



13.2 Notice of Preparation Comment Letters

HUNTINGTON BAY
10199 Holburn Drive
Huntington Beach, CA 92646
(714) 962-2951
e-mail: huntingtonBay@roadrunner.com

RECEIVED
FEB 11 2013
Dept. of Planning
& Building

February 6, 2013

Mary Beth Broeren
Planning Manager
City of Huntington Beach
Planning and Building Department
P.O. Box 190
Huntington Beach, CA 92648

RE: Brookhurst Street and Adams Avenue
Intersection Improvements Project

Dear Ms. Broeren:

We are writing on behalf of the Huntington Bay Homeowners Association a 253 home planned development located at 10199 Holburn Drive. The southern edge of the development borders Adams Avenue between Ranger Lane and Beachmont Plaza. The board of directors of Huntington Bay has reviewed the "NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE BROOKHURST STREET AND ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT AND NOTICE OF A PUBLIC SCOPING MEETING." We are also directing all Huntington Bay Homeowners and residents to be aware of information presented here:

<http://www.huntingtonbeachca.gov/Government/Departments/planning/Environmentalreports.cfm>

and here:

http://www.huntingtonbeachca.gov/files/users/planning/Brookhurst_Adams_IS_NOP_2.pdf

Rest assured Huntington Bay will be represented at the Public Scoping Meeting. With all due respect to the motorists of Costa Mesa, Fountain Valley, and Huntington Beach, based on information provided per the links above, we consider the proposed project an unmitigated disaster for Huntington Bay and the surrounding neighborhood. The intersection of Adams Avenue and Brookhurst Street has been listed for years among the 10 most dangerous in the nation. Although the speed limits in Costa Mesa and Huntington Beach are clearly posted as 45 miles per hour, few comply. After a fatal

accident not long ago, Costa Mesa reduced the speed limit from 50 miles per hour to 45 miles per hour. That was a good move. However, widening Adams Avenue to eight traffic lanes (actually the proposal describes eight traffic lanes, two left turn lanes, and one right turn lane for 11 lanes combined) would make things much more dangerous.

Personally, I have been a Huntington Bay resident since July 1987 and am intimately familiar with Adams Avenue and Brookhurst Street as a motorist and a cyclist. Huntington Bay has only one means of access and egress, Piccadilly Lane. Since the completion of the sewage lift station project, the frontage road has become essentially useless for egress. Southbound traffic on Ranger Lane backs up and blocks the frontage road. Turning left from Piccadilly Lane onto eastbound Adams Avenue is generally too dangerous. A lot of Huntington Bay residents only make right turns onto Adams Avenue. Then we have to work our way over to make U-turns up the road to proceed east. Of course some Huntington Bay residents insist on turning left exiting Huntington Bay. It is already a recipe for disaster.

Widening Adams Avenue and Brookhurst Street would certainly increase noise, dirt, and exhaust fumes. Apparently the islands separating the frontage road from Adams Avenue would have to be sacrificed. That eliminates a lot of parking for Huntington Bay residents (Huntington Bay has limited parking already). The proposed project might also interfere with the recently completed sewage lift station. Now we are really getting deep.

We have concerns about property values as well. The islands separating Adams Avenue from the frontage road have been part of Huntington Bay and the neighborhood since 1964. Huntington Bay really does not want the bus stopping at the front yard. Of course at least one resident in Meredith Gardens would lose property. The home is right next to the existing street. Beachmont Plaza would certainly take a major reduction in size. It looks like Huntington Continental takes a hit along Brookhurst Street too. All in all the neighborhood would lose too much. The proposed project might be well intended, but it is not the right thing to do.

Thanks for your consideration of our concerns. If there are any questions, please let us know.

Sincerely,



Paul Haussler,
President
Huntington Bay Homeowners' Association
(e-mailed but not signed)

Mary Beth Broeren
February 6, 2013
Page 3

cc: Huntington Bay
Meredith Gardens Homeowners Association
Huntington Continental
Bill Janusz
Mayor Connie Boardman

From: Susan Claudius [<mailto:susanclaudius@msn.com>]

Sent: Monday, February 11, 2013 6:41 PM

To: Broeren, Mary Beth

Subject: Brookhurst and Adams project

Hi,

I received your letter about the street widening of both Brookhurst and Adams. I will try to attend the meeting mentioned in your letter, but for now, I was wondering what type of noise restriction walls you plan to construct to keep the traffic noise out of the homes the are adjacent to those streets. The noise level from the amount of traffic lanes already present is quite high and by adding the lanes your letter mentioned, the noise level will be much worse. Please let me know what consideration your department has given the noise level and how you plan to control that factor.

Thank you for your time,

Susan Claudius

susanclaudius@msn.com

February 12, 2013

City of Huntington Beach
Project Proponent – Bill Janusz
P.O. Box 190
Huntington Beach, CA 92648

RE: Brookhurst St & Adams Ave Intersection Project

Dear Mr. Janusz:

I am a fairly new owner and resident within the Huntington Bay Planned Urban Development. We moved in just before the extended sewer upgrade/repair was begun in front of our complex. That was a major inconvenience. It took a lot longer to get in and out of our complex and parking was difficult to come by with that construction going on. We took a big sigh of relief when it was over... I seem to recall that it ran about 6 mos over the predicted timeline.

Looking at the planned street widening I am concerned about our complex losing the frontage road; we need that road for parking and also to help decrease the traffic noise heard within the complex. As it is, even when I close my new windows, I can hear the humming of traffic and motorcycles that travel along Adams Ave. With the addition of the extra two traffic lanes, moving the traffic closer to Huntington Bay, the noise level and exhaust fumes will definitely increase.

Seeing that Piccadilly Lane is the only entrance and exit for our complex, we would have an even harder time pulling out of the complex. As it is, it can be trying on our patience to wait for a break in the traffic large enough for us to cross the existing six lanes of traffic – in order to make a left turn (Eastbound) onto Adams... I can't see trying to do this across eight lanes.

Another concern is the decreased property values that this project will cause. No one wants to live right on the busy main street. Moving the traffic closer to Huntington Bay will certainly make living here less desirable... which translates to lower home values. I worked hard to be able to live here, I do not wish to lose my investment because of a street widening project that is not really needed.

