City of Huntington Beach Planning and Building Department
STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Ricky Ramos, Senior Planner RR
DATE: November 13, 2012

SUBJECT: **GENERAL PLAN AMENDMENT NO. 11-001 (CIRCULATION ELEMENT UPDATE)**

APPLICANT: City of Huntington Beach
LOCATION: Citywide

STATEMENT OF ISSUE:

- General Plan Amendment No. 11-001 request:
  - Comprehensive update to the Circulation Element which evaluates the long-term transportation needs of the city and presents a comprehensive plan to accommodate those needs.
- Staff's Recommendation: Approve General Plan Amendment No. 11-001 based upon the following:
  - The updated Circulation Element is consistent with the General Plan and reflects the City's current circulation goals, policies, and objectives that will guide future circulation improvements.
  - It incorporates updated information including a new traffic model that identifies potential long term intersection improvements to meet new recommended performance standards.
  - It identifies roadway segments proposed for classification change and proposed changes to the Master Plan of Arterial Highways to reflect a more accurate circulation system capacity.
  - It includes the use of Technical Administrative Reports pertaining to specific technical issues that allow ongoing updates to keep the Circulation Element current.

RECOMMENDATION:

Motion to:

A. "Approve CEQA Findings of Fact with a Statement of Overriding Considerations (Attachment No. 6)."

B. "Approve General Plan Amendment No. 11-001 and forward draft City Council Resolution (Attachment No. 1) to the City Council for adoption;"

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

"Continue General Plan Amendment No. 11-001 and direct staff accordingly."

PROJECT PROPOSAL:

General Plan Amendment No. 11-001 represents a request by the City pursuant to California Planning and Zoning Laws to adopt and implement a comprehensive update to the Circulation Element.

The purpose of the Circulation Element update is to evaluate the long-term transportation needs of the city and present a comprehensive plan to accommodate those needs. The proposed Circulation Element is organized by various circulation issues such as regional mobility; roadway circulation; neighborhood traffic management; public transportation; transportation demand management; parking; pedestrian, bicycle, and equestrian paths; waterway facilities; and scenic corridors. The entire Circulation Element is being updated including goals, policies, and objectives pertaining to the issues above and Level of Service standards. The citywide traffic model was also updated. The traffic model identifies year 2030 projected average daily traffic volumes on the City's Arterial Highway Plan including 19 intersections that will require long-term improvements to accommodate projected traffic volumes. Several roadway segments are proposed for classification change and changes are proposed to the Master Plan of Arterial Highways (MPAH).

The current Circulation Element was adopted as part of a comprehensive update to the General Plan in 1996. The traffic model that was previously completed requires an update and needs to incorporate all the Land Use Element changes that have been approved since 1996. In addition, the update also allows the City to address any conflicting and unclear information as well as give a fresh look to the goals, policies, objectives and implementation to make sure that they continue to address the city's long-term needs.

Since the October 9, 2012 Planning Commission study session, staff has incorporated a few additional changes to the Draft Circulation Element in response to EIR comments received as well as to clarify certain information. The changes include a revised Figure CE-2 (Arterial Highway Plan) and new Figure CE-3 (Proposed MPAH Amendments). In addition, text changes have been incorporated to define Augmented Roadways on page III-CE-12 and clarify the MPAH amendment process on pages III-CE-14 and III-CE-41. These recent text changes are tracked at the end of Attachment No. 2.

Approach:

The City retained the services of a traffic and planning consultant to prepare the Circulation Element update. The update included the following steps:

- The consultant completed an existing land use database in 2006, a year 2030 land use projection in 2008, and a year 2030 traffic model in 2009.
- The consultant prepared a draft comprehensive update to the Circulation Element that was reviewed for consistency with the other General Plan Elements.

- An ad hoc committee comprised of two members each from City Council, Planning Commission, and Public Works Commission spent seven two-hour working sessions with staff and the consultants to review the update in detail.
- The draft was distributed to various city departments for review and comment prior to release for public review concurrent with the Notice of Preparation in 2009 and the draft Environmental Impact Report in 2012.
- In 2008 and 2012 the update was present to City Council during study session.

The draft Circulation Element update and tracked changes to the goals, policies, objectives and implementation programs are provided as Attachment Nos. 2 and 3

Study Session: The request was presented to the Planning Commission for study session on October 9, 2012. There were no questions raised that required further follow up by staff.

ISSUES:

General Plan Conformance:

In preparing the draft Circulation Element update the consultant and staff reviewed it for consistency with the other General Plan Elements. Only minor follow up modifications to the Urban Design Element, Growth Management Element, Coastal Element, and Noise Element are needed to be consistent with the Circulation Element update. The draft is consistent with the existing goals, policies, and objectives of the General Plan as follows:

A. Land Use Element

Goal LU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.

Policy LU 2.1.1: Plan and construct public infrastructure and service improvements as demand necessitates to support the land uses specified in the Land Use Plan (as defined in the Circulation and Public Utilities and Services Elements of the General Plan).

B. Urban Design Element

Objective UD 1.3: Strengthen the visual character of the City's street hierarchy (i.e. major, primary, etc.) in order to clarify the City's structure and improve the Citywide identity.

C. Economic Development Element

Objective ED 2.3: Provide the most effective and responsive City service to the residents and customers.

D. Growth Management Element

Goal GM 3: Provide a circulation system that meets the service demands of planned development and minimized congestion.

E. Public Facilities and Services Element

Policy PF 1.1.4: Indentify streets and intersections which are prone to congestion, thereby impeding emergency response times, and pursue mitigation to the greatest extent feasible.

F. Air Quality Element

Objective AQ 1.7: Reduce vehicle emissions through traffic flow improvements, and use of alternate fuel consuming vehicles.

G. Coastal Element

Objective C 2.1: Balance the circulation system with the circulation demands generated by the implementation of the Coastal Element Land Use Plan.

Policy C 2.2.5: Link bicycle routes with pedestrian trails and bus routes to promote an interconnected system.

The Circulation Element update evaluates the long-term transportation needs of the city and presents a comprehensive plan to accommodate those needs. It includes various roadway cross-sections to reflect different roadway classifications and identifies scenic and landscape corridors development requirements to strengthen the visual character of the street system. It also promotes alternative modes of transportation.

Zoning Compliance: Not applicable.

Urban Design Guidelines Conformance: Not applicable

Environmental Status:

Pursuant to the California Environmental Quality Act (CEQA), the project's potential environmental impacts are analyzed in Environmental Impact Report (EIR) No. 09-001 and discussed in a separate staff report. Prior to any action on General Plan Amendment No. 11-001, it is necessary for the Planning Commission to review and act on EIR No. 09-001. Staff, in its initial study of the project, is recommending that EIR No. 09-001 be certified as adequate and complete.

Although the project results in a significant and unavoidable impact pertaining to the potential removal of a residential or business structure and displacement of the occupants as part of the long-term intersection improvements identified in the Circulation Element update traffic study, the Planning Commission may still approve the project if a Statement of Overriding Considerations is adopted. CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental impacts in

determining whether to approve the project. If the benefits of a proposed project outweigh the significant and unavoidable impacts, the City may consider the impacts acceptable. In this particular case, staff believes the benefits of the proposed project outweigh the significant and unavoidable impact to Population and Housing as outlined in the Statement of Overriding Considerations. Prior to approving the General Plan Amendment, the Planning Commission must approve Findings of Fact with a Statement of Overriding Considerations (Attachment No. 6).

Coastal Status: Not applicable.

Redevelopment Status: Not applicable.

Design Review Board: Not applicable.

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

The Circulation Element update was prepared in conjunction with Planning, Public Works, and Fire staff. It was also distributed for review to the Community Services, Economic Development, and Police Departments.

Public Notification:

Legal notice was published in the Huntington Beach/Fountain Valley Independent on November 1, 2012 and notices were sent to property owners of record adjacent to the 19 intersections projected to require long term improvements, individuals/organizations requesting notification (Planning Division's Notification Matrix), and interested parties. Communications received supporting or opposing the request are attached to this report.

Application Processing Dates:

DATE OF COMPLETE APPLICATION:	MANDATORY PROCESSING DATE(S):
June 22, 2012	Not Applicable

ANALYSIS:

The following provides an overview of the Circulation Element and the key updates.

Overview

The updated Circulation Element is organized into six main sections: *Technical Synopsis; Key Issues; Goals, Policies, and Objectives; and Implementation Programs.* The *Technical Synopsis* section contains background information including technical information regarding how traffic flow is measured, related programs and governmental entities, and roadway types. It also includes other background information and exhibits relating to various circulation topics such as regional mobility; roadway circulation;

neighborhood traffic management; public transportation; transportation demand management; parking; pedestrian, bicycle, and equestrian paths; waterway facilities; and scenic corridors.

The *Key Issues* section outlines an updated list of major concerns that have been identified regarding the circulation system through a review of the 1996 Element and collaboration by staff, the consultant, and the ad hoc committee. The *Goals, Policies, and Objectives* section describes what the city would like to achieve and provides policy guidance for future development of the city's circulation system organized according to the topics listed in the paragraph above and cross-referenced to related implementation. The *Implementation Programs* section includes the actual steps that can be taken to ensure the goals, policies, and objectives of the Circulation Element are met. Staff, the consultant, and the ad hoc committee prepared and reviewed the changes to Circulation Element to make sure they are consistent with the General Plan, appropriate, and reflect the city's long-term interests.

Goals, Policies, and Objectives

New goals, policies, and objectives have been incorporated and existing ones revised or deleted to better reflect the city's long-term interests as represented in some of the key goals and policies below. While the Element continues to address traditional issues such as regional mobility, roadway circulation, and parking, a section addressing neighborhood traffic management has been added to better protect residential neighborhoods. In addition, greater emphasis has been placed on encouraging interconnected multi-model transportation, reduction of vehicle miles traveled, and use of low emission/alternative fuel vehicles.

Policy CE 2.4: Require that new development provide circulation improvements to achieve stated City goals.

Goal CE 3: Protect residential neighborhoods from adverse conditions associated with cut-through and non-residential traffic.

Goal CE 4: Create a balanced and integrated multi-modal transportation system that increases mass-transit opportunities for Huntington Beach residents.

Goal CE 5: Maximize use of transportation demand management strategies to reduce total vehicle miles traveled and improve regional air quality.

Policy 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.

Policy CE 5.2: Encourage and support the use of low emission and alternative fuel vehicles within the City.

Policy CE 6.3: Allow for shared parking and other creative parking arrangements that optimize available parking areas.

Policy CE 6.4: Explore the possibility of increasing bicycle parking in or near downtown.

Goal CE 7: Provide a system of bicycle, pedestrian, and equestrian paths, and waterways for commuter, school and recreational use.

Policy CE 7.1: Coordinate the planning of equestrian, bicycle, bus and pedestrian routes and facilities to promote an interconnected system.

Revised Level of Service (LOS) Standards

The LOS standards, which is a tool used to describe the operating characteristics of the street system in terms of the level of delay experienced by vehicles, is being revised as follows:

Type	**Existing**	**Proposed**
Intersections	LOS D	LOS C – Secondary Intersections LOS D – Principal Intersections LOS E – Critical Intersections*
Links	LOS C	None

*See Objective 2.1 on Attachment No. 2.36.

Staff recommends that this change be made because the performance of intersections is a more realistic measure of arterial system performance than links. It is also used by Caltrans and all local jurisdictions in Orange County since it is a requirement of both the countywide Growth Management Plan and Congestion Management Plan. In addition, it is appropriate to set different LOS standards for different intersection types to reflect their unique characteristics.

Citywide Traffic Model

The citywide traffic model was updated to identify year 2030 (General Plan buildout) projected average daily traffic volumes on the city's Arterial Highway Plan including 19 intersections that could require long-term improvements to accommodate projected traffic volumes. Table ES-2 in the traffic study, which is incorporated in the appendices to EIR No. 09-001, identifies recommended long-range improvements to these 19 intersections.

Roadway Classification and Master Plan of Arterial Highway (MPAH) Changes

As part of the Circulation Element update several roadway segments are proposed for classification change to accurately reflect the actual function or the projected long-term traffic volumes (Attachment No. 4). Many of these changes would reduce the ultimate right-of-way requirements. Changes are also proposed to the Master Plan of Arterial Highways (MPAH) that will require an approval process through the Orange County Transportation Authority (OCTA) after City approval. If OCTA gives final approval to the MPAH changes city staff will administratively revise the Arterial Highway Plan to reflect the final actions by the City and OCTA. The following eight MPAH deletions are for roadways not yet built with the reason for deletion in parenthesis:

- Hamilton Ave. from Newland St. to Beach Bl. (avoiding wetlands)
- Delaware St. from Atlanta Ave. to Pacific View Ave. (blocked by existing residences)

- Gothard/Hoover St. from McFadden Ave. to Bolsa Ave. (physical constraints)
- Ellis Ave. from Delaware St. to Main St. (operational concerns)
- Edinger Ave. from current terminus to PCH (avoiding wetlands)
- Graham St. southward extension from Slater Ave. (reduced forecast traffic demand)
- Talbert Ave. western extension from Springdale to Graham extension (reduced forecast traffic demand)
- Road connection between Graham St. extension and Talbert Ave. extension (reduced forecast traffic demand)

In addition, the following change to the MPAH is currently being processed by OCTA and is supported by the City:

- Banning Ave. bridge/extension deletion

The proposed changes allow the traffic model to reflect a more accurate circulation system capacity.

Technical Administrative Report (TAR)

The updated Circulation Element also includes the use of TARs which pertain to specific technical issues. Four TARs are proposed: Principal and Secondary Intersection TAR, Neighborhood Traffic Management TAR, Pedestrian Facilities TAR, and Scenic Corridor TAR. TARs are recommended because they allow ongoing information updates to keep the Circulation Element current without requiring a full General Plan Amendment process.

SUMMARY:

Staff's Recommendation: Approve General Plan Amendment No. 11-001 based upon the following:

- The updated Circulation Element is consistent with the General Plan and reflects the City's current circulation goals, policies, and objectives that will guide future circulation improvements.
- It incorporates updated information including a new traffic model that identifies potential long term intersection improvements to meet new recommended performance standards.
- It identifies roadway segments proposed for classification change and proposed changes to the Master Plan of Arterial Highways to reflect a more accurate circulation system capacity.
- It includes the use of Technical Administrative Reports pertaining to specific technical issues which allow ongoing updates to keep the Circulation Element current.

ATTACHMENTS:

1. Draft City Council Resolution Approving GPA No. 11-001
2. Draft Circulation Element Update (including recent tracked changes)
3. Tracked Changes to Goals, Policies, Objectives, and Implementation Programs
4. Proposed Changes to Adopted Circulation Plan
5. 19 Intersections Needing Long-Term Improvements
6. CEQA Findings of Fact with Statement of Overriding Considerations – EIR No. 09-001
7. Mitigation Monitoring Reporting Program – EIR No. 09-001
8. Letters in Opposition and/or Support

SH:MBB:RR:kdc

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH APPROVING GENERAL PLAN AMENDMENT NO. 11-001 (CIRCULATION ELEMENT UPDATE)

WHEREAS, the City Council of the City of Huntington Beach has adopted a General Plan; and

The planning and zoning laws of the State of California provide for the adoption and amendment of general plan elements to address local concerns; and

The City Council of the City of Huntington Beach desires to update and refine the General Plan in keeping with changing community needs and objectives; and

The Planning Commission of the City of Huntington Beach, after giving proper notice, held a public hearing to consider General Plan Amendment No. 11-001 and recommended approval of said entitlement to the City Council; and

Pursuant to planning and zoning laws of the State of California, after giving proper notice, the City Council held a public hearing wherein the proposed Circulation Element update was thoroughly reviewed and public comments were heard and considered; and

The update is covered by Environmental Impact Report No. 09-001 for the comprehensive update of the General Plan Circulation Element.

