A	0.27	A	0.35	A
Main St/Delaware St	0.31	A	0.37	A	0.44	A	0.51	A
Ellis Av/Delaware St	11.5 sec	B	13.2 sec	B	15.6 sec	C	15.6 sec	C
Beach Blvd/Main St (ICU)	0.49	A	0.63	B	0.49	A	0.63	A
Beach Blvd/Main St (HCM)	37.4 sec	D	44.0 sec	D	35.9 sec	D	42.3 sec	D

Potential concerns with the project include the classification of Ellis Avenue as a secondary arterial on the Master Plan of Arterial Highways (MPAH) for Orange County, the use of Ellis Avenue as a Fire Department response route to areas east of Beach Boulevard, and the access changes to the existing Denny's restaurant and Chevron gas station as a result of the removal of certain turning movements to and from Ellis Avenue from Main Street.

The classification of Ellis Avenue is a secondary arterial on the MPAH. With the current configuration the MPAH considers Ellis Avenue a "connected" or "continuous" arterial highway, a key element of being a regionally significant arterial. With the project the continuous arterial highway function would be eliminated with the removal of the eastbound left turns from Ellis Avenue to Main Street. Today, the function of the roadway is severely diminished as a through arterial with the existing configuration. The City would need to coordinate with OCTA in consideration of any modifications to through traffic use of the roadway. Exhibit 4 shows a caption from the MPAH for the project location.

Ellis Avenue is currently used as a response route by the Fire Department to areas east of Beach Boulevard. In discussions with Fire, unobstructed Fire access through the intersection is requested to continue to maintain Ellis Avenue as a response route. This could be accomplished by providing an opening in the raised median wide enough to accommodate emergency response vehicles. Additionally, Fire inquired about the installation of emergency vehicle preemption for the Beach Boulevard/Main Street traffic signal in the eastbound direction, activated when approaching a response vehicle approaches or is at the intersection of Main Street/Ellis Avenue.

The project will affect some of the access to the existing Denny's restaurant and the Chevron gas station. Customers traveling northbound on Main Street would no longer be able to turn left from Main Street to Ellis Avenue to access Denny's, and u-turns are restricted at the intersection of Beach Boulevard/Ellis Av. To access Denny's from Ellis Avenue an alternative street such as Delaware Street would have to be traveled when coming from areas south of Ellis Avenue. Additionally, the project would eliminate access to the Chevron gas station traveling eastbound on Ellis Avenue approaching Main Street. Exhibit 3 shows movements that would be removed with implementation of the project.

Construction of the project would be expected to be between two to four weeks. The construction activities would include temporary single lane closures during the daytime on Main Street across Ellis Avenue for median construction, temporary single lane and sidewalk closures on Main Street and Ellis Avenue to: remove traffic signal equipment, repair or replace damaged sidewalk, and upgrade curb ramps at the corners of Ellis Av/Main St intersection. Other work includes restriping Ellis Avenue and Main Street in the vicinity of the intersection. At minimum, one driveway accessing the properties affected by construction will remain open during construction activities.