Please cease this project. It is not the best way to serve the residents of Huntington Beach.

Sincerely,



Kim Lemus
10132 Disney Cir
Huntington Beach, CA 92646

RECEIVED

RE: Brookhurst Street and Adams Avenue
Intersection Improvements Project

FEB 21 2013

Dept. of Planning
& Building

All cities need to change and improve. But an "Expansion" of this type would cause a tremendous hazard and many difficulties for the residents of the Huntington Bay complex.

I've lived at Huntington Bay for almost 15 years and the access to Adams Avenue has always been a nightmare. Even with the "Keep Clear" markings on the street there's still a horrific traffic gridlock and it's becoming worse.

If the streets are widened even a tiny amount the inconvenience to Huntington Bay would be monumental. Supposing Emergency vehicles couldn't get through the gridlock? Many drivers disobey the laws as it stands; why make a bad situation more complicated?

Also - isn't this projected project considered Municipal coercion? I thought this type of change had to be approved by all the residents; not just the city. You need to re-consider your thinking on this. If the traffic congestion is so bad let people take another route. I am totally against this project; it's a bad idea.

Sincerely,

Sp. Lise Cadarette
19857 Piccadilly Lane
Huntington Beach, California
92646

2/19/13



BROOKHURST STREET AND ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT EIR

PUBLIC SCOPING MEETING COMMENT FORM

NAME AND ADDRESS OF COMMENTOR: (include group or public agency affiliation, as applicable)

Susan Claudius
10042 Jon Day Dr.
Huntington Beach, CA 92646

COMMENTS:

Please provide your comments on potential environmental issues/impacts that you feel should be addressed as part of the EIR. Attach additional pieces of paper, as needed.

This form and/or additional comments can be submitted to City Staff at the Scoping Meeting or mailed to Mary Beth Broeren, Planning Manager, at the City of Huntington Beach, 2000 Main Street, Huntington Beach, California, 92648 by March 1, 2013 at 5:00 PM.

What type of wall are you planning to construct to mitigate the increase in noise level & what are you going to do about the air quality?

When you do the study you need to do weekends as well as weekdays because that is a street people take to the beach.

Meredith Gardens water flow as floods already.

If you increase pedestrian crossing time, you actually are slowing traffic.



BROOKHURST STREET AND ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT EIR

PUBLIC SCOPING MEETING COMMENT FORM

NAME AND ADDRESS OF COMMENTOR: (include group or public agency affiliation, as applicable)

XAMES PETERSON - PROPERTY OWNER HUNTINGTON BAY
1791 TANGER DRIVE
COSTA MESA

COMMENTS:

Please provide your comments on potential environmental issues/impacts that you feel should be addressed as part of the EIR. Attach additional pieces of paper, as needed.

This form and/or additional comments can be submitted to City Staff at the Scoping Meeting or mailed to Mary Beth Broeren, Planning Manager, at the City of Huntington Beach, 2000 Main Street, Huntington Beach, California, 92648 by March 1, 2013 at 5:00 PM.

UNABLE TO HEAR QUESTIONS FROM AUDIENCE BUT CITY STAFF USED
MICS TO RESPOND

February 17, 2013

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Dept. of Planning
& Building

City of Huntington Beach

2000 Main Street

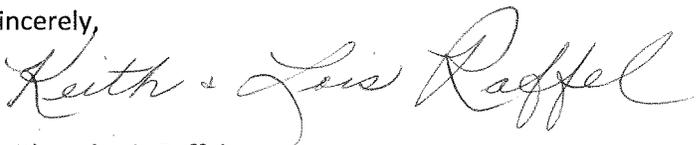
Huntington Beach, CA

Attn: Mary Beth Broeren, Planning Manager

Dear Ms. Broeren:

We are responding to a notification that the city is considering widening Adams Avenue at Brookhurst Street. This is an ill-conceived idea. We own property at Huntington Bay and travel these streets on a regular basis. Yes, there is traffic. There will always be traffic no matter how wide the street is constructed. So for a few hours on weekdays you are considering the destruction of property, and without any doubt, decreasing the value of people's homes. Construction in front of some of the homes went on way to long, and this is not more than a few months ago. After construction was completed, equipment was stored in front these homes. The City's inconsiderate behavior is inexcusable. Other parts of Huntington Beach would not stand for this lax attitude toward families. There may not be power players living at Huntington Bay, but they deserve your respect.

Sincerely,



Keith and Lois Raffel

10220 Holburn

711 Pacific Coast Highway

Huntington Beach, CA

2024 Swan Drive

Costa Mesa, CA

February 21, 2013

VIA E-MAIL AND
FIRST CLASS MAIL

City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
Attn: Mary Beth Broeren, Principal Planner

Re: Notice of Preparation of a Draft Environmental Impact Report for the
Brookhurst Street and Adams Avenue Intersection Improvements Project

Dear Ms. Broeren:

The law firm of Rutan & Tucker, LLP, represents the owners of the shopping centers located at the northeast and southeast corners of the intersection of Brookhurst Street and Adams Avenue in the City of Huntington Beach. In response to the City's January 25, 2013, Notice of Preparation of a Draft Environmental Impact Report (EIR) for the proposed Brookhurst/Adams Intersection Improvements Project (the "Project"), my clients respectfully request that a full traffic and circulation study be included in the EIR that addresses the following issues, among others:

1. The precise dimensions of each shopping center property that are proposed for acquisition with an appropriate plan view overlay and before- and after-condition drawings that depict the impact of the Project on existing sidewalks, street lighting, utilities, driveways and drive aisles, parking, pedestrian pathways, landscaping, on-site lighting, and related improvements.
2. An analysis of how the street widening will affect nearby buildings, including without limitation the Comerica Bank building at 10111 Adams (which the Beachmont Plaza owner is concerned would end up being perilously close to the travel lanes of the roadway).
3. A description and analysis of median improvements affecting left turn ingress into and egress out of each shopping center along both Brookhurst Street and Adams Avenue. If any restrictions on existing left turn ingress/egress are proposed, we request the EIR consider changes to the project design and/or mitigation measures that reduce or eliminate such adverse impacts, including without limitation installation of signalized intersections to facilitate safe and efficient entry/exit.
4. In conjunction with the analysis referred to in paragraph 3 above, a description and analysis of how the Project will impact truck routes and ingress to/egress from both

City of Huntington Beach
February 21, 2013
Page 2

shopping centers, if at all. Among other concerns, the owner of the Beachmont Plaza shopping center property on the northeast corner of Brookhurst and Adams is concerned with the disruption of truck ingress/egress if a median divider or barrier prevents left turn ingress from eastbound Adams into that shopping center at the driveway entrance behind the existing buildings. The EIR should also address the impact that any median barriers that prevent left turn ingress/egress will have on traffic movements in the vicinity of the intersection (e.g., by encouraging vehicles to make more difficult/dangerous turning movements, U-turns, etc.).