NOW, THEREFORE, the City Council of the City of Huntington Beach does hereby resolve as follows:

1. That General Plan Amendment No. 11-001, which is a comprehensive update to the Circulation Element, is hereby approved. The Director of Planning and Building is hereby directed to prepare and file an updated General Plan Circulation Element.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the _____ day of _____, 2012.

_____
Mayor

REVIEWED AND APPROVED:

_____
City Manager

INITIATED AND APPROVED:

_____
Director of Planning and Building

APPROVED AS TO FORM:

_____
City Attorney

10-22-12

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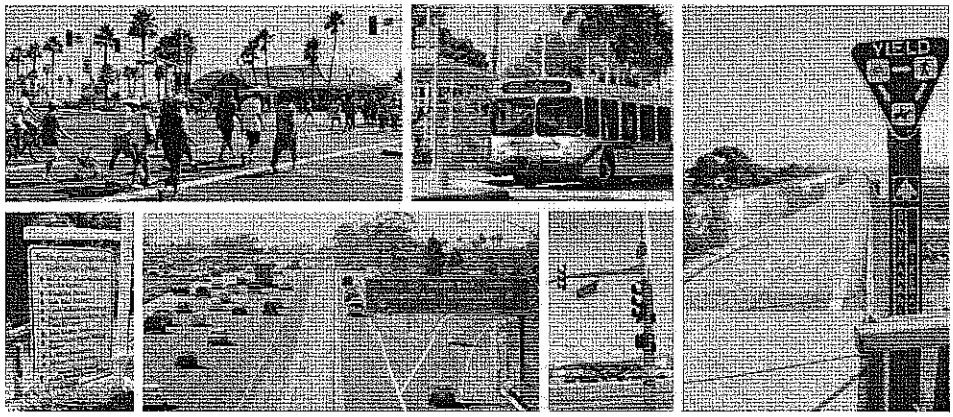
ATTACHMENT NO. 1.2

Legislative Draft

Huntington Beach Circulation Element



Prepared for:

City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

November 1, 2012

P 06261816.05

ATTACHMENT NO. 2-1

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TABLES

FIGURES

ATTACHMENT NO. 2.2

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

ATTACHMENT NO. 2.3

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.

ATTACHMENT NO. 2.4

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.

ATTACHMENT NO. 2.5

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

ATTACHMENT NO. 2.6

TABLE CE-1

Peak Hour Level of Service Descriptions for Intersections

LOS	Description	V/C or ICU
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or 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 speed can drop to zero; traffic volume will be less than the volume which occurs at level of service "E."	Above 1.00
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.

Multimodal Transportation System Policy

In past few years, legislation has been introduced regarding Complete Streets. This requires local jurisdictions to plan for multimodal strategies in their circulation elements. The multimodal network must identify how all roadway users (motorists, pedestrians, bicyclists, and transit riders, of all ages and abilities) will be accommodated.

The City has made multimodal transportation a priority in this Circulation Element, and addresses the needs of all users in the Circulation Plan. It has identified requirements for trip reductions, transit enhancements, pedestrian, bicycle and equestrian improvements, and impact and development fees. Implemented together, these will result in streets that serve all roadway users, and will thereby satisfy the legislative requirements regarding Complete Streets.

ATTACHMENT NO. 2.7

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 was updated in 2012 to implement transportation provisions of the RCP with a strong commitment to reduce emissions to comply with SB 375.

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 2010 as a blueprint for Orange County's transportation future through 2035 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 (MPAH), Orange County Congestion Management Program (CMP), 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. A portion of 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

ATTACHMENT NO. 2.8

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 expired in 2011, and a November 2006 ballot measure renewed the program (now known as M2) through 2041. 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. The M2 renewal does not specify compliance with or adoption of a Growth Management Plan. 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 identifies the intended future roadway system for the County and is administered by the OCTA. 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.

ATTACHMENT NO. 2-9

Transportation Demand Management Ordinance

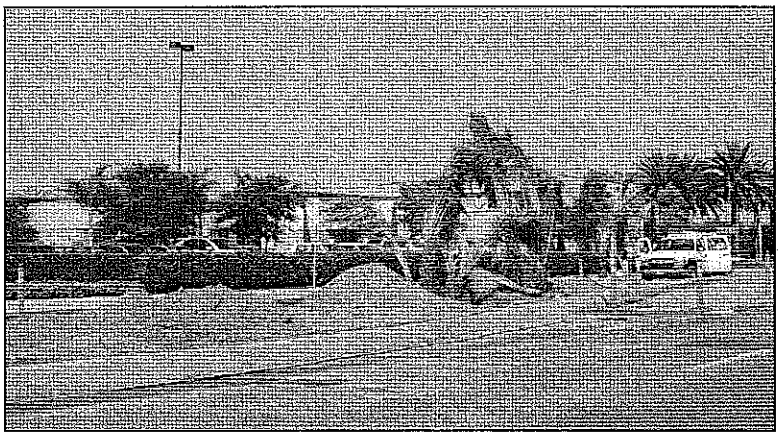
The City's Transportation Demand Management (TDM) Ordinance was established to help mitigate potential impacts of development projects on mobility, congestion, and air quality, as well as to promote TDM strategies. The City uses the TDM ordinance to encourage changes in individual travel behavior. Certain 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.

ATTACHMENT NO. 2.10

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.

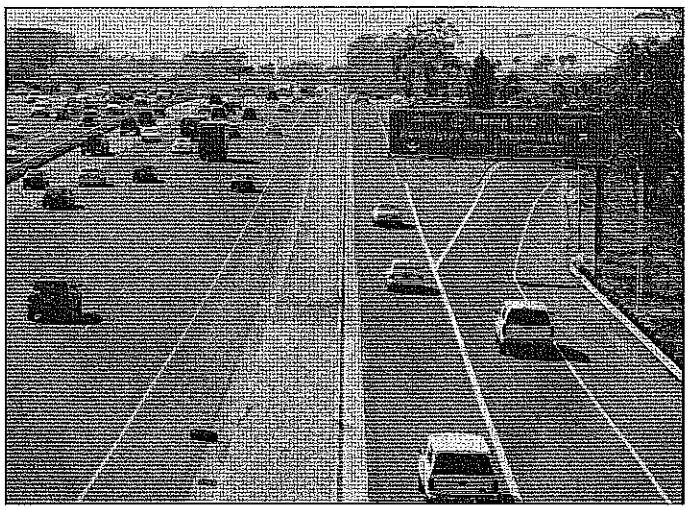
REGIONAL MOBILITY

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.

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.

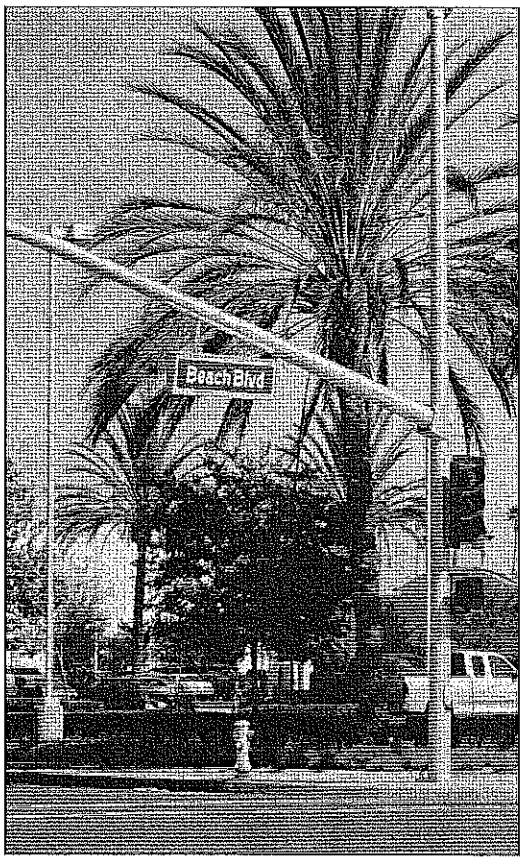


Interstate 405 provides regional access to coastal cities in both Orange and Los Angeles Counties.

ATTACHMENT NO. 2-11

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, and in the Huntington Harbour and Sunset Beach areas. 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 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.



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

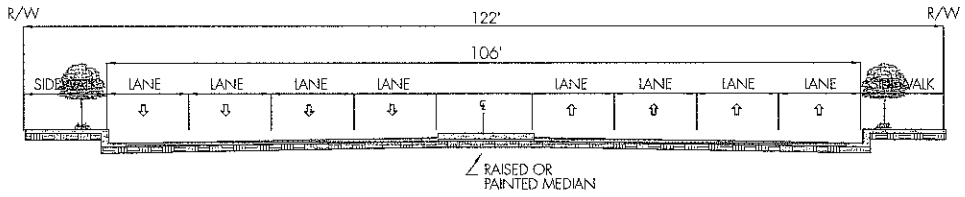
Roadway Types

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:

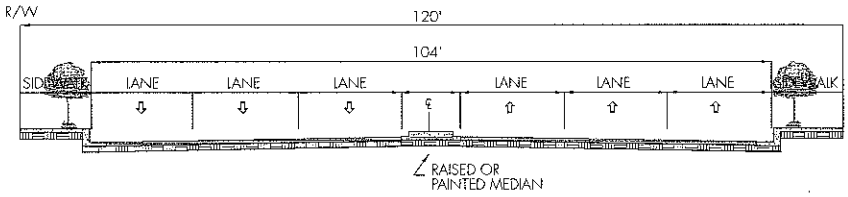
- Freeway
- Smart Street Arterial
- Principal Arterial
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector Arterial
- Local Street
- Private Street
- Alley

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.

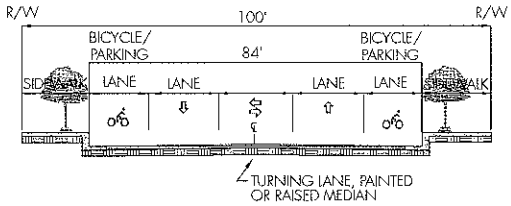
ATTACHMENT NO. 2.12



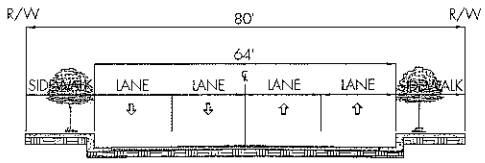
SMART STREET ARTERIAL



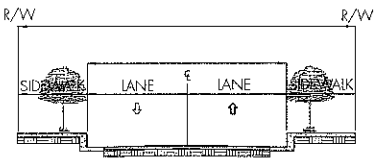
MAJOR ARTERIAL



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.

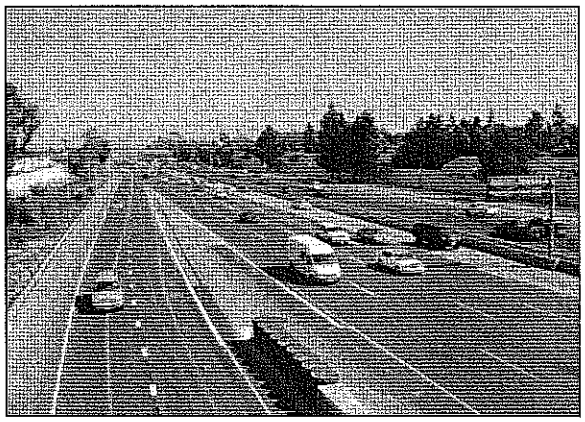
TYPICAL ROADWAY CROSS-SECTIONS

FIGURE CE- 1

ATTACHMENT NO. 2.13

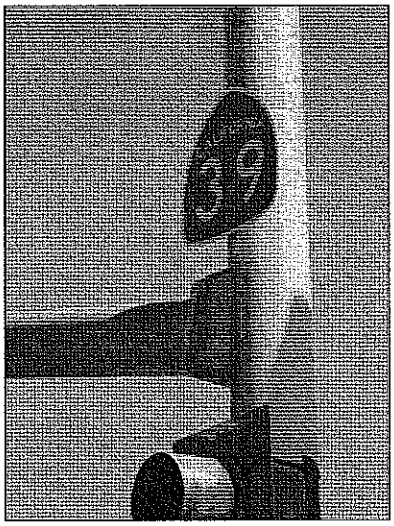
Freeways

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.

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

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.

Augmented Roadways

The "Augmented" qualifier for arterial street classifications provides flexibility for customizing sections of roadway while retaining the basic qualities of the classification such as the minimum number of lanes. Whether for aesthetic or capacity reasons, the intent is to allow these arterials to be compatible with their

ATTACHMENT NO. 2.15

localized settings, providing a context-sensitive approach to the actual design parameters. Examples include the type and size of medians, the size and use of parkways, and in some cases, auxiliary lanes to facilitate local access.

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 access to adjacent properties.	80'/64'	4 lanes undivided, with turn lanes as needed	25,000
Collector Arterial	Roadways providing property access and linking properties to Secondary, Major, and Principal Arterials.	Varies	2 lanes undivided	12,500

ATTACHMENT NO. 2-16

Beach and Edinger Corridors Specific Plan (BECSP)

The sections of Beach Boulevard and Edinger Avenue that fall within the BECSP area have cross-sections that are unique to the Specific Plan and which allow for deviation from the standard cross-sections described above.

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. The plan depicted is the required initial plan that must be consistent with the current OCTA MPAH. Several amendments to the MPAH and, subsequently, the Arterial Highway Plan are recommended to be pursued. The recommended amendments to the current MPAH are depicted in Figure CE-3. Coordination with OCTA to pursue the MPAH amendments is required before any changes can be made to the City's adopted plan. Each amendment will be evaluated in cooperation with OCTA and other affected agencies prior to a final decision regarding amendment of the MPAH. As MPAH amendments are approved by OCTA, administrative amendments to the Arterial Highway Plan will be made when consistent with the recommendations identified in Figure CE-3.

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) involves 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.