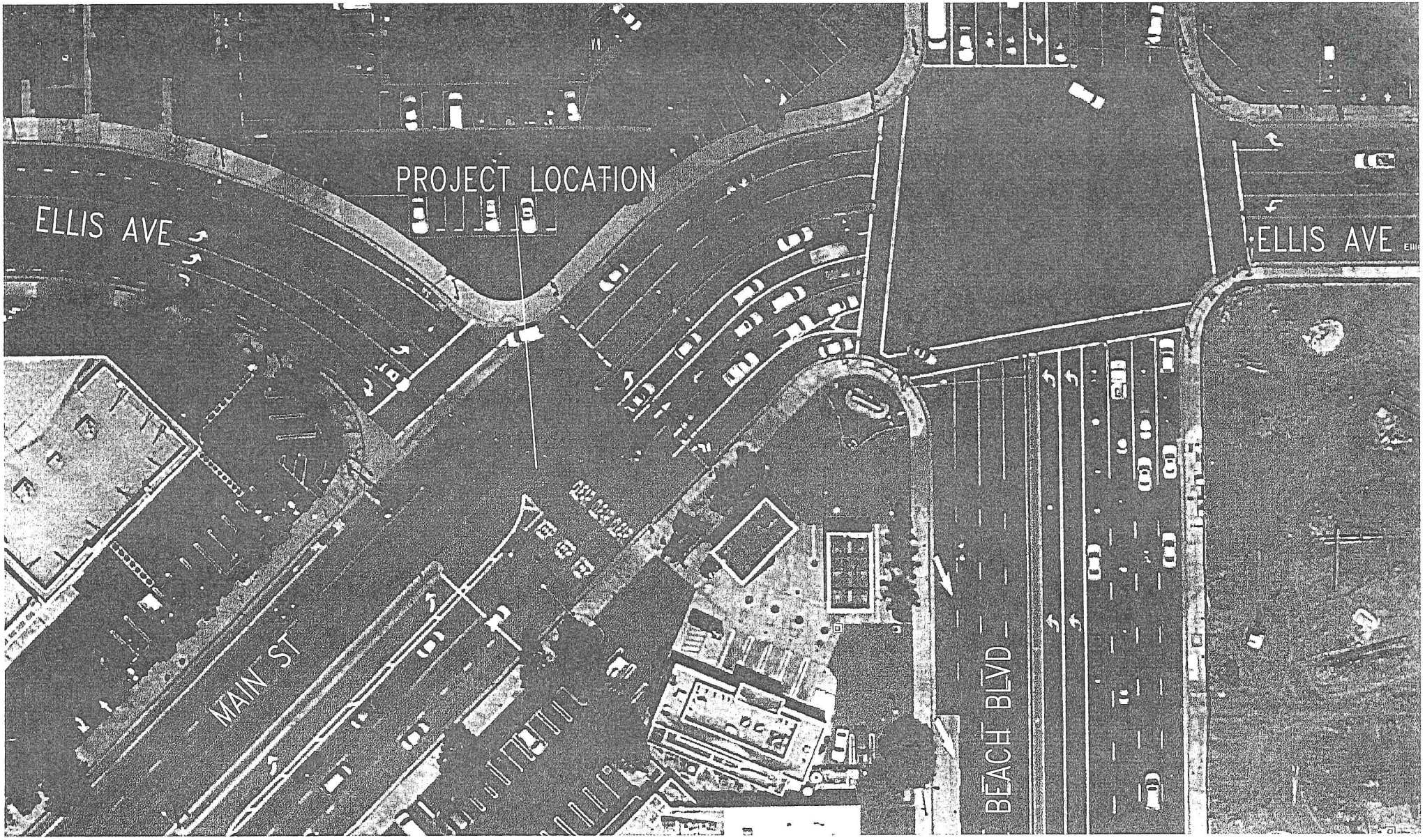

EXHIBIT 1. ELLIS AV AT MAIN ST TRAFFIC CHANNELIZATION PROJECT, EXISTING CONDITIONS

4-1

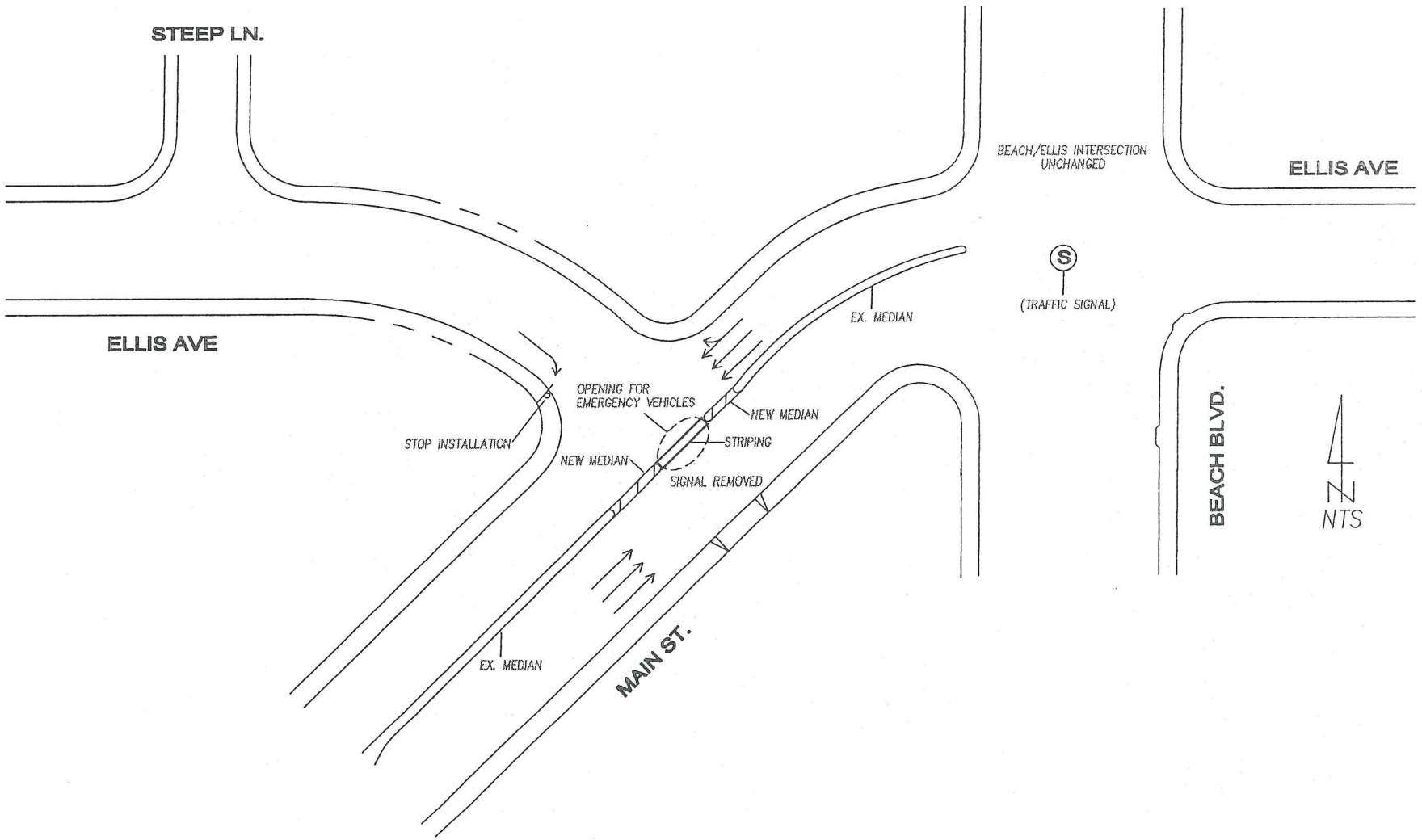

EXHIBIT 2. PROJECT CONCEPT MAIN/ELLIS CHANNELIZATION PROJECT

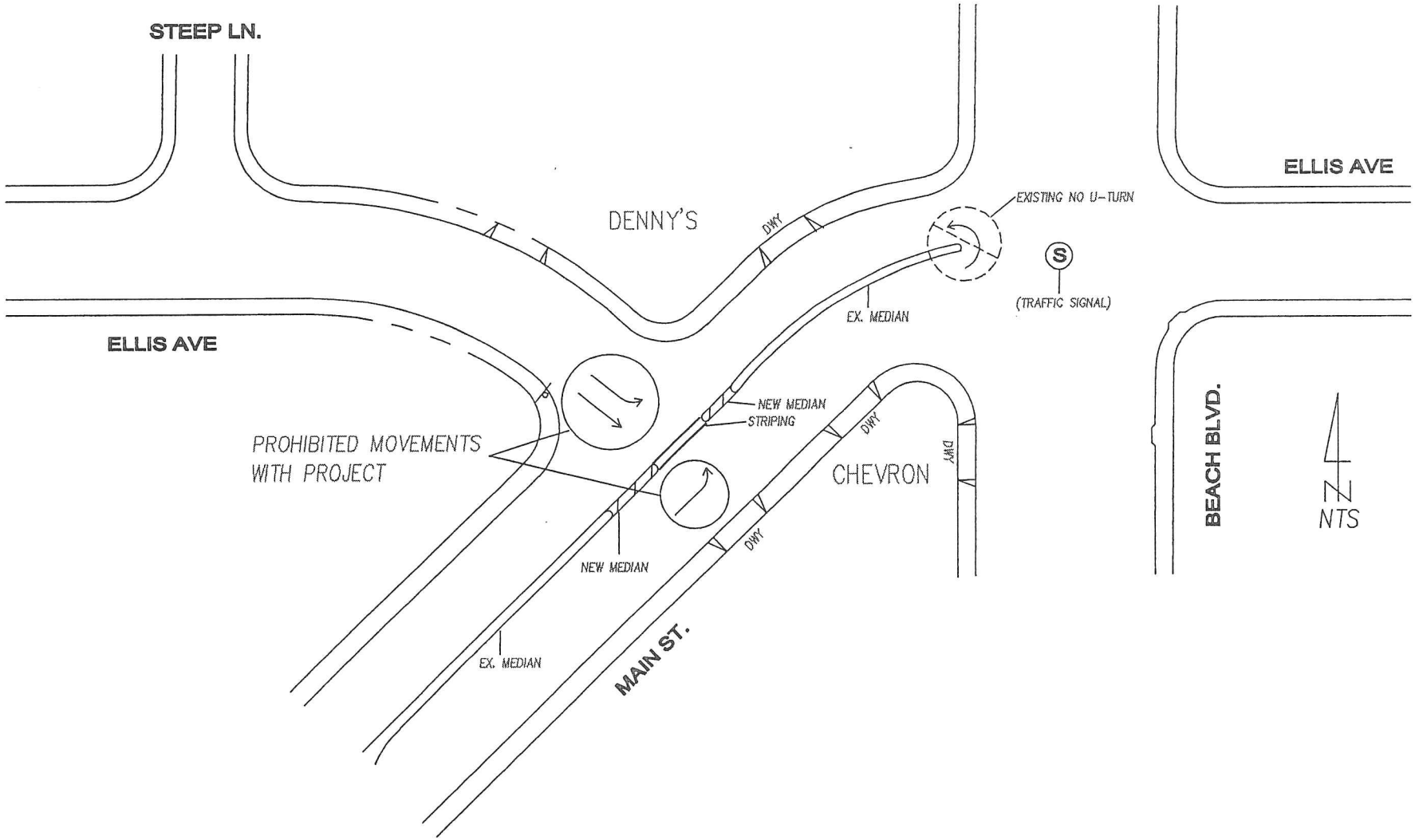

EXHIBIT 3. TURN MOVEMENTS REMOVED WITH PROJECT

9.1

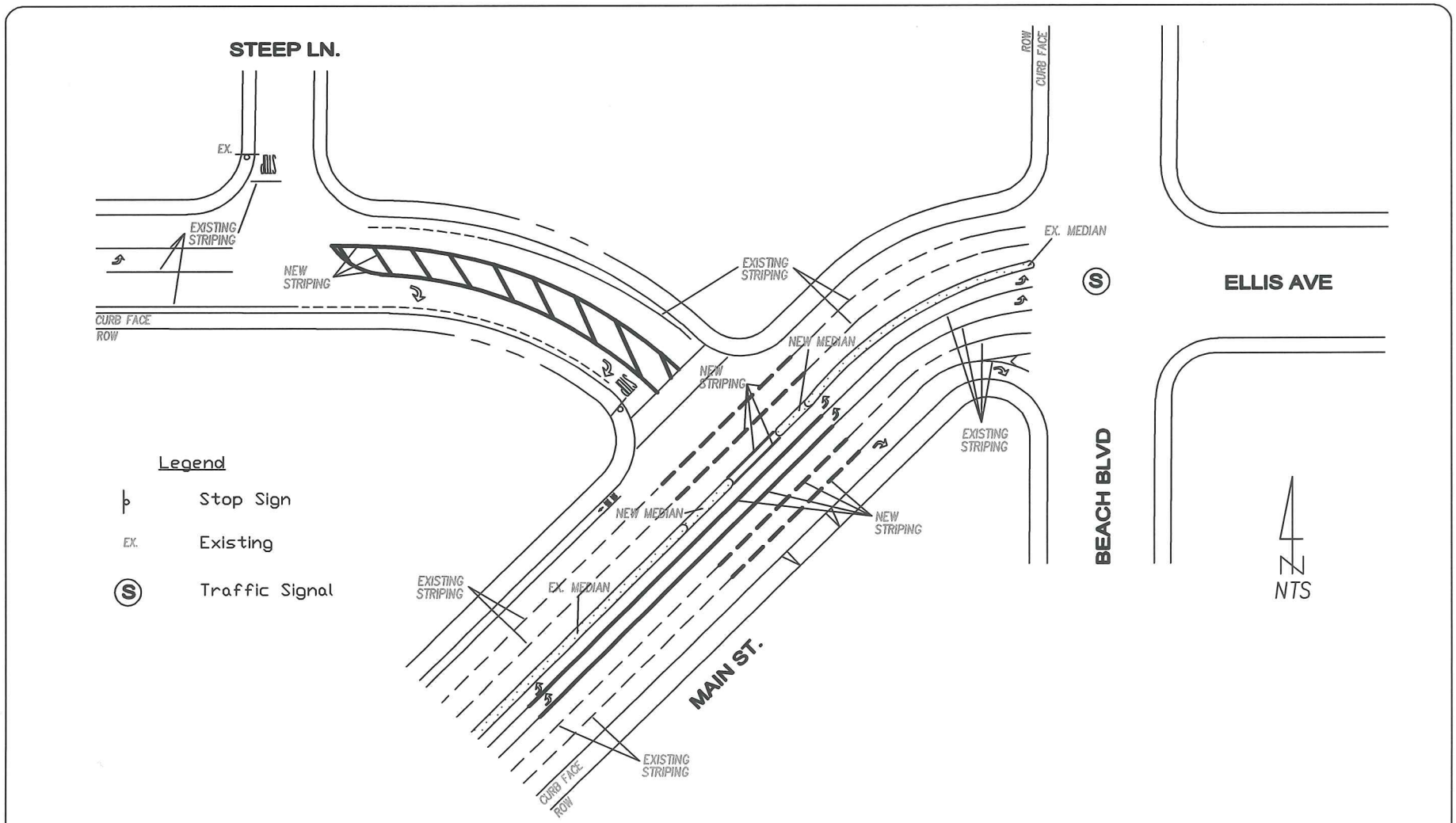

EXHIBIT 4. CONCEPTUAL STRIPING PLAN

L.7

Table 3. LOS Summary of Existing Conditions

Intersection	Existing			
	AM Peak		PM Peak	
	ICU/Delay	LOS	ICU/Delay	LOS
Beach Blvd/Main St (ICU)	0.49	A	0.63	B
Beach Blvd/Main St (HCM)	37.4 sec	D	44.0 sec	D
Beach Blvd/Talbert Av (ICU)	0.66	B	0.72	C
Beach Blvd/Talbert Av (HCM)	30.8 sec	C	36.5 sec	D