5. Any reduction or relocation of driveway entrances that will affect ingress/egress to either shopping center and/or internal vehicular circulation.

6. How the City will address loss of onsite parking for the building on the Beachmont Plaza property that is located closest to the intersection of Brookhurst and Adams. In this regard, please note that this building is not a part of my client's ownership and has no reciprocal parking rights on the balance of the Beachmont Plaza property.

7. Whether the Project will render either shopping center property non-conforming as to building setbacks, site coverage, parking, landscaping, and any other City development standards and, if so, how the City intends to protect the rights of the shopping center owner(s) to maintain, improve, expand, and replace the existing structures/uses in the future.

8. The length of the construction period and what mitigation measures will be imposed to preserve vehicular and pedestrian access along and into/out of the shopping centers during the construction period.

9. The dimensions of the temporary construction easement areas ("TCEs") the City will need on the 2 shopping center properties (and for what period of time) for the Project and the impacts the TCEs will have on the availability of parking, vehicular circulation, and the operation of the shopping centers during the construction period.

10. What commitments the City will make to repair, restore, and replace improvements damaged or removed in the shopping centers as a result of the Project.

Thank you for your attention to these matters.

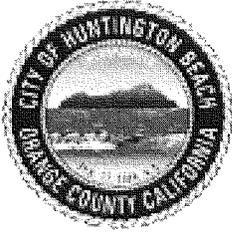
Sincerely,

RUTAN & TUCKER, LLP



Jeffrey M. Oderman

cc: Bruce Cowgill
L.C. ("Bud") Smull



BROOKHURST STREET AND ADAMS AVENUE INTERSECTION IMPROVEMENTS PROJECT EIR

PUBLIC SCOPING MEETING COMMENT FORM

RECEIVED
FEB 25 2013
Dept. of Planning
& Building

NAME AND ADDRESS OF COMMENTOR: (include group or public agency affiliation, as applicable)

Sue Churchman

10240 Holborn Drive

Huntington Beach CA 92646

SueQ817@verizon.net or Schurchman@cityofsignalhill.org

COMMENTS:

Please provide your comments on potential environmental issues/impacts that you feel should be addressed as part of the EIR. Attach additional pieces of paper, as needed.

This form and/or additional comments can be submitted to City Staff at the Scoping Meeting or mailed to Mary Beth Broeren, Planning Manager, at the City of Huntington Beach, 2000 Main Street, Huntington Beach, California, 92648 by March 1, 2013 at 5:00 PM.

The only thing that I had on my list of concerns that was not voiced at the meeting is the fact that Piccadilly is the sole vehicle access in and out of Huntington Bay. Any impact during construction should be kept to a minimum. Redirecting every vehicle to Ranger would be a nightmare, no matter how short lived.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

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FEB 11 2013

Dept. of Planning
& Building

February 5, 2013

Ms. Mary Beth Broeren, Project Planner

City of Huntington Beach

2000 Main Street
Huntington Beach, 92648

RE: SCH# 2013011057; CEQA Notice of Preparation (NOP) – Brookhurst Street/Adams Avenue Intersection Improvements Project, Orange County

Dear Ms. Broeren:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has.
 - The NAHC recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.
- ✓ If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.
- ✓ Contact has been made to the the Native American Heritage Commission for:
 - A Sacred Lands File Check, and cultural resources have been identified to your agency.
 - A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter.
 - Lack of surface evidence of archeological resources does not preclude their subsurface existence once ground-breaking activity begins. If that occurs, the NAHC suggests that inadvertent discoveries be coordinated with the NAHC.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364

SACRAMENTO, CA 95814

(916) 653-4082

(916) 657-5390 - Fax



identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton".

Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

**Native American Contacts
Orange County
February 4, 2013**

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles, CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675 m
chiefdavidbelardes@yahoo.
(949) 493-4933 - home
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
arivera@juaneno.com
(949) 488-3484
(949) 488-3294 - FAX
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower, CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel, CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana, CA 92799
alfredgacruz@sbcglobal.net
714-998-0721
714-998-0721 - FAX
714-321-1944 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013011057; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Brookhurst/Adams Avenue Intersection Improvement Project; located in the City of Huntington Beach, Orange County, California.

**Native American Contacts
Orange County
February 4, 2013**

United Coalition to Protect Panhe (UCPP)
Rebecca Robles
119 Avenida San Fernando Juaneno
San Clemente CA 92672
rebrobles1@gmail.com
(949) 573-3138

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrieinotribe.org

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180 Gabrielino
Bonsall , CA 92003
310-587-2203
760-636-0854 - FAX

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine , CA 92612
949-293-8522

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chair
P.O. Box 1800 Gabrielino
Bonsall , CA 92003
palmsprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

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South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

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FEB 11 2013

Dept. of Planning
& Building

February 5, 2013

Mary Beth Broeren, Planning Manager
City of Huntington Beach Planning and Building Department
2000 Main Street
Huntington Beach, CA 92648

Notice of Preparation of a CEQA Document for the Brookhurst Street and Adams Avenue Intersection Improvement Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM

ORC130131-01

Control Number

February 26, 2013

VIA E-MAIL AND
FIRST CLASS MAIL

Mary Beth Broeren, Planning Manager
City of Huntington Beach Planning and
Building Department
2000 Main Street
Huntington Beach, CA 92648