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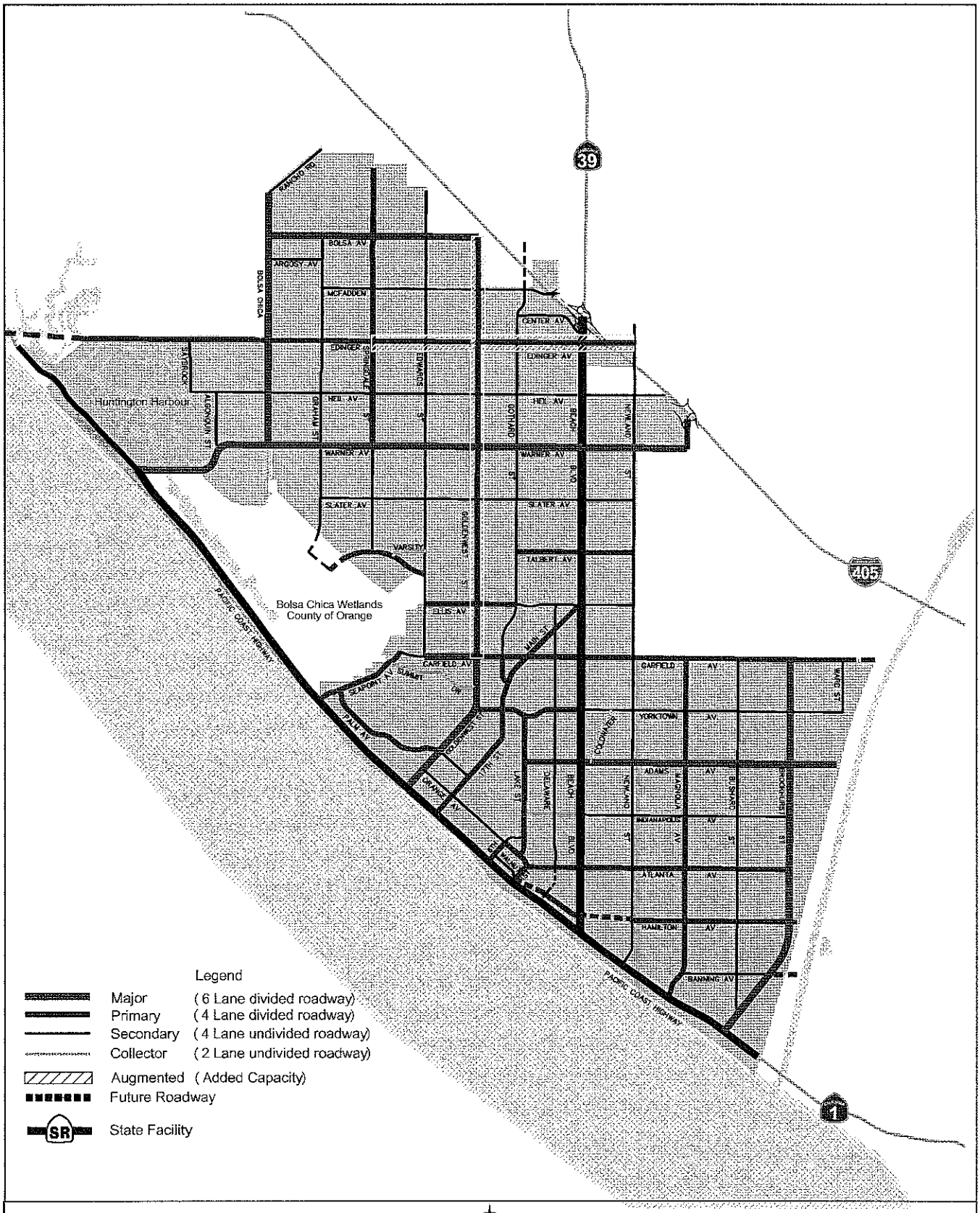


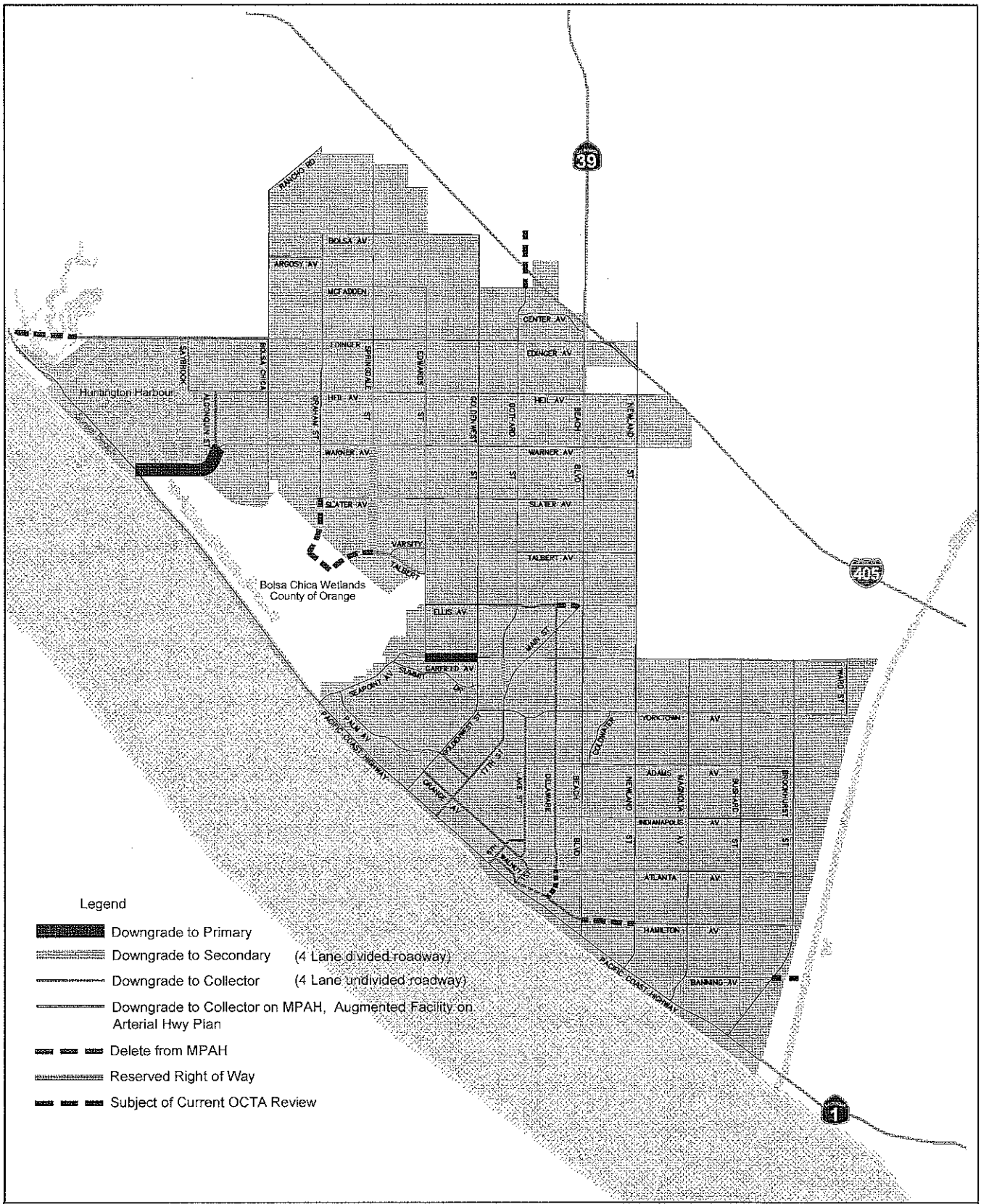
ARTERIAL HIGHWAY PLAN

FIGURE CE-2

Source: Austin-Foust Associates, 2008

City of Huntington Beach General Plan

ATTACHMENT NO. 2.18



PROPOSED MPAH AMENDMENTS

FIGURE CE-3

Source: Austin-Foust Associates, 2008

City of Huntington Beach General Plan

ATTACHMENT NO. 2.19

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:

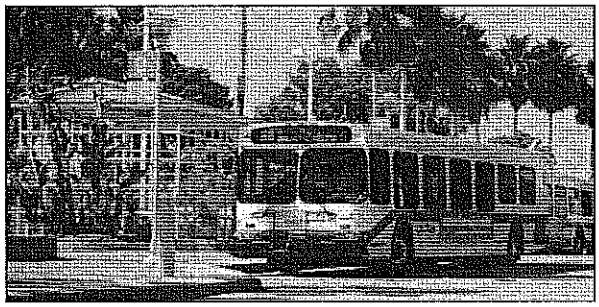
- Beach Boulevard at Adams Avenue
- Beach Boulevard at Edinger Avenue
- Beach Boulevard at Pacific Coast Highway
- Beach Boulevard at Warner Avenue
- Bolsa Chica Street at Bolsa Avenue
- Bolsa Chica Street at Warner Avenue
- Pacific Coast Highway at Warner Avenue

Evaluation of volumes, capacities, and levels of service on the City street system are 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.



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

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 TAR, 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 as part of the cooperative MPAH amendment process 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.

ATTACHMENT NO. 2.2.1

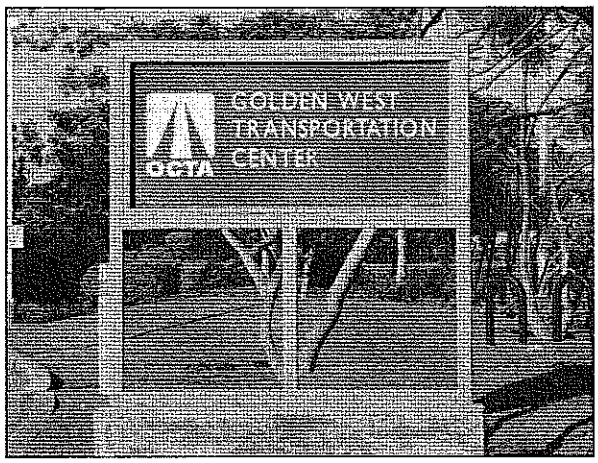
PUBLIC TRANSPORTATION

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.

In 2012, OCTA operated 17 routes through the City (see Figure CE-4). 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.

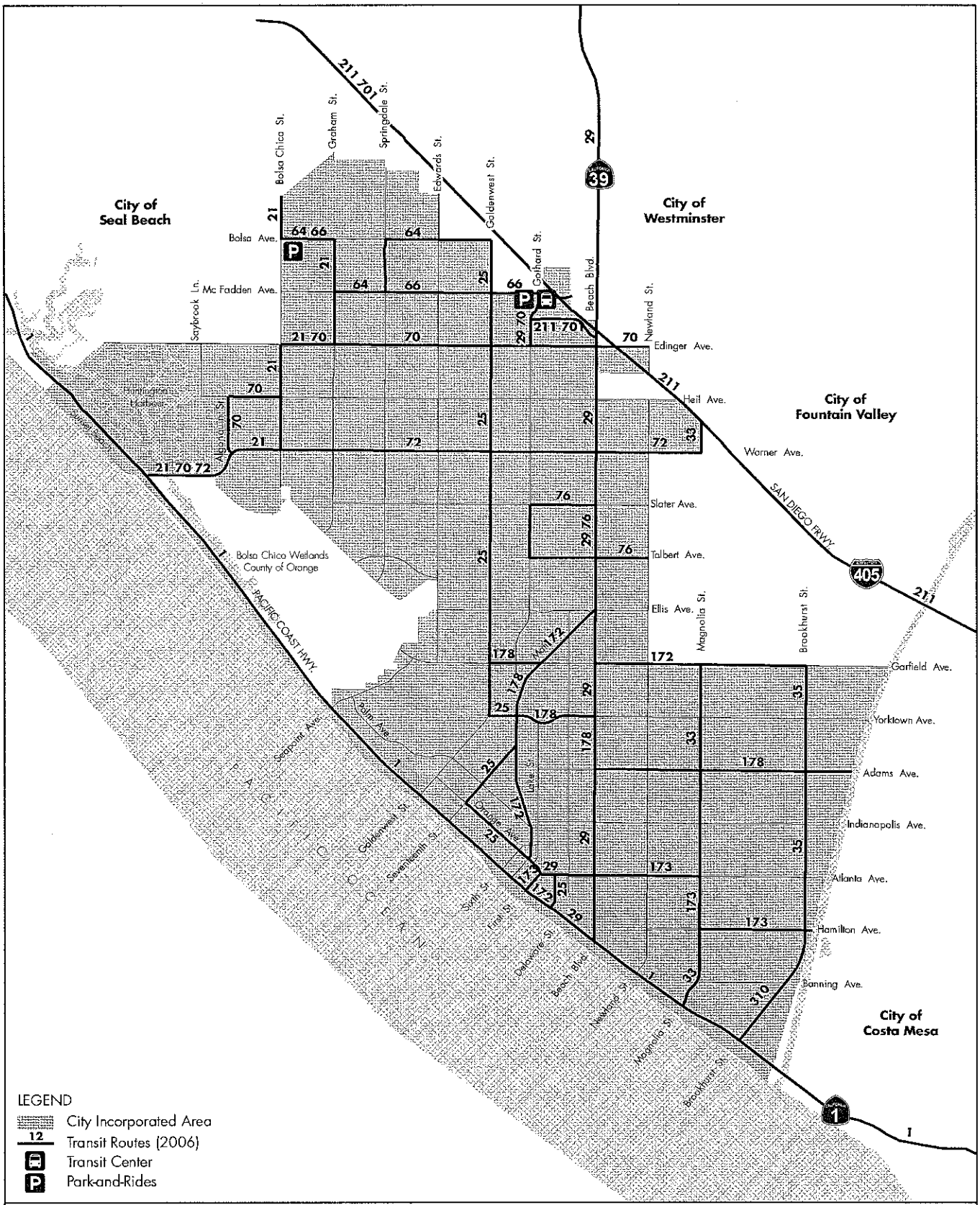
Two park-and-ride facilities allow commuters to park their personal vehicles at one location and utilize carpools, vanpools, or commuter bus service. Park-and-ride facilities include the Goldenwest Transportation Center at Gothard Street and Center Avenue and a large lot at the Boeing Corporation campus 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.



TRANSIT ROUTES (2012)

FIGURE CE-4

Source: Orange County Transportation Authority (OCTA), 2012

City of Huntington Beach General Plan

ATTACHMENT NO. 2.23

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.

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

The City also encourages the use of low- or no emission vehicles; including hybrids, electric vehicles, or other emerging technologies. One example is 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.

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. 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.

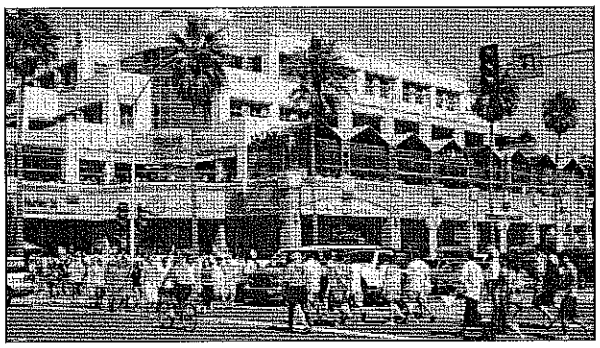
The City operates parking lots and garages Downtown and near the beach. To reduce associated impacts on adjacent residential neighborhoods, the City is committed to developing new parking facilities and continuing to regulate neighborhood parking through residential permit programs. At the same time,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

ATTACHMENT NO. 2.24

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

Accomodating Pedestrians



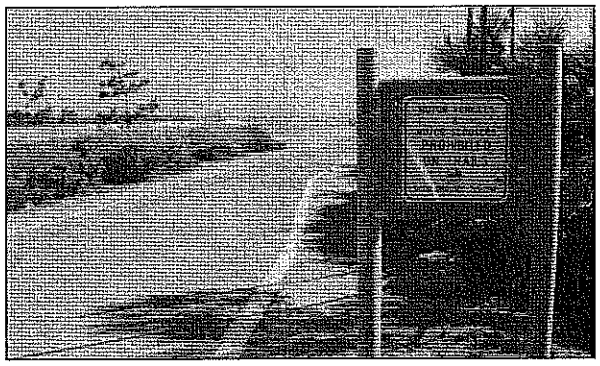
Some areas in Huntington Beach, like the crossing of Main Street and Pacific Coast Highway, are actively used by pedestrians.

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.

