



3.0 Project Description



3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The proposed project site is located in the southeastern portion of the City of Huntington Beach (City), at the intersection of Brookhurst Street and Adams Avenue. The City is a coastal city along the Pacific Ocean in northwestern Orange County. It is surrounded by Westminster to the north, Fountain Valley to the northeast, Costa Mesa and Newport Beach to the east, and Seal Beach to the west; refer to [Exhibit 3-1, *Regional Vicinity Map*](#). Los Angeles is located approximately 35 miles to the northwest while San Diego is 95 miles to the southeast.

Regional access to the site is provided via Interstate 405 (I-405) Freeway to the north, as well as Brookhurst Street and Adams Avenue (refer to [Exhibit 3-2, *Site Vicinity Map*](#)). Proposed improvements at the intersection would extend along Brookhurst Street, up to approximately 1,000 feet north of Adams Avenue and 800 feet south of Adams Avenue, and along Adams Avenue up to approximately 1,300 feet west of Brookhurst Street and 1,200 feet east of Brookhurst Street.

3.2 PROJECT SETTING

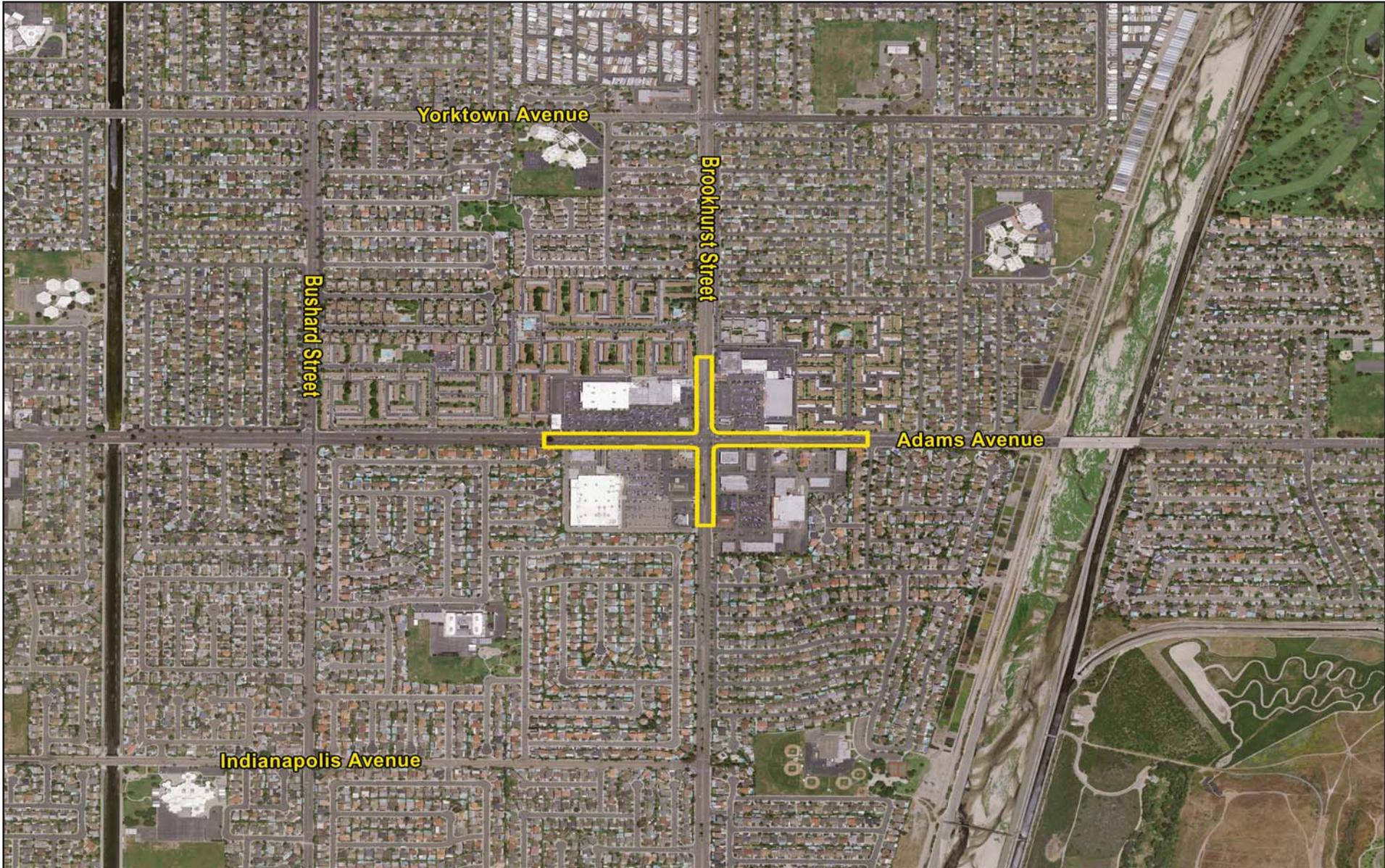
ENVIRONMENTAL SETTING

The existing project site consists of the intersection of Brookhurst Street and Adams Avenue. The intersection is signalized and consists of three through lanes and dual left-turn lanes in each direction. There are dedicated right-turn lanes in the east and westbound directions on Brookhurst Street. Existing right-of-way (ROW) widths are 120 feet on the north leg of the intersection, 120 feet on the south leg, 120 to 123 feet on the west leg, and 100 to 111 feet on the east leg. Raised center medians exist on all four legs of the intersection. The medians on all legs of the intersection (with the exception of the northern leg) include segments of landscaping in the form of low-lying groundcover, shrubs, and/or palm trees.