Re: Notice of Preparation of a Draft Environmental Impact Report for the
Brookhurst Street and Adams Avenue Intersection Improvements Project on
behalf of L&M Center, LLC

Dear Ms. Broeren:

The law firm of Rutan & Tucker, LLP, represents L&M Center, LLC, the owner of the property on which a Wells Fargo bank building is located at the northwest corner of the intersection of Brookhurst Street and Adams Avenue in the City of Huntington Beach (Assessor Parcel Number 153-171-02). This letter is in response to the City's Notice of Preparation of a Draft Environmental Impact Report (EIR) dated January 25, 2013, for the proposed Brookhurst/Adams Intersection Improvements Project (the "Project"). Among others, the following are issues that should be fully addressed in the proposed EIR:

1. Exactly what portions of my client's property will be taken for the Project, both permanently and for purposes of temporary construction easements? These areas should be clearly plotted, with dimensions, over a current aerial photo of the property so that the improvements and uses impacted can be readily identified. Before- and after-condition drawings, as well as during construction drawings, that depict the impact of the Project on existing sidewalks, street lighting, utilities, driveways and drive aisles, parking, pedestrian pathways, landscaping, on-site lighting, and related improvements should be provided.

2. How many existing parking spaces on my client's property will be eliminated as a result of the Project? A parking study should be done concerning the impacts such a loss will have on the existing uses within the property and on the potential for expanded or modified uses over time. The study should include potential mitigation measures and means to recapture lost spaces by reconfiguration or other measures.

3. What will be the precise period during which construction will physically occur on what is now my client's property? What will be the precise period of construction in the close vicinity of my client's property? What will be the hours of construction activities? What

City of Huntington Beach
February 26, 2013
Page 2

measures will be adopted to minimize the impacts on shopping and businesses located within my client's property?

4. Since the most important shopping period for the retail stores located within the adjacent Towne House Plaza Shopping Center is from October through December, what measures will be taken to avoid disruptive construction activities during that period?

5. What impacts will there be during the construction period on ingress and egress to my client's property and to the adjacent Towne House Plaza Shopping Center property? What measures will be adopted to minimize the detrimental impacts?

6. What will the Project impacts be on the visibility of the Wells Fargo bank building from the surrounding streets and to signage for that business from the surrounding streets?

7. What will the Project impacts be on the landscaping and aesthetic features associated with my client's property, both during construction and post-construction, and how will these be mitigated?

8. The EIR should include a description and analysis of median improvements affecting left turn ingress into and egress out of each shopping center along both Brookhurst Street and Adams Avenue. If any restrictions on existing left turn ingress/egress are proposed, the EIR should consider changes to the Project design and/or mitigation measures that reduce or eliminate such adverse impacts, including without limitation installation of signalized intersections to facilitate safe and efficient entry/exit. The EIR should include a description and analysis of how the Project will impact truck routes and ingress to/egress from my client's property and the adjacent Towne House Plaza Shopping Center property. The EIR should also address the impact that any median barriers that prevent left turn ingress/egress will have on traffic movements in the vicinity of the intersection (e.g., by encouraging vehicles to make more difficult/dangerous turning movements, U-turns, etc.).

9. The EIR should address whether the Project will render my client's property and/or the improvements on the property non-conforming as to site coverage, parking, landscaping, building setbacks, and any other City development standards and, if so, how the City intends to protect the rights of my client to maintain, improve, expand, and replace the existing structures/uses in the future.

10. The EIR should address what commitments the City will make to repair, restore, and replace improvements damaged or removed in the shopping centers as a result of the Project.

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City of Huntington Beach
February 26, 2013
Page 3

My client requests that a full traffic and circulation study be included in the EIR. Thank you for the opportunity to provide this input.

Sincerely,



Michael Rubin

cc: Mark Sork

February 26, 2013

**VIA E-MAIL AND
FIRST CLASS MAIL**

Mary Beth Broeren, Planning Manager
City of Huntington Beach Planning and
Building Department
2000 Main Street
Huntington Beach, CA 92648

Re: Notice of Preparation of a Draft Environmental Impact Report for the
Brookhurst Street and Adams Avenue Intersection Improvements Project on
behalf of Towne House Plaza, LP

Dear Ms. Broeren:

The law firm of Rutan & Tucker, LLP, represents Towne House Plaza, LP the owner of Towne House Plaza, the shopping center located at the northwest corner of the intersection of Brookhurst Street and Adams Avenue in the City of Huntington Beach (Assessor Parcel Number 153-171-01). This letter is in response to the City's Notice of Preparation of a Draft Environmental Impact Report (EIR) dated January 25, 2013, for the proposed Brookhurst/Adams Intersection Improvements Project (the "Project"). Among others, the following are issues that should be fully addressed in the proposed EIR:

1. Exactly what portions of my client's property will be taken for the Project, both permanently and for purposes of temporary construction easements? These areas should be clearly plotted, with dimensions, over a current aerial photo of the property so that the improvements and uses impacted can be readily identified. Before- and after-condition drawings, as well as during construction drawings, that depict the impact of the Project on existing sidewalks, street lighting, utilities, driveways and drive aisles, parking, pedestrian pathways, landscaping, on-site lighting, and related improvements should be provided.

2. How many existing parking spaces on my client's property will be eliminated as a result of the Project? A parking study should be done concerning the impacts such a loss will have on the existing uses within the property and on the potential for expanded or modified uses over time. The study should include potential mitigation measures and means to recapture lost spaces by reconfiguration or other measures.

3. What will be the precise period during which construction will physically occur on what is now my client's property? What will be the precise period of construction in the close vicinity of my client's property? What will be the hours of construction activities? What

City of Huntington Beach
February 26, 2013
Page 2

measures will be adopted to minimize the impacts on shopping and businesses located within my client's property?

4. Since the most important shopping period for the retail stores located within my client's property is from October through December, what measures will be taken to avoid disruptive construction activities during that period?

5. What impacts will there be during the construction period on ingress and egress to my client's property and to the businesses located within the property? What measures will be adopted to minimize the detrimental impacts?