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

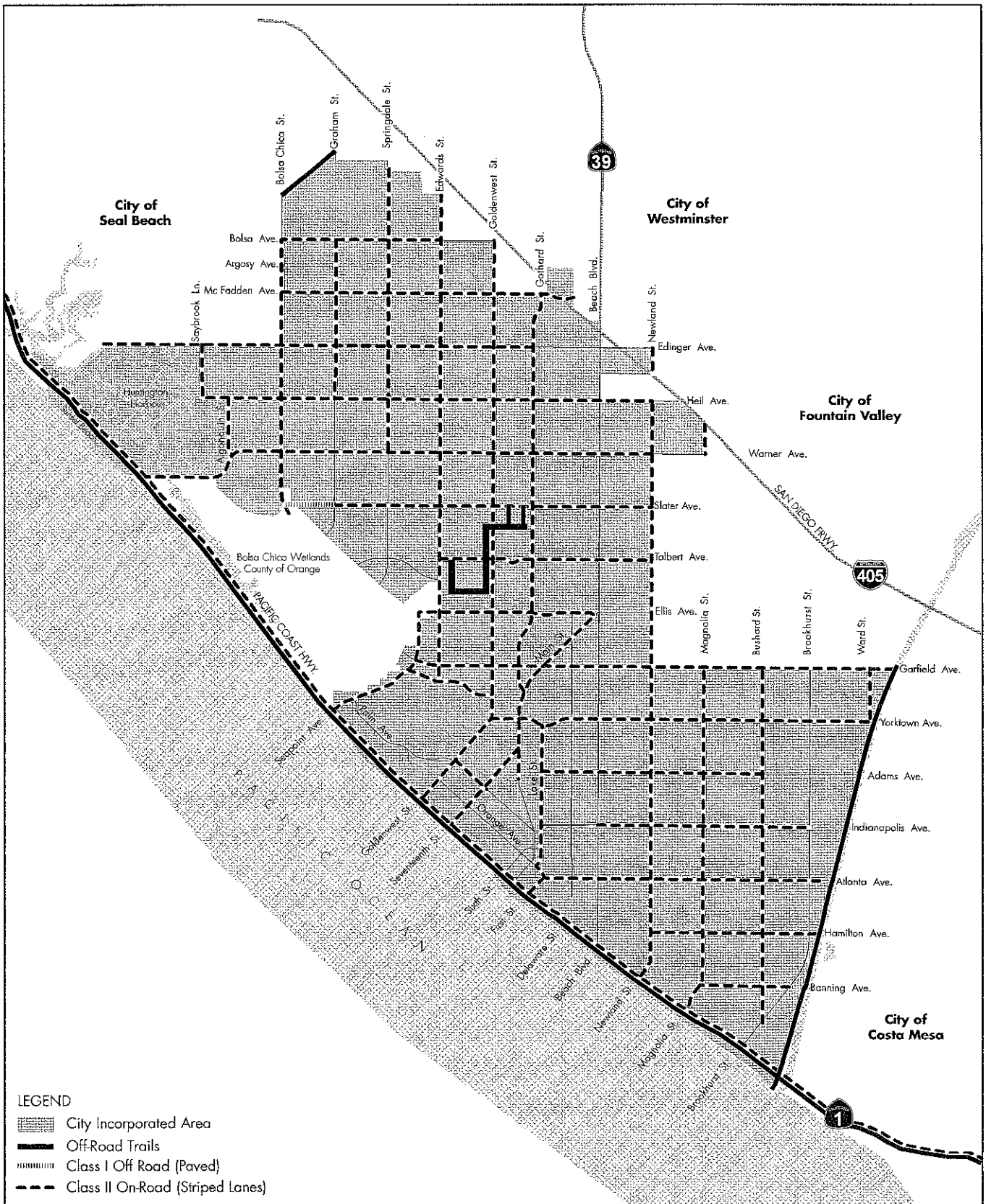
Huntington Beach's mild climate permits bicycle riding year-round, and the growing popularity of bicycling has drawn enthusiasts onto the streets and bike trails near the beach and throughout the City. The bikeway plan shown in Figure CE-5 identifies the planned system of bikeways to accommodate growing demand and provide a real alternative to the car for local trips. The plan establishes three classes of bicycle routes:



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

- **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.

ATTACHMENT NO. 2.25



BIKEWAY PLAN

FIGURE CE-5

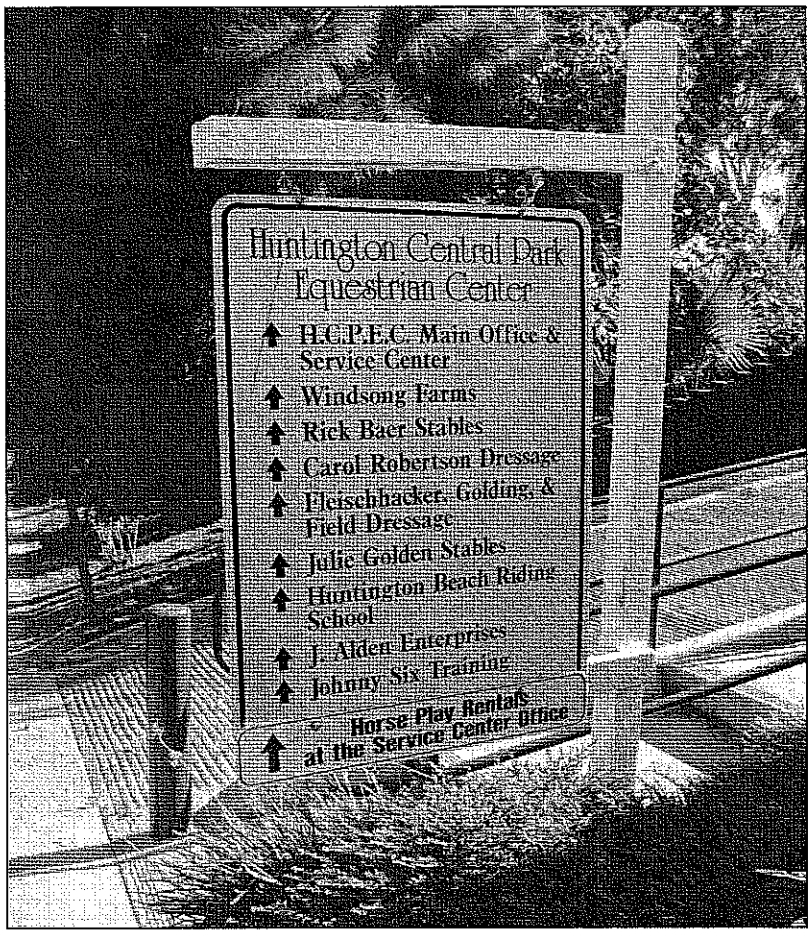
City of Huntington Beach General Plan

ATTACHMENT NO. 2.2.6

Cross-sections for each type of route are shown on Figure CE-6. 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 to 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-7) 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.

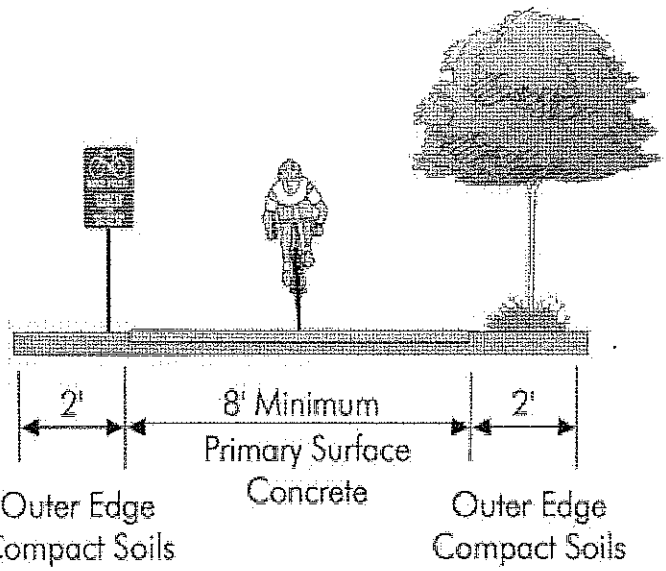


The Huntington Central Park Equestrian Center provides equestrian access to Central Park, as well as planned trails connecting to Harriett M. Weider Regional Park.

ATTACHMENT NO. 2.27

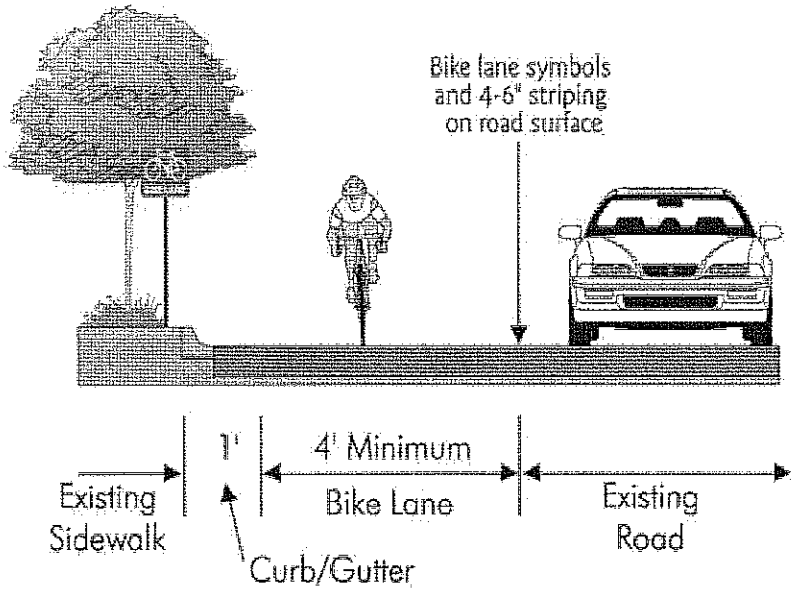
Class I (Bike Path)

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



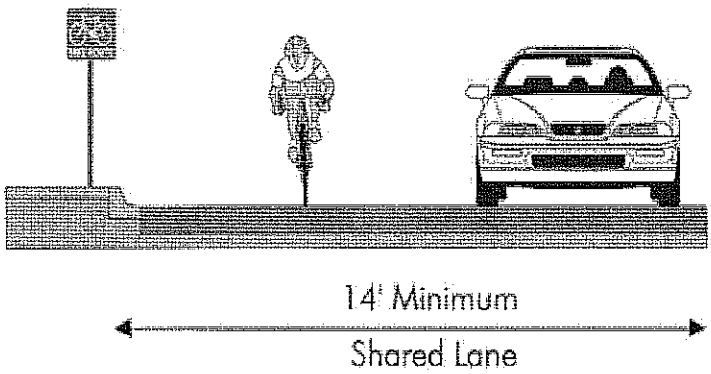
Class II (Bike Lane)

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)

On Street Signed Bicycle Lane

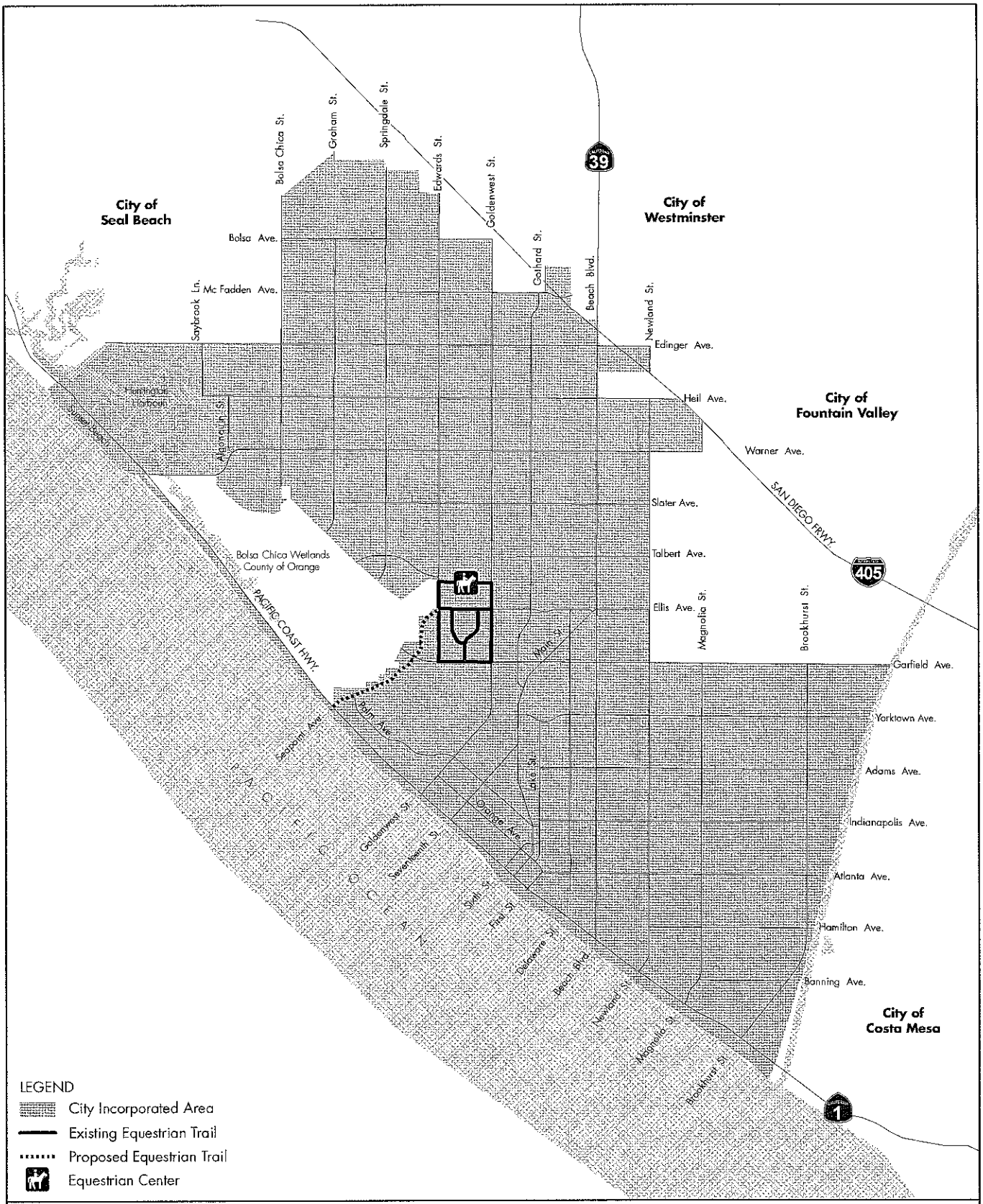


BICYCLE ROUTES

FIGURE CE-6

City of Huntington Beach General Plan

ATTACHMENT NO. 2.28



EQUESTRIAN FACILITIES

FIGURE CE-7

City of Huntington Beach General Plan

ATTACHMENT NO. 2.29

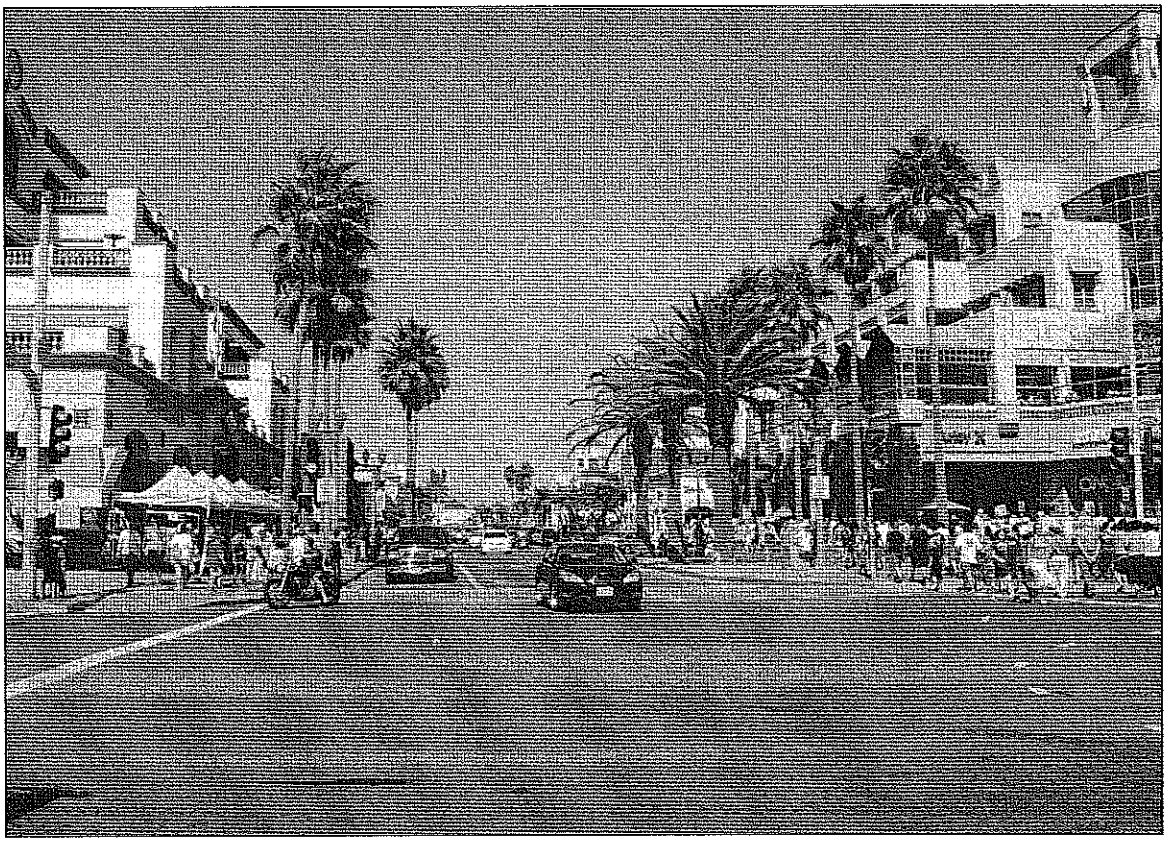
Boating

Given the City's coastal location, Huntington Beach residents take advantage of its local waterways largely for recreation from Huntington Harbour, Sunset Channel 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. Though not officially designated by the state,



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

Pacific Coast Highway in Sunset Beach is an informal "Scenic Highway," which is effectively the equivalent of a major urban scenic corridor. 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.