Beach Blvd/Garfield Av (ICU)	0.60	A	0.71	C
Beach Blvd/Garfield Av (HCM)	28.9 sec	C	29.0 sec	C

Table 4. LOS Summary of Project Conditions with Traffic Diversion to Talbert/Beach

Intersection	With Project			
	AM Peak		PM Peak	
	ICU/Delay	LOS	ICU/Delay	LOS
Beach Blvd/Main St (ICU)	0.49	A	0.63	B
Beach Blvd/Main St (HCM)	40.1 sec	D	46.7 sec	D
Beach Blvd/Talbert Av (ICU)	0.69	B	0.76	C
Beach Blvd/Talbert Av (HCM)	31.0 sec	C	37.7 sec	D

Table 5. LOS Summary of Project Conditions with Traffic Diversion to Garfield/Beach

Intersection	With Project			
	AM Peak		PM Peak	
	ICU/Delay	LOS	ICU/Delay	LOS
Beach Blvd/Main St (ICU)	0.49	A	0.63	B
Beach Blvd/Main St (HCM)	39.0 sec	D	45.0 sec	D
Beach Blvd/Garfield Av (ICU)	0.67	B	0.78	C
Beach Blvd/Garfield Av (HCM)	41.7 sec	D	41.2 sec	D

Main Street/Ellis Avenue Accident Analysis

Main (N/S)/Ellis (E/W) - 3 Year Summary (6/30/10 – 6/30/13)

#	Type	Comments
4	Sideswipe	3 NB at or approaching int., 1 EB
6	Broadside	4 left turn @ int., 2 entering traffic from driveway; 2 inj.
5	Rear End	4 NB at or approaching int., 1 SB; 5 inj.
3	Hit Object	NB at or approaching int.

Accident Rate = 1.10

*Average Rate for similar facility = 0.28

Beach / Ellis – 3 Year Summary (6/30/10 – 6/30/13)

#	Type	Comments
17	Broadside	14 inj. (0 locations w/o Beach)
4	Head On	7 inj.
6	Hit Object	2 located w/o Beach, 3 inj.
1	Overturned	1 located w/o Beach, 1 inj.
37	Rear End	7 located w/o Beach; 20 inj.
31	Sideswipe	7 located w/o Beach; 6 inj.
7	Vehicle Pedestrian	4 inj., 1 fatal

Accident Rate = 1.20

*Average Rate for similar facility = 0.43

*Caltrans Collision Data on California State Highways

Primary Cause Summary

Cause	Beach/Ellis	Main/Ellis	Total
Auto ROW Violation	6	3	9
DUI	11	-	11
Following Too Close	3	1	4
Improper Turning	10	3	13
Improper Driving	1	-	1
Other Than Driver	1	1	2
Pedestrian Violation	5	-	5
Traffic Signals and Signs	11	2	13
Unknown	6	3	9
Unsafe Lane Change	19	-	19
Unsafe Speed	19	3	22
Unsafe Starting or Backing	6	-	6
Wrong Side of Road	5	2	7

Collision Data

Collision Type	Beach/Ellis	Main/Ellis	Total
Fatal	1	-	1
Injury	55	7	62