6. What will the Project impacts be on the visibility of the businesses located within my client's property and/or on the visibility of the signage for the shopping center or the businesses?

7. What will the Project impacts be on the landscaping and aesthetic features associated with my client's property, both during construction and post-construction, and how will these be mitigated?

8. The EIR should include a description and analysis of median improvements affecting left turn ingress into and egress out of each shopping center along both Brookhurst Street and Adams Avenue. If any restrictions on existing left turn ingress/egress are proposed, the EIR should consider changes to the Project design and/or mitigation measures that reduce or eliminate such adverse impacts, including without limitation installation of signalized intersections to facilitate safe and efficient entry/exit. The EIR should include a description and analysis of how the Project will impact truck routes and ingress to/egress from my client's property. The EIR should also address the impact that any median barriers that prevent left turn ingress/egress will have on traffic movements in the vicinity of the intersection (e.g., by encouraging vehicles to make more difficult/dangerous turning movements, U-turns, etc.).

9. The EIR should address whether the Project will render my client's property and/or the improvements on the property non-conforming as to site coverage, parking, landscaping, building setbacks, and any other City development standards and, if so, how the City intends to protect the rights of my client to maintain, improve, expand, and replace the existing structures/uses in the future.

10. The EIR should address what commitments the City will make to repair, restore, and replace improvements damaged or removed in the shopping centers as a result of the Project.

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City of Huntington Beach
February 26, 2013
Page 3

My client requests that a full traffic and circulation study be included in the EIR. Thank you for the opportunity to provide this input.

Sincerely,



Michael Rubin

cc: Mark Sork



**BROOKHURST STREET AND ADAMS AVENUE
INTERSECTION IMPROVEMENTS PROJECT EIR**

**PUBLIC SCOPING MEETING
COMMENT FORM**

RECEIVED

FEB 28 2013

Dept. of Planning
& Building

NAME AND ADDRESS OF COMMENTOR: (include group or public agency affiliation, as applicable)

Starlyn Annette Frischmuth

10136 Hull Dr.

Huntington Beach 96264

Huntington Bay

COMMENTS:

Please provide your comments on potential environmental issues/impacts that you feel should be addressed as part of the EIR. Attach additional pieces of paper, as needed.

This form and/or additional comments can be submitted to City Staff at the Scoping Meeting or mailed to Mary Beth Broeren, Planning Manager, at the City of Huntington Beach, 2000 Main Street, Huntington Beach, California, 92648 by March 1, 2013 at 5:00 PM.

With traffic as it now stands on Adams, it is a nightmare attempting to exit Huntington along at peak hours. The traffic, noise, and pollution - air-wise - are at the breaking point!

Even with light @ Ranger, we still find it difficult to get onto Adams! The sign that says "stop here to let traffic in" is ignored! People will not honor that sign.

When the sewage construction took place, it was dangerous and unbearable exiting Adams!

Broeren, Mary Beth

From: karl [khanold1@gmail.com]
Sent: Thursday, February 28, 2013 10:37 AM
To: Broeren, Mary Beth
Subject: comment Brookhurst & adams

Hi,

I went thru the NOP (all 48 pages of it). For reference, I have lived in the tract behind the Stater Bros store for over 10 years. So I go thru this intersection every day going to and from my house both driving and walking and I am thus very familiar with its traffic patterns.

If one wanted to ease the traffic on Adams then one could build one of the two previously proposed and discussed parallel bridges: banning-19th or Garfield-Gisler. Since that seems to have been declined, the plan seems to become a short wide spot at this intersection in a road that is 3 lanes each way for a mile on every side. Having watched this traffic for over 10 years, I don't see lines of people waiting to turn causing in a backup. I would note that it takes only a few minutes to get thru the short backup, this is not like the backup on the 405 in the evenings. So I don't think a few turn lanes are not going to make a significant difference.

Plans to expand 405 will reduce the backup it has (north/west bound between Fairview and Beach) for hours each evening. This widening will then allow drivers that use Adams to instead use 405 to Euclid or Brookhurst and thus reduce the traffic on Adams.

The widening of the roads will significantly reduce the setbacks and thus degrade of outdoor seating at a series of existing establishments: Woody's, Los Primos, Yogurtland, & Starbucks. The addition in front of Woody's will essentially mean that the patrons on the patio are sitting on the sidewalk of Adams with traffic whizzing by right next to them. Adding the bus pullout in front of Los Primos means they will have not only noise but the bus exhaust every time a bus pulls away from the stop. (I might have missed it but the report seems to make no mention of the other bus stop slightly east of Lawson on Adams, or whether the 2 stops on Adams become one)

Huntington just added right turn lane from Adams Eastbound to Brookhurst S/B in front of where the Shell station use to be. Adams was just repaved a few years ago. It seems like a waste of money to go back and just do it all again to add a few more turn lanes.

The plan looks like it creates a blind spot with the bus stop just to the west of Lawson on Adams. When entering Adams from Lawson the visibility is limited by the walls. If a lane is added to eastbound adams and a bus stop pullout is added in front of Los Primos, that will result in a 2 deep lane structure hidden from view by the drivers on Lawson by the concrete walls along Adams.

The wide spot on Adams at the intersection has 4 lanes that then immediately merge back to 3. We all drive thru such merges everyday and they don't seem to flow very well. The merging lanes just backup.

Is this being done to lay the groundwork to make Adams 4 lanes each way along the whole length? (with all the associated land takings and mess that will entail?)

It seems a little odd to spend a lot of money on an intersection which only has a few minute backup for only an hour a day on weekdays (and not all of those). It would seem that there is a better use of the tax money and effort.