ATTACHMENT NO. 2-30

The City defines three types of scenic corridors, identified in Figure CE-8:

- **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

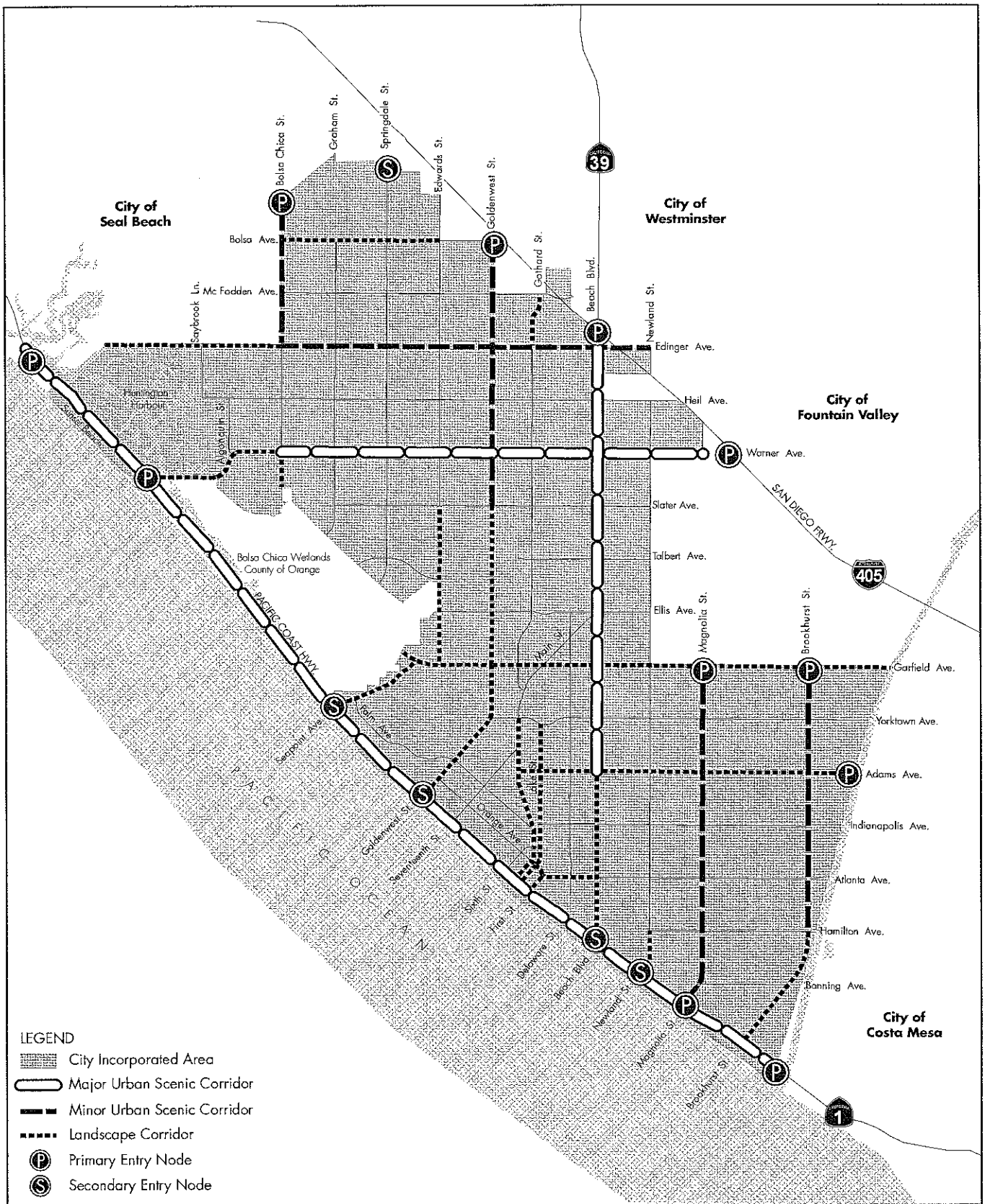
Summary of Scenic Corridor Development Requirements

Scenic Corridor Type	Development Requirements
Urban Scenic Corridors (Major and Minor)	▪ 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	▪ 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.

ATTACHMENT NO. 2.31



SCENIC HIGHWAY PLAN

FIGURE CE-8

City of Huntington Beach General Plan

ATTACHMENT NO. 2.32

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.

ATTACHMENT NO. 2.33

GOALS, POLICIES, AND OBJECTIVES

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 moves people and goods throughout the City efficiently, promotes economic development, preserves residential neighborhoods, meets safety standards, and minimizes environmental impacts.

Policies

CE 1.1

Pursue completion of missing roadway links and other related facilities shown on the Arterial Highway Plan.

Related Implementation: CE-11, 12

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 1.3

Maintain compliance with the 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 1.5

Provide adequate capacity for 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 1.8

Maintain truck routes (Figure CE-9) that move goods efficiently throughout the City and mitigate traffic and noise impacts of truck traffic on noise sensitive land uses.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.

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

CE 1.10

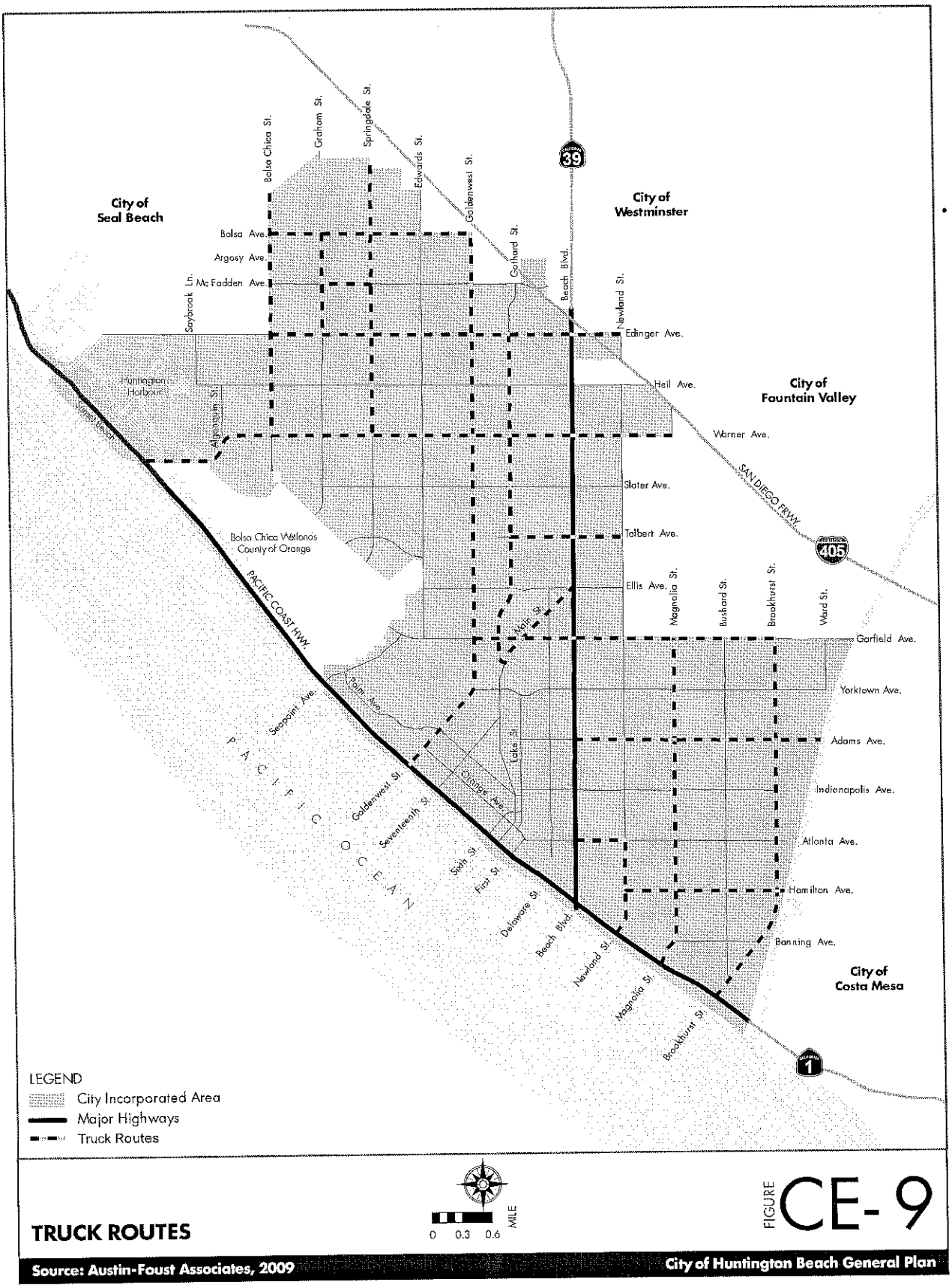
Complete transportation improvements that assist in meeting the response goals for emergency services.

Related Implementation: CE-4, 13

CE 1.11

Provide a system of primary, major, and secondary arterials that can be used for evacuating persons during emergencies or for ingress when emergency response units are needed.

Related Implementation: CE-4, 13



TRUCK ROUTES

FIGURE CE-9

Source: Austin-Foust Associates, 2009

City of Huntington Beach General Plan

ATTACHMENT NO. 2-35

Roadway Circulation

Goal
CE 2
Provide a circulation system 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 adopted performance standards for acceptable levels of service.

Objective 2.1: Maintain the following citywide level of service (LOS) standards for traffic-signal controlled intersections during peak hours:

- Locations with specific characteristics identified as critical intersections: LOS E (ICU to not exceed 1.00)
- Principal Intersections: LOS D (0.81-0.90 ICU)
- Secondary intersections: LOS C (0.71-0.80 ICU)

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

Related Implementation: CE-1, 17

CE 2.5
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.

Related Implementation: CE-1, 17

CE 2.6
Limit driveway access points, require driveways to be wide enough to accommodate traffic flow from and to arterial roadways, and establish mechanisms to consolidate driveways where feasible and necessary to improve traffic flow.

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

Goal
CE 4
Create a balanced and integrated multi-modal transportation system that increases mass-transit opportunities for Huntington Beach residents.

Policies
CE 4.1
Encourage and support the various public transit agencies and companies, ride-sharing programs, and other incentive programs that provide forms of transportation other than the private automobile.

Related Implementation: CE-7, 14, 35

CE 4.2
Continue to reserve abandoned rail rights-of-way for future transportation uses such as transit and bicycle facilities.

Related Implementation: CE-33

CE 4.3
Explore the possibility of locating a transportation center in or near Downtown.

Related Implementation: CE-14

CE 4.4
Pursue an urban transit system that serves Huntington Beach.

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
Ensure that construction and operation of heliports and helistopscomplies 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,, ALUC, and Caltrans. This requirement shall be in addition to compliance with the City noise ordinance.

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, 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

Transportation Demand Management (TDM) and Air Quality

Goal
CE 5
Maximize use of transportation demand management strategies to reduce total vehicle miles traveled and improve regional air quality.

Policies
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 5.3
Require businesses to provide employee incentives for using alternatives to the conventional automobile, including carpools, vanpools, buses, bicycles, walking,, and telecommuting.

Related Implementation: CE-7, 21, 35

CE 5.4
Support the efforts of businesses to use transportation management techniques such as flex-time, staggered working hours and other means to lessen commuter traffic during peak hours.

Related Implementation: CE-7, 35

ATTACHMENT NO. 2.37

CE 5.5
Support the promotion of ride sharing through publicity and public education.

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-30, 35

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.

Policies
CE 6.1
Require that development projects supply parking that supports anticipated demands.

Related Implementation: CE-5, 21

CE 6.2
Support and collaborate with property owners to manage the supply of parking.

Related Implementation: CE-11

CE 6.3
Allow for shared parking and other creative parking arrangements that optimize available parking areas.

Related Implementation: CE-5

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 7
Provide a system of bicycle, pedestrian, and equestrian paths, and waterways for commuter, school and recreational use.

Policies
CE 7.1
Coordinate the planning of equestrian, bicycle, bus and pedestrian routes and facilities to promote an interconnected system.

Related Implementation: CE-6, 19, 32

CE 7.2
Coordinate with neighboring jurisdictions to ensure that bicycle routes within the City connectconnect to and are consistent with routes in adjacent jurisdictions

Related Implementation: CE-6, 28

CE 7.3
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 7.4
Encourage the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets, for use by bicyclists and/or pedestrians, where safe and appropriate.

Related Implementation: CE-19

CE 7.5
Maintain existing pedestrian and bicycle facilities, and require developers to provide pedestrian walkways and/or bicycle pathways between new residences and schools, parks, and public facilities.

Related Implementation: CE-15, 17, 19

CE 7.6
Maintain an equestrian trail network that supports horse properties and local stables, and look to link to regional facilities that can be combined with hiking trails.

Related Implementation: CE-16, 19

ATTACHMENT NO. 2.38

CE 7.7
Designate and improve Pedestrian Enhancement Zones (PEZs) at appropriate locations.

Related Implementation: CE-15

CE 7.8
Implement and operate appropriate traffic control devices 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 and Sunset Channel 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

Scenic Corridors

Goal
CE 8
Maintain and enhance visual quality and scenic views along designated scenic corridors.

Policies
CE 8.1
Protect and enhance viewsheds along designated scenic corridors.

Related Implementation: CE-8, 22, 23

CE 8.2
Establish landscape and urban streetscape design themes for landscape corridors, minor urban scenic corridors, and major urban scenic corridors that create a distinct character for each, enhancing each corridor's surrounding land uses. For example,design-themes for corridors adjacent to residential neighborhoods should be different than the design themes for industrial or commercial uses.

Related Implementation: CE-8, 22

CE 8.3
Require that any bridges, culverts, drainage ditches, retaining walls, and other ancillary scenic and landscape corridor elements be compatible and architecturally consistent with surrounding development and established design guidelines.

Related Implementation: CE-22

CE 8.4
Require that slopes and earthen berms along scenic corridors be landscaped consistent with design objectives and standards.

Related Implementation: CE-22

CE 8.5
Provide landscaped medians and sidewalk treatments in accordance with City standards within major and primary arterial streets designated as landscape corridors, and continue to require the construction of landscaped medians and sidewalk treatments in new developments.

Related Implementation: CE-22

CE 8.6
Integrate scenic corridors with open spaces and recreational uses, enhancing public spaces and transitions between differing uses.

Related Implementation: CE-22

CE 8.7
Require that development projects adjacent to a designated scenic corridor include open spaces, plazas, gardens, and/or landscaping that enhance the corridor and create a buffer between the building site and the roadway.

Related Implementation: CE-22

CE 8.8
Protect scenic corridors and open space/landscape areas by blending 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 8.10
Continue to prohibit construction of off-site signs and billboards within designated scenic corridors.

ATTACHMENT NO. 2.39

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

IMPLEMENTATION PROGRAMS

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.

Department: Planning, Public Works, City Council
Related Policies: CE 1.5, 1.6, 2.4, 2.5

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.

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
Implement the City's Emergency Management Program according to requirements and provisions of the State Emergency Management System (SEMS). Ensure that the program establishes community evacuation routes and emergency shelter facilities, and is easily available to the public.

Departments: Fire, Police, City Council
Related Policies: CE 1.9, 1.10, 1.11

CE-5: Neighborhood Circulation Improvements
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 neighborhoods that are adversely impacted by spill-over parking and traffic, as feasible.
- Implementing the Residential Parking Permit Program (Municipal Code Chapter 10.42) in residential areas as prescribed in the Municipal Code.
- 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, 3.2, 6.1, 6.3

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.

ATTACHMENT NO. 2.40

Department: Public Works, Planning Commission, City Council
Working with: OCTA, Caltrans
Related Policies: CE 1.4, 1.6, 6.4, 7.1, 7.2, 7.10

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
Continue to maintain scenic corridors 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, 6.2

CE-12: Principal and Secondary Intersection Improvements
Prepare and maintain a Principal and Secondary Intersections Technical Administrative Report(TAR) 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 TAR will be coordinated annually in tandem with the Capital Improvement Program. The TAR 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

ATTACHMENT NO. 2.41

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, 1.11

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 Pedestrian Facilities Technical Administrative Report describing the location and proposed improvements in enhancement zones and other pedestrian facility related analyses. 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 6.1

CE-22: Scenic Corridors
Through the development review process for proposed development along scenic corridors:

- Require analysis evaluating the impacts on public views to the ocean.
- 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 along scenic corridors.

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.

ATTACHMENT NO. 2.43

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.
- Pursue amendment of the MPAH to reclassify or delete street segments as identified in Figure C-3.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

CIRCULATION IMPLEMENTATION PROGRAM MATRIX

No.	NAME	Administration: Administrative Services	Community Services Department	Economic Development Department	Fire Department	Library Services Department	Police Department	Public Works	Planning	Planning Commission	City Council	School Districts	Orange County Transportation Authority	Other	General Funds	Assessment Districts	Development Fees	Redevelopment Tax Increment Revenue	Grants	Other Approved Fees	State Funds	Federal Funds	
		City of Huntington Beach													City of Huntington Beach								
Program		Responsible Agency													Funding Source								Schedule
CE-1	Development Monitoring							•	•		•				•		•		•		•	•	Ongoing*
CE-2	Accident Monitoring						•	•			•				•		•		•		•	•	Ongoing*
CE-3	Emergency Response Times				•		•	•			•				•		•		•		•	•	Ongoing*
CE-4	Emergency Management Program				•		•				•				•		•		•		•	•	Ongoing*
CE-5	Neighborhood Circulation Improvements							•			•	•			•	•	•		•		•	•	Ongoing*
CE-6	Bikeway Plan							•		•	•		•	•	•	•	•		•		•	•	Ongoing*
CE-7	Transportation Demand Management Ordinance							•	•	•	•				•	•	•		•		•	•	Ongoing*
CE-8	Scenic Corridors		•					•	•	•	•				•		•				•	•	Ongoing*
CE-9	Trucking Industry							•	•	•	•			•	•		•				•	•	Ongoing*
CE-10	Water-Borne Transportation		•					•	•		•				•		•				•	•	Ongoing*
CE-11	Capital Improvement Program							•			•				•		•	•	•		•	•	Ongoing*

* As funding permits

ATTACHMENT NO. 2.46

CIRCULATION IMPLEMENTATION PROGRAM MATRIX (cont.)

No.	NAME	Administration: Administrative Services	Community Services Department	Economic Development Department	Fire Department	Library Services Department	Police Department	Public Works	Planning	Planning Commission	City Council	School Districts	Orange County Transportation Authority	Other	General Funds	Assessment Districts	Development Fees	Redevelopment Tax Increment Revenue	Grants	Other Approved Fees	State Funds	Federal Funds	Schedule
		City of Huntington Beach													City of Huntington Beach								
Program		Responsible Agency													Funding Source								
CE-12	Principal and Secondary Intersection Improvements							•			•				•		•	•					Ongoing*
CE-13	Traffic Technology							•							•		•	•			•	•	Ongoing*
CE-14	Transit							•	•	•	•		•		•		•				•	•	Ongoing*
CE-15	Pedestrian Facilities and Enhancement Zones							•	•	•	•	•			•		•	•					Ongoing*
CE-16	Equestrian Facilities		•					•			•				•		•	•		•	•	•	Ongoing*
CE-17	Site Development Permit Process and CEQA							•	•	•	•				•		•				•	•	Ongoing*
CE-18	Access Control							•	•	•	•				•		•				•	•	Ongoing*
CE-19	Alternative Transportation Mode Design Features							•	•	•	•		•		•		•				•	•	Ongoing*
CE-20	Emergency Access				•		•	•	•	•	•				•		•				•	•	Ongoing*
CE-21	Transportation Demand Management and Air Quality								•	•	•				•		•				•	•	Ongoing*
CE-22	Scenic Corridors								•	•	•				•		•				•	•	Ongoing*

* As funding permits

ATTACHMENT NO. 2.47

CIRCULATION IMPLEMENTATION PROGRAM MATRIX (cont.)

No.	NAME	Administration																									Schedule
		Administrative Services	Community Services Department	Economic Development Department	Fire Department	Library Services Department	Police Department	Public Works	Planning	Planning Commission	City Council	School Districts	Orange County Transportation Authority	Other	General Funds	Assessment Districts	Development Fees	Redevelopment Tax Increment Revenue	Grants	Other Approved Fees	State Funds	Federal Funds				
		City of Huntington Beach													City of Huntington Beach											
Program		Responsible Agency													Funding Source											
CE-23	Pacific Coast Highway Billboards								•		•			•	•		•									Ongoing*
CE-24	Helistops/ Heliports and Building Height Restrictions							•	•	•	•			•	•		•				•	•				Ongoing*
CE-25	Caltrans							•	•		•			•	•		•				•	•				Ongoing*
CE-26	Southern California Association of Governments							•	•					•	•		•				•	•				Ongoing*
CE-27	South Coast Air Quality Management District							•	•	•				•	•		•				•	•				Ongoing*
CE-28	Orange County Transportation Authority							•	•		•		•		•		•				•	•				Ongoing*
CE-29	Future Santa Ana Bridge Crossings							•	•		•		•	•	•		•				•	•				Ongoing*
CE-30	Single-Occupancy Vehicle Legislation							•	•		•				•		•				•	•				Ongoing*
CE-31	Adjacent Jurisdictions and Transportation Agencies							•	•		•		•	•	•		•				•	•				Ongoing*
CE-32	Transit System Coordination							•			•		•		•		•				•	•				Ongoing*

* As funding permits

ATTACHMENT NO. 2.48

CIRCULATION IMPLEMENTATION PROGRAM MATRIX (cont.)

No.	NAME	Administration: Administrative Services	Community Services Department	Economic Development Department	Fire Department	Library Services Department	Police Department	Public Works	Planning	Planning Commission	City Council	School Districts	Orange County Transportation Authority	Other	General Funds	Assessment Districts	Development Fees	Redevelopment Tax Increment Revenue	Grants	Other Approved Fees	State Funds	Federal Funds	Schedule
		City of Huntington Beach													City of Huntington Beach								
Program		Responsible Agency													Funding Source								
CE-33	Preserve Abandoned Right-of-Ways							•					•	•	•		•						Ongoing *
CE-34	Undergrounding Utilitiies							•						•	•		•						Ongoing *
CE-35	Transportation Management Outreach							•	•		•		•	•	•		•						Ongoing *

* As funding permits

ATTACHMENT NO. 2.49

ACKNOWLEDGEMENTS

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ATTACHMENT NO. 2.50

Tracked Changes to Circulation Element Update

Since the October 9, 2012 Planning Commission Study Session

ATTACHMENT NO. 2.51

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.

Augmented Roadways

The "Augmented" qualifier for arterial street classifications provides flexibility for customizing sections of roadway while retaining the basic qualities of the classification such as the minimum number of lanes. Whether for aesthetic or capacity reasons, the intent is to allow these arterials to be compatible with their localized settings, providing a context-sensitive approach to the actual design parameters. Examples include the type and size of medians, the size and use of parkways, and in some cases, auxiliary lanes to facilitate local access.

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	120'/104'	6 lanes with raised or painted median and additional turn lanes at	50,000

ATTACHMENT NO. 2-52

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)
	properties.		intersections	
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 access to adjacent properties.	80'/64'	4 lanes undivided, with turn lanes as needed	25,000
Collector Arterial	Roadways providing property access and linking properties to Secondary, Major, and Principal Arterials.	Varies	2 lanes undivided	12,500

Beach and Edinger Corridors Specific Plan (BECSP)

The sections of Beach Boulevard and Edinger Avenue that fall within the BECSP area have cross-sections that are unique to the Specific Plan and which allow for deviation from the standard cross-sections described above.

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 ~~proposed~~ Arterial Highway Plan is illustrated in Figure CE-2, and has been developed to accommodate anticipated volumes in 2030. The plan depicted is the required initial plan that must be consistent with the current OCTA MPAH. Several amendments to the MPAH and, subsequently, the Arterial Highway Plan are recommended to be pursued. The~~is has some differences from the~~ recommended amendments to the current MPAH ~~(see~~are depicted in Figure C-3.~~)~~ ~~and c~~Coordination ~~will be carried out~~ with OCTA to ~~bring~~pursue the MPAH ~~into consistency with the City's Arterial Highway Plan.pg~~ amendments is required before any changes can be made to the City's adopted plan. Each amendment will be evaluated in cooperation with OCTA and other affected agencies prior to a final decision regarding amendment of the MPAH. As MPAH amendments are approved by OCTA, administrative amendments to the Arterial Highway Plan will be made when consistent with the recommendations identified in Figure C-3.

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

ATTACHMENT NO. 2-53

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.
- Pursue amendment of the MPAH to reclassify or delete street segments as identified in Figure C-3.
- 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.

ATTACHMENT NO. 2-54

Circulation Element Update

Tracked Changes To Goals, Policies, Objectives, and Implementation Programs

July 2012

ATTACHMENT NO. 3.1

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 minimizing~~meets 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 traffic~~negative 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

ATTACHMENT NO. 3-2

Facilities and Services Element and Growth Management Element.

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

~~Objective~~CE **1.910:**

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 1.101**

~~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 ~~a~~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.~~

ATTACHMENT NO. 3.3

~~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

ATTACHMENT NO. 3.4

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 ~~CE 3~~CE 4

~~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~~CE 4.1

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~~CE 4.2

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

Related Implementation: CE-33

~~CE 3.1.4~~CE 4.3

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

~~(I-CE 3)~~

Related Implementation: CE-14

~~CE 3.1.5~~CE 4.4

Pursue~~Work with OCTA in~~ ~~Ppursueing 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

ATTACHMENT NO. 3.5

~~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 ~~CE 4~~CE 5

~~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~~Require 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.~~

ATTACHMENT NO. 3.4

~~c. 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-30, 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)~~[1]

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, 21

~~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

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

ATTACHMENT NO. 3.7

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 ~~CE 6~~CE ~~7~~

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 ~~CE 7.16.1.2~~CE ~~7.1~~

~~Link~~ Coordinate the planning of equestrian, bicycle, bus and pedestrian routes and facilities ~~bus routes~~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~~CE 7.2
Coordinate with neighboring jurisdictions to ~~Assure~~ ensure that ~~local~~ bicycle routes within the City connect~~will be connected~~ to and are consistent with routes in adjacent jurisdictions~~jurisdictions~~ ~~of neighboring cities.~~ ~~(I CE 1)~~

Related Implementation: CE-6, 28

~~CE 6.1.4~~CE 7.3
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. ~~Continue to update the City's Bike Route Plan to include new routes identified in the County's Master Plan of Bikeways. (I CE 1)~~

Related Implementation: CE-28

~~CE 6.1.5~~CE 7.4
Encourage the use ~~utilization~~ 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. ~~(I CE 3)~~

Related Implementation: CE-19

~~CE 6.1.6~~CE 7.5
Maintain existing pedestrian and bicycle facilities, and require developers~~developmenters~~ to provide pedestrian walkways and/or bicycle ~~routes~~ pathways between~~between~~developments, new residences and schools, parks, and public facilities. ~~(I CE 3, I CE 4, and I LU 10)~~

Related Implementation: CE-15, 17, 19

~~CE 6.1.9~~CE 7.6
~~Develop~~ 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. ~~as shown in Figure CE-11. (I CE 1).~~

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~~CE 7.8
Implement and operate appropriate traffic control devices ~~and operational programs~~ throughout the community to reduce~~ensure that~~ conflicts between pedestrians, bicycles, and motor vehicles. ~~are minimized and safety enhanced. (I CE 1).~~

Related Implementation: CE-2, 15

CE 7.9
Maintain navigable waterways in Huntington Harbour and Sunset Channel 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. (I CE 3 and I AQ 1)~~

~~CE 6.1.7~~

ATTACHMENT NO. 3.8

~~Require new development to provide accessible facilities for the elderly and disabled. (I CECE 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

~~E~~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-8, 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 ~~landscapeing areas which that~~ enhance the ~~scenic highway~~corridor and create a buffer between the building site and the roadway.~~roadwayscenic 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

ATTACHMENT NO. 3.9

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;~~

~~c. 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;~~

ATTACHMENT NO. 3.10

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 CongestionDepartments: 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 GrowthImplement the City's Emergency Management Area No. 6 Traffic Signal Interjurisdictional Coordination Program;

c. 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.

c. 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.

c. Analyze and evaluate the potential impacts of traffic generated by new development and the

ATTACHMENT NO. 3.11

~~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~~

~~c. 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, 1.11

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.~~

~~c. 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.~~

~~c. 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~~

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- ~~a. Implement the~~ Implementing the Residential Parking Permit Program (Municipal Code Chapter 10.42) in residential areas ~~aswhere 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, 3.2, 6.1, 6.3

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, 7.10

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 Policyies: 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

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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, 6.2

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, 1.11

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 E~~enhancement ~~Z~~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

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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.

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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.