Thanks,
Karl Hanold
Huntington Beach, Ca 92646

Date: February 27, 2013

To: Mary Beth Broeren, Planning Manager

2000 Main Street.

Huntington Beach, CA 92684

From: Michael Nguyen

20011 Lawson Lane

Huntington Beach, CA 92646

(714) 962-9622

RECEIVED

FEB 28 2013

Dept. of Planning
& Building

**Subject: Concerns and comments on the proposed widening of
the Brookhurst and Adams intersection project EIR.**

1. **NOISE**. Our residential property (APN 155-162-01) is located at corner of Adams Ave. and Lawson Lane. The peak traffic on Adams is roughly between 7 to 9 in the morning and 4 to 6 in the afternoon weekday. The property block wall is about 30 ft from my front door. Standing outside at the front door and back yard during peak traffic, my wife and I often can't carry a conversation without loud voices, even with the current 8 ft block wall along Adams Ave. and 4 ft high along Lawson Lane.
2. **POTENTIAL DAMAGES**. In 1993, we planted 29 pine trees about 18 inches behind the concrete wall to block the street noise, air pollution and dirt. The trees are now 7 inches in diameters and 3 ft apart and their root are well deep to the ground. Since the proposed block wall will be relocated further inside our property, the concrete footings and pine tree roots must also be removed with heavy machinery and equipments. We are concerned our house may be too close to the construction activities which may crack or damage the house foundation unexpected.
3. **VIBRATION**. Last year when city of Huntington Beach had a major project to replace sewage concrete pipes along Adams Ave. During the approximate six months of construction, we lost all our enjoyment. The noise and dirt were unbelievable. Our house vibrated each time large heavy trucks ran over steel plates or large equipments or heavy machinery was used. We complained to the Meredith Garden Home Association and the site construction manager two times. The construction manager said they did not have a noise recorder. Now we sometime still experience the house vibrates when big heavy trucks driving by.
4. **PROPERTY VALUE**. The traffic on Adams Street today is at least double or triple compared to when we purchased our property in 1993. We believe the traffic and noise are at least double or more today. With the new proposed project to widen Adams Street from 4 to 6 lanes, more traffic, more noise and less land, will have a major impact to our property value in the future.
5. **SAFETY**. Brookhurst/Adams is one of the worse intersections in the county; adding more lanes closer to the house will cause more accidents.

6. **CALCULATION.** Table 1 – The Right-of-way Acquisition, our Assessor Parcel Number 155-162-01 may be incorrect. The proposed lot area after 143 ft² ROW acquisition should be 8064 ft² rather than 7,127 ft².
7. **HEALTH.** My wife and I both are seniors with multiple health problems. We are very concerned about the air pollution, noise, dirt, and sleep. We are looking forward to enjoy our house with clean air and peaceful environment.

Other questions

8. How long do you plan to complete the project on Adams Ave?
9. What plans do you have for us during the construction? The plan will encumber my property for many years until construction is completed. What compensation will be provided if I have to sell my property in the interim?
10. Can City of Huntington Beach set up the noise readers/recorders during peak times at our front and back yard?
11. Will an alternative be considered for approval that does not require acquisition of my property?
12. Will the government voluntarily pay the court expenses if I have to go to court if the compensation and/or mitigation measures are inadequate or unsuccessful?



**BROOKHURST STREET AND ADAMS AVENUE
INTERSECTION IMPROVEMENTS PROJECT EIR**

**PUBLIC SCOPING MEETING
COMMENT FORM**

RECEIVED

MAR 01 2013

Dept. of Planning
& Building

NAME AND ADDRESS OF COMMENTOR: (include group or public agency affiliation, as applicable)

Geraldine Peterson Property owner at Huntington Bay
1791 Tanager Dr. Cordes
Costa Mesa, CA
92626

COMMENTS:

Please provide your comments on potential environmental issues/impacts that you feel should be addressed as part of the EIR. Attach additional pieces of paper, as needed.

This form and/or additional comments can be submitted to City Staff at the Scoping Meeting or mailed to Mary Beth Broeren, Planning Manager, at the City of Huntington Beach, 2000 Main Street, Huntington Beach, California, 92648 by March 1, 2013 at 5:00 PM.

See attached remarks

MY MAIN CONCERNS about the project of adding lanes to the Brookhurst and Adams intersection are:

1. The interference of traffic entering and exiting the Huntington Bay Condo complex. Exiting currently is very hazardous, the traffic on Adams does not give a break for cars to exit.
2. The increase of traffic to a very busy intersection. The increase in lanes will only permit an increase in traffic on Adams and Brookhurst. I realize this is the goal, but there is too much traffic on Adams currently.
3. Noise and air pollution to people who live near the intersection.

One additional remark, I could not hear the questions and remarks from the audience. Also, sometimes I could not hear the answers from the panel. This was disappointing to me.

Thank you for your time.

Broeren, Mary Beth

From: ed kerins [edkerins@netscape.net]
Sent: Friday, March 01, 2013 12:49 PM
To: Broeren, Mary Beth
Subject: Brookhurst/Adams Improvement Project
Attachments: MGHA B&A EIR letter 3-1-2013.doc

Mary Beth,

Please see attached letter.

Ed Kerins

March 1, 2013

Mary Beth Broeren
Planning Manager
City of Huntington Beach
Huntington Beach CA 92648

Subject: NOP/EIR Brookhurst & Adams Intersection Comments

The proposed street widening could have impacts similar to past Brookhurst and Bushard pipeline projects. Some of the most significant impacts of these projects were:

1. Bicyclist death
2. Bodily injury
3. Property Damage
4. Financial loss
5. Law Suits

Conclusion: Government has been unable to adequately ensure that such project impacts are properly mitigated.

Recommendations:

Government fund and implement a program that will result in new and creative thinking on how to mitigate or eliminate the significant project impacts that can be expected to occur.

Government works with other agencies to ensure other disruptions or improvements are coordinated. Examples are potential utility projects such as Poseidon and the sanitation district.

Government implement visual and physical improvements in the neighboring project area such as the undergrounding of utilities, landscaping, sound mitigation and traffic flow.

Ed Kerins
Meredith Gardens Home Owners Association
Civic Affairs Chair

RECEIVED

MAR 01 2013

Dept. of Planning
& Building

John & Leslie Riasanovsky
10145 Disney Circle
Huntington Beach, California 92646
Telephone: (714) 963-3458
Email address: lriasanovsky@verizon.net

March 1, 2013

BY HAND DELIVERY

Ms. Mary Beth Broeren, Planning Manager
2000 Main Street
City of Huntington Beach, CA 92648

Re: Notice of Preparation of Draft Environmental Impact Report for Brookhurst Street and Adams Avenue Intersection Improvements Project

Dear Ms. Broeren:

Thank you for giving us the opportunity to speak at the February 21, 2013 scoping meeting regarding the referenced project. As we indicated, we are opposed to the project and dismayed that the City is even considering it.