~~c. 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

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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 Policyies: CE 1.2, 4.2

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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

ATTACHMENT NO. 3.18

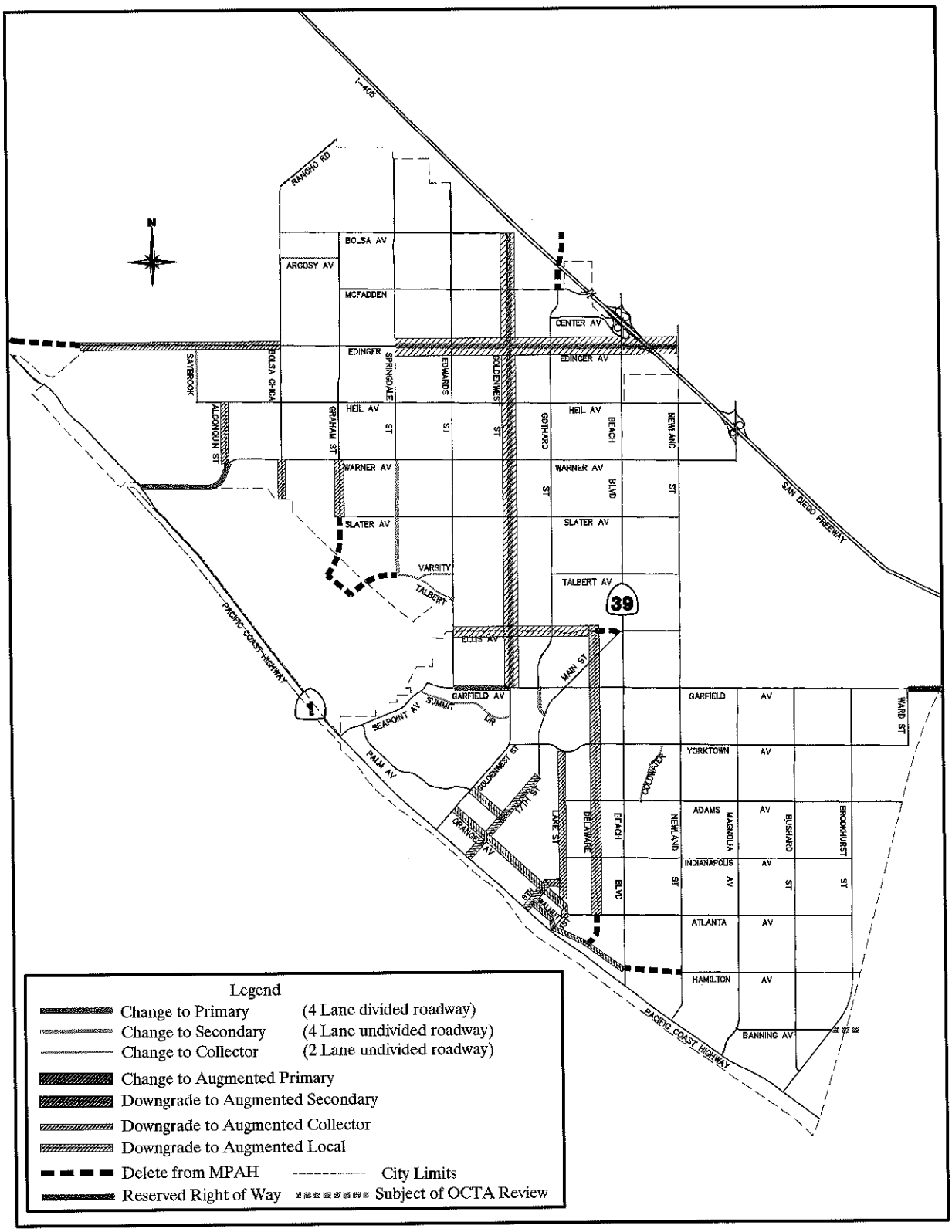

Figure 3-4

PROPOSED CHANGES TO CIRCULATION ELEMENT
- ROADWAY COMPONENT

ATTACHMENT NO. 4

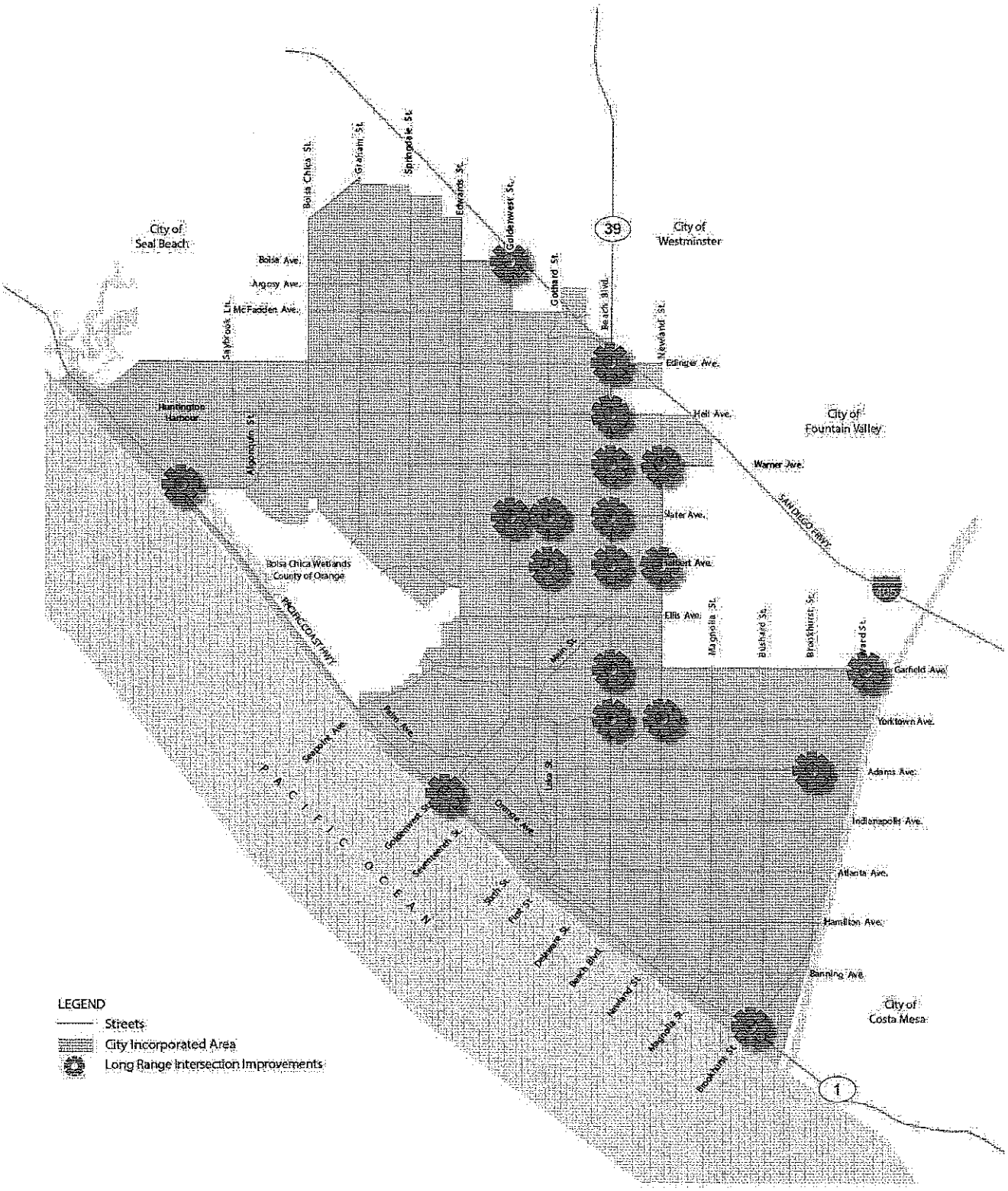

Exhibit 3-5
Proposed Long Term Capacity Improvements

Source: Austin-Foust Associates

Huntington Beach Circulation Element EIR

ATTACHMENT NO. 5

Huntington Beach
Circulation Element Update
Environmental Impact Report

Findings of Fact
and
Statement of Overriding Considerations

SCH 2009071117
November 2012

City of Huntington Beach

ATTACHMENT NO. 6.1

Table of Contents

ATTACHMENT NO. 6.2

1 Findings of Fact

Introduction and Purpose

The *project* addressed in these Findings of Fact is the Huntington Beach Circulation Element Update.

The California Environmental Quality Act (CEQA) Statutes (Public Resources Code Sections 21000 through 21178) Section 21081 requires the Lead Agency (City of Huntington Beach) to issue written findings for significant impacts identified in the Environmental Impact Report (EIR), accompanied by a brief rationale for each finding. Section 15091 of the CEQA Guidelines states that:

(a) No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding: The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological or other benefits of the project outweigh the significant effects on the environment.

In accordance with Section 21081 of the CEQA Statutes, whenever significant impacts cannot be substantially mitigated and remain unavoidable, the benefits of the proposed project must be balanced against the unavoidable environmental consequences in determining whether to approve the project. The Lead Agency must make Findings of Fact and adopt a Statement of Overriding Considerations where the decision of the Lead Agency allows the occurrence of significant effects that are identified in the EIR, but are not substantially mitigated.

This document sets forth the City of Huntington Beach's Findings and Statement of Overriding Considerations, pursuant to Section 21081 of the CEQA Statutes, as supported by substantial evidence in the record.

Mitigation Monitoring Reporting Program

As required by CEQA Statute 21081.6, a program for reporting on and monitoring project mitigation will be adopted by the Lead Agency.

Location of Documents

The Draft EIR (DEIR), Final EIR (FEIR), and administrative record for the Huntington Beach Circulation Element Update project are available for review upon request at:

City of Huntington Beach
Department of Planning and Building
2000 Main Street, 3rd Floor
Huntington Beach, California 92648

Discussion of Findings

Where, as a result of the environmental analysis of the project and the identification of project design features, compliance with existing laws, codes and statutes, and the identification of feasible mitigation measures, potentially significant impacts have been determined by the City to be reduced to a level of less than significant, the City has found in accordance with CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1) that "Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment." Such a finding is referred to herein as **Finding 1.**

Where the City has determined pursuant to CEQA Section 21081((a)(2) and CEQA Guidelines Section 15091(a)(2) that "Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency," the City's finding is referred to as **Finding 2**. *This finding is not required to be made because all mitigation is under the jurisdiction of the Lead and Responsible Agencies.*

Where, as a result of the environmental analysis of the project, the City has determined that (a) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (b) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the City has found in accordance CEQA Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3) that "Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly

trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report." Such a finding is referred to as **Finding 3**.

References for discussion of environmental impacts within the EIR are noted with each finding. Impact numbers refer to the section number and the threshold letter referenced in the DEIR where the full discussion of impacts is included.

Findings on Significant and Unavoidable Impacts

Population and Housing

Impacts 4.6.A and 4.6.B

Future intersection improvements identified in the Circulation Element update traffic study could potentially involve the removal of a residential or business structure and displacement of the occupants.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impacts 4.6.A and 4.6.B are unavoidable is provided in Section 4.6 of the EIR. Long-term intersection improvements identified in the proposed Circulation Element may require additional right-of-way that could encroach into existing building footprints, landscape setbacks, sign structures, walls, fences, parking areas, and other public or private properties and/or structures. Because the Circulation Element is a program-level document and no specific improvement designs are known at this time, the potential exists that homes and/or business may need to be displaced in order to acquire enough right-of-way to complete necessary improvements. Compensation would be offered in accordance with state and federal law based on the fair-market value of the property. Relocation assistance would be offered as well; however, negotiations between the property owner and the City could fail and the property could be acquired without agreement for relocation assistance. Mitigation is not feasible at this time because mitigation will be specific to each intersection improvement, where feasible.

Finding
Regarding Impacts 4.6.A and 4.6.B, the City hereby makes **Finding 3** that no feasible mitigation measures or alternatives exist to mitigate these potentially significant impacts

Findings on Significant but Mitigable Impacts

Cultural Resources

Impact 4.3.A

With as-needed construction monitoring, potentially significant impacts to archaeological resources will be avoided.

ATTACHMENT NO. 6.5

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.3.A will be substantially lessened or avoided is provided in Section 4.3 of the EIR. Impact 4.3.A identifies potentially significant impacts to buried archaeological resources in areas where intersection improvements would disturb native subsurface soils. Mitigation Measure 4.3.A-1 is incorporated requiring monitoring of projects that will disturb native soils by a qualified archaeologist to identify, collect, and curate any archaeological resources, if discovered.

Finding
Regarding Impact 4.3.A, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.

Impact 4.3.B

With as-needed construction monitoring, potentially significant impacts to paleontological resources will be avoided.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.3.B will be substantially lessened or avoided is provided in Section 4.3 of the EIR. Impact 4.3.B identifies potentially significant impacts to buried paleontological resources in areas where intersection improvements would disturb native subsurface soils. Mitigation Measure 4.3.B-1 is incorporated for projects that will disturb native soils requiring any discovered paleontological resources to be evaluated by a qualified archaeologist to identify, collect, and curate any archaeological resource.

Finding
Regarding Impact 4.3.B, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.

2 Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) requires that a Lead Agency balance the benefits of a project against its unavoidable environmental risk in determining whether to approve the project. If the benefits outweigh the unavoidable adverse effects, those effects may be considered "acceptable" pursuant to CEQA Guidelines Section 15093(a). CEQA requires that a Lead Agency support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Those reasons must be based on substantial evidence in the Environmental Impact Report (EIR) or elsewhere in the administrative record pursuant to CEQA Guidelines Section 15093(b). The Lead Agency's written reasons are referred to as a Statement of Overriding Considerations.

The City will approve the Circulation Element Update and has prepared an EIR that satisfies the requirements of CEQA. The following adverse impacts of the project are considered significant and unavoidable based on the analysis in the Draft EIR (DEIR), Final EIR (FEIR), and the Findings of Fact.

Displacement of Housing and People. Future intersection improvements identified in the Circulation Element update traffic study could potentially involve the removal of a residential or business structure and displacement of the occupants.

The City has determined that the unavoidable adverse environmental impacts identified above are acceptable because they are outweighed by the economic, legal, social, technological, and other benefits of the proposed General Plan Update, listed below.

1. **Balanced Transportation System.** The Circulation Element Update benefits the community by providing a foundation for a balanced transportation system that efficiently moves people and goods, supports economic development, and preserves residential neighborhoods while minimizing safety hazards and environmental impacts. This will be accomplished by participating in and complying with regional transportation planning efforts, coordinating with adjacent jurisdictions, supporting alternative modes of transportation, ensuring consistency in roadway construction, using intelligent transportation system (ITS) measures, establishing truck routes, and supporting emergency response. (Goal CE 1)
2. **Improved Roadway Performance.** The Circulation Element Update provides for a roadway network that will adequately support existing, proposed, and future land uses within the City. This is accomplished through the adoption of network performance standards, network monitoring, acquisition of necessary right-of-way, requiring improvements and mitigation from new development, and limiting driveway access. (Goal CE 2)
3. **Neighborhood Traffic Management.** Residential neighborhoods will be protected from impacts related to non-residential traffic cut-through through

ATTACHMENT NO. 4.7

the Circulation Element Update by providing for traffic calming devices and roadway designs that detour traffic from residential areas. (Goal CE 3)

4. **Public Transportation.** The Circulation Element Update provides for a balanced and integrated multi-modal transportation system. This is accomplished by supporting public transit and ride-sharing programs, providing for use of abandoned rail right-of-way for bicycle and pedestrian facilities, and exploring the potential for a transit center and system within the City. (Goal CE 4)
5. **Improved Air Quality and Reduced Vehicle Miles Traveled.** The proposed Circulation Element will maximize transportation demand management strategies thereby reducing vehicle miles traveled. This will improve regional air quality and reduce the City's contribution of greenhouse gas emissions by requiring features such as transit facilities, park-and-ride sites, bus shelters, bicycle racks and lockers, and preferential ride-sharer parking. The Circulation Element Update also requires employers to provide incentives to use alternative transportation options for employees and supports traffic management strategies such as flex-time and staggered scheduling. (Goal CE 5)
6. **Provides for Adequate Parking.** The Circulation Element Update will ensure that adequate parking is provided and supports parking policies that reduce reliance on the personal automobile. This will be accomplished by working with developers and property owners to manage and provide sufficient parking through creative approaches such as shared parking and increases in bicycle parking. (Goal CE 6)
7. **Provides for Alternative Transit Options.** The Circulation Element Update provides for pedestrian, bicycle, equestrian, and waterway alternatives to use of the automobile. This is accomplished through integrating alternative transit routes and options into the circulation system. (Goal CE 7)
8. **Maintains and Enhances Scenic Vistas and Corridors.** The Circulation Element Updates will protect and enhance scenic views along scenic corridors by establishing community design elements that address landscaping, open space, sidewalk and median treatments, and other design features. (Goal CE 8)
9. **State Mandate.** The City is legally required to update its General Plan, including the Circulation Element pursuant to California Government Code Section 65302(b).