For many years, the shopping center next to the Huntington Bay community was an eyesore, with vacant, dilapidated buildings. Then, in 2001, the City persuaded the shopping center owners to improve the shopping center with new buildings and landscaping. Although the residents of Huntington Bay had to put up with many months of construction noise and vibrations, the end result was worth it. Now, however, less than twelve years after the construction of the improvements, the City wants to tear down one of the shopping center buildings, remove some of the landscaping (including, apparently, several large palm trees), and install additional right turn lanes. This proposed waste of resources (i.e., the time, money, labor, and materials that went into improving the shopping center) cannot be justified.

In our opinion, the project is unnecessary. Admittedly, Adams Avenue is congested during the early morning and evening commute hours during the workweek. However, at most other times, there is only light to moderate traffic on the street. Moreover, it would appear that some of the congestion during the commute hours could be relieved through better coordination of the traffic lights.

We do not think the proposed widening of Adams Avenue will significantly alleviate traffic congestion during commute hours. Adding more lanes to Adams Avenue will increase the amount of time pedestrians need to cross the intersection and, therefore, the time periods during which vehicular traffic is stopped at the intersection. This impact will occur at all times of the day (rather than just the commute hours) and will reduce any reduction in traffic congestion that might be realized through widening Adams. Moreover, the traffic on Adams bottlenecks at the bridge over the Santa Ana River. Since the City is not proposing to widen the bridge or the Costa Mesa portion of Adams Avenue, we do not think the proposed project will provide a meaningful benefit to the traffic situation.

The proposed project will, however, be very costly and have several negative impacts. The most important of those impacts, increased air pollution and increased noise, are noted in your EIR checklist. However, the checklist does not address other potential impacts, including the following:

1. In Item II.c, on page 11, the checklist indicates that the proposed project will have not result in the displacement of substantial numbers of people. Although that may be true, the proposed project will make living in the Huntington Bay complex less desirable and will probably result in a decrease in the number of owner occupants in the project. This, in turn, could lead to a decline in the maintenance and quality of the neighborhood.
2. In Item IV.d, e, and f, on page 16, the checklist indicates that the existing storm drain and catch basin system is adequately sized and that the proposed project will have less than a significant impact on storm water drainage. We do not think this is correct. As we noted at the meeting, Adams Avenue floods near Piccadilly Lane and the Ralphs shopping center each rainy season. Adding additional lanes to Adams Avenue will increase the impermeable surfaces in the area and result in increased flooding.
3. In Item VI.d, on page 20, the checklist indicates that the proposed project may result in hazards during the short-term construction process. We agree with this comment. As we assume you know, the frontage road east of Piccadilly Lane was recently closed for approximately six months while a new sewer lift station was installed in that area. The presence of construction vehicles and fencing made it very difficult to see when turning on Adams from Piccadilly. We anticipate that Huntington Bay residents will encounter similar problems if construction proceeds on the proposed project.
4. In Item VI.g, on page 21, the checklist notes that the project would include a bus turnout for continued opportunities for public transit. That would be nice if the buses had commuter friendly routes and schedules. However, the fact is that the buses either do not go where people need them to go or take much too long to get there. As a consequence, very few people ride the buses. What is the point of creating bus turnouts for buses that nobody rides?
5. In Item XI.a, on page 26, the checklist states that the proposed project will have no impact on fire protection. This needs to be further explored. Piccadilly Lane is the only street providing fire truck access to Huntington Bay. We anticipate that the proposed project will significantly impair the fire department's ability to access the community during construction. Also, in connection with the construction of the Ralphs shopping center, the Planning Department indicated that a break in the wall separating the shopping center from Huntington Bay could not be closed because it provided the Fire Department's only access to a fire hydrant located in that area of the Huntington Bay complex. It is not clear to us whether or not the proposed project would impair the Fire Department's access to the fire hydrant.
6. In Item XI.c, on page 27, the checklist does not address the Pegasus school or whether the project would have any impact on school buses that pick up children in Huntington Bay and the adjoining neighborhood.
7. In Item XI.e, on page 27, the checklist does not address whether the proposed project will have any impact on people seeking to access the Santa Ana bike trail (a public facility).
8. In Item XII, on pages 27-29, the checklist does not address the impact (if any) of the proposed project on the utility poles located on Adams. Presumably, if Adams is widened, the poles will need to be moved or the utilities placed underground.
9. In Item XIII, on pages 29-30, the checklist does not address the loss of palm trees and landscaping at the Ralphs shopping center that will occur if the proposed project is approved. In

Ms. Mary Beth Broeren, City Planner

March 1, 2013

Page 3

addition, although the checklist discusses increased lighting during construction, it does not address the increase in car lighting that may result from adding another traffic lane to Adams Avenue.

The checklist also does not address the negative impact of the proposed project on property values. As you know, property values have been depressed for a number of years and have only started to recover recently. The City's proposal is likely to cause them to decline again.

In addition, the checklist does not address the negative impact of the proposed project on pedestrians and bicyclists attempting to cross Adams Avenue. We are concerned that having additional right turn lanes at the corners of Adams Avenue and Brookhurst Street may put pedestrians and bicyclists at greater risk as they attempt to cross both streets because drivers in the right turn lanes may not be able to see them as well. We hope that the City will address this safety concern in the EIR and remember that, although there are commercial shopping centers located on all four sides of the intersection (as there are throughout Huntington Beach), the surrounding area is primarily residential.

Finally, the checklist does not address the impact of the additional right turn lanes on the movement of traffic and trucks through the Ralph's shopping center. As you know, the Starbucks restaurant has drive-through service. Traffic already backs up on the right lane of Brookhurst on some mornings because the drive-through path is not long enough to accommodate all of the cars that want to use the drive-through window at the Starbucks restaurant. In addition, it is not clear to us how the proposed project will impact the ability of trucks to enter and exit the Ralphs shopping center.