Mitigation Monitoring Reporting Program

	Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Aesthetics Mitigation Measures							
4.3.A-1	Contractor specifications for street improvement projects involving excavation into native soils materials shall include a provision to retain a professional archaeologist to monitor that period of excavation, so that archaeological resources exposed during grading, if any, can be identified, evaluated and scientifically important information preserved. Archaeological monitors shall be equipped to recover resources as they are unearthed and to avoid construction delays. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Qualified archaeological personnel shall prepare recovered specimens to a point of identification and permanent preservation. Qualified archaeological personnel shall identify the nature and importance of the resource, and curate significant specimens into the collections of an appropriate, established, and accredited museum repository with permanent retrievable archaeological storage. The monitoring archaeologist shall submit a report to the Department of Planning and Building that documents findings and the disposition of any important archaeological materials that were recovered, prior to completion of the project.	Throughout Earthmoving Activities	Report Approval	Planning and Building Department			
4.3.B-1	Contractor specifications for street improvement projects involving excavation into native soils materials shall include a provision to retain a qualified paleontologist if resources are uncovered to monitor that period of excavation, so that resources exposed during grading can be identified, evaluated and scientifically important information preserved. Monitors shall be equipped to recover resources as they are unearthed and to avoid construction delays. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Qualified palentological personnel shall prepare recovered specimens to a point of identification and permanent preservation. Qualified personnel shall identify the nature and importance of the resource, and curate significant specimens into the collections of an appropriate, established, and accredited museum repository with permanent retrievable palentological storage. The palentological monitor shall submit a report to the Department of Planning and Building that documents findings and the disposition of any important paleontological materials that were recovered, prior to completion of the project.	Throughout Earthmoving Activities	Report Approval	Planning and Building Department			

ATTACHMENT NO. 7

Ramos, Ricky

From: www.JohnBriscoe.com [john@crestwave.org]
Sent: Tuesday, October 02, 2012 10:18 AM
To: Ramos, Ricky; Wilson, Fred; Don Hanson; Matthew Harper; Michael Miller; Mona Shadia; John Earl; Dave Garofalo; Jennifer McGrath
Cc: CITY COUNCIL; Wilson, Fred; Hall, Bob; Hess, Scott; Hopkins, Travis; Stachelski, Bob; Broeren, Mary Beth; Steven McDowell; Robert Hammond; Norm Westwell; Chuck Osterlund; Bill Briscoe
Subject: Missing HB City Circulation Plan Items ~ Child & Student Safety Omitted
Attachments: Briscoe Response.pdf

Dear Mr. Ramos & City Manager Wilson:

I am writing a brief response to the most glaring errors and omissions in your letter of 28 September 2012. A detailed analysis will follow.

1. **Safe Routes to School Maps**
I cited the CA State Cal-Trans code and policy that requires provision of Safe School Route Maps when requested.
Consider yourself so requested.
There is nothing in code that specifies or differentiates between school district administration request, direct elected & reelected Board member request, or private citizen & parent request.
The requirement is only that a request be made of the municipality.
Again, consider yourself requested.
If you refuse to provide Safe Routes School Maps based on my request please cite the law and code that allows you to refuse to provide safety for the children of our community. And provide the Law or Code that specifies the limits of exactly who can request safety for the children.
If you have lost the Cal-Trans Code requiring Safe School Routes Mapping let me know and I'll provide it again for you to read and comply.

2. **Crossing Guards**
Your dismissive reference to crossing guards as small parts and pieces of some vague overall larger plan is an injustice to our school children and their safety. Crossing guards are the direct and immediate responsibility of the City. Crossing guards and/or controlled signal intersections and/or crossing walks & stop signs and/or flyover pedestrian bridges, etc. etc. are all important and large parts of an overall circulation plan.
I urge and request that crossing guards specifically be included into the City overall circulation plan as they rightfully belong.

3. **School Site Ingress & Egress Routes**
Dear Mr. Wilson & Mr. Ramos, you have made the BOLD claim the City knows the ownership of each and every single ingress and egress route in the City. Please prove your assertion immediately.
Provide me with grant deed ownership information for each and every single ingress and egress location I have identified on my inventory list provided in the last email. This will require specific descriptions of the nature and sort of ownership including fee simple title or easement use for a time specific or other real property subdivision.
PROVIDE ME IMMEDIATELY WITH THE OWNERSHIP INFORMATION FOR ALL INGRESS AND EGRESS SITES RELATED TO PUBLIC SCHOOLS IN THE CITY BASED ON THE COMPLETE RECORDS YOU CLAIM TO POSSESS.

ATTACHMENT NO. 8.1

4. **OAK VIEW BELSITO PROPERTY**

The claim from the dais by an elected City Councilman that the City of Huntington Beach would consider a prescriptive easement attack on the rightful ownership by Ocean View School District of Orange County is a matter of public record. The man uttered the words.

Please explain what was unclear about our Councilman utterances from the dais in public forum regarding stealing away OVSDofOC rightful ownership.

And you MUST include this important plan to steal away title from OVSDofOC in the circulation plan due to the importance of this single ingress and egress route into the Oak View neighborhood and its impact on the proposed Beach & Warner development including the EIR for that project.

The man made the claim of prescriptive easement in public. It is your job to incorporate the wise and thoughtful direction of City Council into the City circulation plans.

Additionally, you claim you have been working with OVSDofOC on the matter of Belsita. Provide all dates and participants of these alleged meetings regarding the Belsita property.

You may consider this a CPRA if necessary to compel disclosure (school ingress and egress routes + Belsita meetings with OVSDofOC and other items above) or just reply in your normal and customary courteous manner.

THX www.JohnBriscoe.com
Post Office Box 581
Sunset Beach, CA 90742
714.903.8774 Fax 714.901.8422
John@Crestwave.org

--- On **Mon, 10/1/12, Ramos, Ricky** ***<rramos@surfcity-hb.org>*** wrote:

From: Ramos, Ricky <rramos@surfcity-hb.org>
Subject: FW: Missing HB City Circulation Plan Items ~ Child & Student Safety Omitted
To: john@crestwave.org
Cc: "CITY COUNCIL" <city.council@surfcity-hb.org>, "Wilson, Fred" <Fred.Wilson@surfcity-hb.org>, "Hall, Bob" <bob.hall@surfcity-hb.org>, "Hess, Scott" <shess@surfcity-hb.org>, "Hopkins, Travis" <thopkins@surfcity-hb.org>, "Stachelski, Bob" <bstachelski@surfcity-hb.org>, "Broeren, Mary Beth" <mbroeren@surfcity-hb.org>
Date: Monday, October 1, 2012, 4:33 PM

ATTACHMENT NO. 8.2

From: www.JohnBriscoe.com [mailto:john@crestwave.org]
Sent: Monday, September 24, 2012 9:23 AM
To: Wilson, Fred; Don Hanson; Matthew Harper
Cc: Greg Haulk; Richard Tauer; Doctor G. Plutko; Marc Ecker; kkessler@ovsd.org; Michael Miller; Mona Shadia; Dave Garofalo; John Earl
Subject: Missing HB City Circulation Plan Items ~ Child & Student Safety Omitted

Dear City Manager Mr. Wilson:

I am writing to request inclusion of omitted and important aspects of the Huntington Beach City Circulation Plan.

1. Safe Routes to School Maps

CA State Cal Trans code and law requires the City of Huntington Beach provide safe school routes mapping without charge to the local school districts when they request it.

Silly Local School Districts!

We have never asked for this valuable service!

The vacation is over.

OVSD, WSD, HBCSD, FVSD, HBUHSD all need and require safe school route maps for the safety of the children. As a private citizen I am requesting you provide the statutory required safe school routes maps for all of our districts.

These maps and the provision of this service on behalf of the children of Huntington Beach must be included into the circulation plan as it impacts many families.

SAFE SCHOOL ROUTES must be included in the Circulation Plan.

2. Crossing Guards

The Circulation Plan included no mention of the crossing guard program. The Plan must include the valuable and important service on behalf of the children of our community. Crossing guard plans go hand-in-hand with the Safe School Routes mapping. Crossing guards plans are also concomitant with signal controlled intersections and the plans to improve and change these intersections.

ATTACHMENT NO. 8.3

CROSSING GUARDS must be included in the Circulation Plan.

3. School Site Ingress & Egress Routes

In many parts of Huntington Beach school sites have small pedestrian ingress and egress walkways from adjacent neighborhoods directly into the school site. Several school sites have actual driveway access points from the public street between private housing onto the school site campus. In fact, the Village View school site rear driveway appears to be owned by the City of Huntington Beach and the direct responsibility of the City for maintenance and upkeep. It would seem the myriad of other ingress and egress paths might likewise be the property of the City. The City must identify by land grant deed title search its ownership and responsibility for these real property parcels. See below for a complete listing of locations for OVSDofOC. I urge you to include these into the general Circulation plan as they are critical to the safe access to school sites by families in our city.

INGRESS & EGRESS ROUTES must be included in the Circulation Plan.

4. Oak View School Site Belsita Property

The City of Huntington Beach appears to have grant deeded a small strip of real property to OVSDofOC in exchange for real property to build City Library facilities and other appurtenant structures. Subsequently, the City appears to have paved a road and installed a sidewalk on the OVSDofOC property without written consent or approval by OVSDofOC. The Rainbow company has publicly requested title to this property strip in conjunction with its plans to expand onto the nearby property thereby giving them a "zero-lot-line" added fifteen feet of usable property (by eliminating City setback requirements due to a 'pocket park' where the unapproved street currently exists). City Council members have stated in public they are considering seizing our OVSDofOC property by prescriptive easement based on the unapproved and unauthorized City street paving and sidewalk installation.

Street closures onto Slater in the Oak View neighborhood were based on the assumption this small street would be open as it is the only egress from the Oak View neighborhood onto Nichols Street. Furthermore, the Beach & Warner project assumes adequate neighborhood traffic flow based in part on this small street remaining open. The Belsita property problem must be addressed in the City plan, especially if the City plans to take the property from OVSDofOC through claims of prescriptive easement.

BELSITA STREET plans by the City must be Public, Open, Transparent and included in the Circulation Plan.

Fred, please confirm receipt of this email and affirm your intentions for inclusion of these important matters into the Circulation Plan.

WSDofOC, FVSDofOC, HBCSDofOC, and HBUHSD:

ATTACHMENT NO. 8.4

Please assert your right to SAFE SCHOOL ROUTES provided without charge by the City.

Fountain Valley City provides this service every year as required under CA State Law.

FVSD already gets these maps as does FVHS.

IT IS FREE!

It is all about child safety.

These safe school route maps should also be included in your annual SCHOOL SITE SAFETY PLAN for each school, as approved by School Site Council.

Sincerely,

Your Private Citizen www.JohnBriscoe.com

Post Office Box 581

Sunset Beach, CA 90742

714.903.8774 Fax 714.901.8422

John@Crestwave.org

ATTACHMENT NO. 8.5

City of Huntington Beach

2000 MAIN STREET CALIFORNIA 92648

DEPARTMENT OF PLANNING AND BUILDING

www.huntingtonbeachca.gov

Planning Division
714.536.5271

Building Division
714.536.5241

September 28, 2012

Mr. John Briscoe
P.O. Box 581
Sunset Beach, CA 90742

Subject: Circulation Element Comments

Dear Mr. Briscoe:

The City of Huntington Beach is in receipt of your comments sent to our City Manager via e-mail on September 24, 2012. Since the comments were submitted subsequent to the close of the formal Environmental Impact Report comment period (ended September 17) and the comments do not appear to be related to the environmental review of the document, we are providing a separate response to the issues you raise.

The purpose of the 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 a broad policy document that is intended to provide policy guidance on how the city's circulation system should develop in the future. It is not intended to include all the fine details of the circulation system such as Safe Routes to Schools Maps, crossing guard programs, the ownership of all school site ingress and egress routes, or the disposition of local streets like Belsito.

The goals and policies included in the General Plan tend to be relatively broad, offering significant latitude to address many issues within the framework of the policy statements. There are cases where specific standards or requirements are needed. In those cases, the policies are more focused to address that need. As part of the consideration and adoption of the Circulation Element, the City Council can add, delete or modify any portion of the plan as they see fit to address any specific issues within the community.

The following are more specific responses to the comments provided:

1. **Safe Routes to School Maps** – The Circulation Element Update includes several goals, objectives, policies and implementation guidance listed below that relate to pedestrian and bicycle circulation. If requested, Safe Routes to School Maps would be completed through the general guidance included in the implementation. This area was not addressed specifically because State Law already identifies circumstances and agency roles when Safe Route to School plans are requested, and we have not received a request for preparation of a single plan in the past 10+ years for any of the five Districts. Contrary to your assertion, we are not aware of any law that requires the City to prepare the Safe Route to School plans if they are not

ATTACHMENT NO. 8.4

requested by the Districts. As a private citizen, we request that you coordinate any request for a Safe Route to School map with the District which includes that school.

The following presents the Goals, Policies and Implementation Programs contained in the recommended Circulation Element that would provide the framework for addressing Safe Route to School plan requests:

Goal CE 7 - Provide a system of bicycle, pedestrian, and equestrian paths, and waterways for commuter, school and recreational use.

Policies
CE 7.1 Coordinate the planning of equestrian, bicycle, bus and pedestrian routes and facilities to promote an interconnected system.

CE 7.3 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.

CE 7.4 Encourage the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets, for use by bicyclists and/or pedestrians, where safe and appropriate.

CE 7.5 Maintain existing pedestrian and bicycle facilities, and require developers to provide pedestrian walkways and/or bicycle pathways between new residences and schools, parks, and public facilities.

CE 7.7 Designate and improve Pedestrian Enhancement Zones (PEZs) at appropriate locations.

CE 7.8 Implement and operate appropriate traffic control devices throughout the community to reduce conflicts between pedestrians, bicycles, and motor vehicles.

CE 7.10 Ensure that bicycle and pedestrian facilities within the City comply with accessibility provisions of the Americans with Disabilities Act (ADA).

Implementation Programs

CE-5: Neighborhood Circulation Improvements
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 neighborhoods that are adversely impacted by spill-over parking and traffic, as feasible.
- Implementing the Residential Parking Permit Program (Municipal Code Chapter 10.42) in residential areas as prescribed in the Municipal Code.
- 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, 3.2, 6.1, 6.3

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, 7.10

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 Pedestrian Facilities Technical Administrative Report describing the location and proposed improvements in enhancement zones and other pedestrian facility related analyses. 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

2. **Crossing Guards** – This can also be part of the implementation of the Circulation Element Update where coordination with the School District is required. The guidance that supports the use of crossing guards is essentially the same as those identified in Safe Routes to School plan response.

3. **School Site Ingress & Egress Routes** – The ownership and responsibility for various school site ingress and egress routes is not appropriate for inclusion in a broad policy document like the Circulation Element. It is a matter that can be addressed in coordination with the School Districts as part of the implementation of the Circulation Element Update. In the vast majority of cases, ownership of these locations is already known and the City assumes responsibility for maintenance and operation in cooperation with the school districts.

4. **Oak View School Site Belsito Property** – The Circulation Element only provides a framework of goals and policies that provide general direction for addressing specific issues. Addressing a detailed issue like that associated with Belsito and Oak View Elementary is not appropriate for inclusion in the Circulation Element. If the City Council chooses to address this

issue with guidance, an objective that states the intent to "seek mutual resolution of outstanding street and pedestrian facility right-of-way issues with local school districts" would be an appropriate level of direction. This guidance is not mandatory and staff will continue to work with the Ocean View School District to identify and resolve issues like this at any affected school site.

We do not agree with many of the statements you have included on this issue that appears to be presented as "fact" regarding the history of the roadway or the City's intent. We continue to be in contact with Ocean View School District staff on this issue and will pursue resolution of this issue in a way that best serves the interests of both parties. Lastly, your comments will be forwarded to the City Council and Planning Commission for their consideration prior to taking action on the Circulation Element Update.

Sincerely,

Ricky Ramos
Senior Planner

xc: Mayor and City Council
Mark Ecker, FV Elementary School District
Gregg Haulk, HB City Elementary School District
Kathy Kessler, Ocean View School District
Greg Plutko, HB Union HS District
Richard Tauer, Westminster School District
Fred A. Wilson, City Manager
Bob Hall, Deputy City Manager
Scott Hess, Director of Planning and Building
Travis Hopkins, Director of Public Works
Bob Stachelski, Transportation Manager
Mary Beth Broeren, Planning Manager