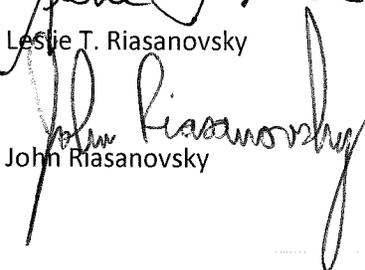
We hope that the City and OCTA will reconsider the proposed project and find a better way to use the taxpayers' money.

Thank you for your consideration of this letter.

Sincerely,



Leslie T. Riasanovsky



John Riasanovsky

February 27, 2013

RECEIVED
MAR 01 2013
Dept. of Planning
& Building

Mary Beth Broeren, Planning Manager
Bill Janusz, Project Proponent Contact
City of Huntington Beach
2000 Main Street
Huntington Beach CA 92648

Ref: Brookhurst St & Adams Ave Intersection Imp. Project

Dear friends,

I embrace change and improvement; so I have sent you some ideas on how Huntington Bay townhomes can survive this new plan:

Huntington Bay is about 800' NE of the intersection crossing; perhaps it would be advantageous to eliminate EB turns out of the complex (it has only one outlet onto Adams). Possibly a WB merging lane (fading into #3 or #4?) would be safe. Residents would then have to (practically speaking) head N on Brookhurst and make travel decisions from that point. Thus the exit onto Adams from Piccadilly Ln would say "No Left Turn".

A signal at Piccadilly Ln, as wonderful as that would be, probably would be too close to Brookhurst to be feasible.

If the service road E to Ranger St from Piccadilly Ln can be retained in the plans; that would allow a (reasonably) safe way to get EB on Adams.

Another idea would be to take (by eminent domain?) a piece of the N parking lot of Ralphs Center and cut a roadway into Huntington Bay townhome's existing Holburn Drive.

Best of luck, and good wishes with this "big adventure".


Mike Seymour
21081 Greenboro Ln (& 10220 Disney Cir, Huntington Bay)
Huntington Beach CA 92646
boschbrute@yahoo.com

Mary Beth Broeren
Planning Manager
City of Huntington Bch

RECEIVED

2-26-13

MAR 04 2013

Dept. of Planning
& Building

Dear Mary Beth Broeren:

In response to your "Brookhurst and Adams St. Intersection improvement project" I am against such a project. I own property in the Huntington Bay Complex, and I can see where such a plan may help movement of Traffic at peak hours, however I can anticipate a severe impact on residents ingress/egress out of the Huntington Bay complex onto Adams Ave. especially eastbound, its difficult enough now, with another lane it will be next to impossible. Plus we will lose our frontage road which affords both protection & parking for residents. Plus a severe increase in exhaust fumes and an increase danger of accidents and out of control cars careening into the complex. I urge you to remove this draft from your business activities. - just don't do it.

Meredith Neal
Resident/Owner
Huntington Bay

Amy L. Page
10212 Disney Circle
Huntington Beach, CA 92647
714-655-7157

RECEIVED
MAR 08 2013
Dept. of Planning
& Building

Ms. Mary Beth Broeren, Planning Manager & Lead Agency Contact
Mr. Bill Janusz, Project Proponent
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Mr. Paul Haussler for Huntington Bay
Re: Adams Avenue & Brookhurst Street Intersection Improvement Project

To All Concerned:

I have been a resident of Huntington Bay for over 18 years. I feel compelled to offer my opinion regarding the above mentioned Intersection Improvement Project that is being considered for the intersection located at Adams Avenue and Brookhurst Street. I am not in favor of the proposed project.

I have many reasons for not wanting this project to be approved. The most pressing concerns I have regard the fact that the project's benefit is only evident for one hour in the morning and one hour in the evening during rush hour peaks. The negative results of the project, in my opinion out weigh that single benefit. The increase in the amount of traffic during those peak hours will make it increasingly difficult for those of us who must exit the complex.

The intersection is currently considered the most dangerous intersection in Orange County, as it exists. The additional traffic will only increase the danger for those of us who must enter that intersection on a daily basis. The added traffic will also negatively impact people who wish to walk their dogs, and it is a danger to children who are riding their bicycles. I feel that the increased traffic will cause my property values to decrease, as it will increase the amount of noise in the complex, cause our air quality to be affected by the increase of exhaust fumes from the additional vehicles, and it will decrease the amount of parking spaces available for resident parking. My final concern is that a building must be demolished in order to allow for the expanded lanes. I feel the cost to remove the building is excessive, and the potential loss of revenue to the business owners is a negative to them and to the city as it would result in fewer tax dollars.

Page 2 (City of Huntington Beach – Lane Expansion Letter)

I would appreciate that my concerns and those of fellow residents and neighborhood businesses be considered before the final decision is made to proceed with this project.

Sincerely,


Amy L. Page

DEPARTMENT OF TRANSPORTATION

District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612-8894
Tel: (949) 724-2241
Fax: (949) 724-2592



*Flex your power!
Be energy efficient!*

RECEIVED**MAR 05 2013****Dept. of Planning
& Building**

File: IGR/CEQA
SCH#: None
Log #: 3153
SR-39

March 1, 2013

Mary Beth Broeren
City of Huntington Beach
2000 Main Street
Huntington Beach, California 92648

Subject: Brookhurst Street and Adams Avenue Intersection Improvements Project

Dear Ms. Broeren,

Thank you for the opportunity to review and comment on the **Notice of Preparation (NOP) for the Brookhurst Street and Adams Avenue Intersection Improvements Project**. The City of Huntington Beach proposes to widen the Brookhurst Street and Adams Avenue intersection in all directions, which includes two additional northbound right-turn lanes on Brookhurst Street, one additional southbound right-turn lane on Brookhurst Street, one additional eastbound through lane on Adams Avenue and one additional westbound through lane on Adams Avenue. The proposed intersection widening will also require approximately 31,230 square feet of right-of-way acquisition. The project site is located entirely within the City of Huntington Beach, and the nearest State highway to the project site is SR-39.

The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right-of-way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Herre".

Christopher Herre, Branch Chief

Local Development/Intergovernmental Review

C: Scott Morgan, Office of Planning and Research