Both Brookhurst Street and Adams Avenue are improved with curb, gutter, signage, and lighting facilities. Pole-mounted overhead electrical utilities are present on all four legs of the intersection within City ROW. There are six existing bus stops along the project site. Four bus stops are located along Adams Avenue (two to the east of Brookhurst Street and two to the west of Brookhurst Street), all of which include shelters. Two bus stops are located along Brookhurst Street (one north of Adams Avenue and one south of Adams Avenue), both of which include shelters. There are no existing bus turnouts along the project site. [Exhibit 3-3, *On-Site Photographs*](#), depicts the existing conditions of the project site.

LAND USE/PLANNING

The *City of Huntington Beach General Plan (General Plan)* designates Brookhurst Street and Adams Avenue as Major Arterials. The project would require right-of-way (ROW) acquisition from properties designated: Commercial General (CG-F1) and Residential Low Density (RL-7).



Source: Google Maps, 2012.

— - Project Site

NOT TO SCALE



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ENVIRONMENTAL IMPACT REPORT
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Site Vicinity Map

Exhibit 3-2



View of the US Bank and commercial center located in the southeast quadrant of the intersection.



View of the Comerica Bank and commercial center located in the northeast quadrant of the intersection.



View of the Wells Fargo Bank and commercial center located in the northwest quadrant of the intersection.



View of the western portion of the project site (Adams Avenue) and the Chase Bank located in the southwest quadrant of the intersection.



View of the eastern portion of the project site (Adams Avenue).



View of the northern portion of the project site (Brookhurst Street).



The *City of Huntington Beach Zoning Map* designates Brookhurst Street and Adams Avenue as Right-of-Way. The project would require ROW acquisition from properties zoned Commercial General (CG) and Residential Low Density (RL).

SURROUNDING LAND USES

The project site is located within a developed area of the City. Generally, the project area is composed of retail/commercial and residential uses. Specifically, the Brookhurst Street/Adams Avenue intersection is immediately surrounded by retail/commercial centers on all four corners. Further away from the intersection on all four legs, Brookhurst Street and Adams Avenue are surrounded by single-family and multi-family residential uses. The project site is surrounded by the following uses (refer to [Exhibit 3-2](#)):

- *Northeast Quadrant.* The northeast quadrant of the intersection is developed with a retail/commercial center designated CG-F1 (Commercial General with permitted floor area ratio of 0.35) by the City's *General Plan*. Further from the intersection, the areas north of Adams Avenue and east of Brookhurst Street are occupied by multi-family residential uses designated RMH-25 (Residential Medium High Density, 25 dwelling units per acre).
- *Northwest Quadrant.* The northwest quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas north of Adams Avenue and west of Brookhurst Street are occupied by multi-family residential uses designated RMH-25.
- *Southeast Quadrant.* The southeast quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas south of Adams Avenue and east of Brookhurst Street are occupied by single-family residential uses designated RL-7 (Residential Low Density, 7 dwelling units per acre).
- *Southwest Quadrant.* The southwest quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas south of Adams Avenue and west of Brookhurst Street are occupied by single-family residential uses designated RL-7.

3.3 BACKGROUND AND HISTORY

The intersection of Brookhurst Street and Adams Avenue currently experiences high traffic volumes, particularly during the peak hours. It is designated a Principal Intersection by the City's *General Plan Circulation Element* and this intersection is forecast to operate at a deficient Level of Service (LOS) during both the a.m. and p.m. peak hours under the forecast year 2030 scenario, according to City of Huntington Beach performance criteria. Additional capacity is required at this intersection in order to maintain an acceptable LOS and accommodate anticipated increases in traffic volumes over the long term. The City has identified enhancements at the Brookhurst Street/Adams Avenue intersection within its *Circulation Element* as a "Recommended Long-Range Improvement" required to meet the City's LOS standard through 2030. As such, the City has proposed the Brookhurst Street/Adams Avenue Intersection Improvements Project to implement



planned capacity enhancements that would achieve the City's LOS standard at this location through 2030.

In addition to the City's long-range plans to maintain an acceptable LOS at the intersection, the City is a participant in the *Memorandum of Understanding C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River*. This Memorandum of Understanding (MOU) was signed by all participants, including the City of Huntington Beach, in 2006. The MOU establishes a multi-jurisdictional approach to alleviating traffic congestion along the Garfield Avenue (within Huntington Beach and Fountain Valley) and Gisler Avenue (within Costa Mesa) corridors. The MOU identifies numerous transportation improvements within the Garfield Avenue/Gisler Avenue study area to be implemented by the cities of Costa Mesa, Fountain Valley, and Huntington Beach in lieu of constructing the Garfield-Gisler Bridge Crossing.

As specified in the MOU, the following items are the City of Huntington Beach's responsibilities with respect to the intersection of Brookhurst Street and Adams Avenue:

1. Install a bus turnout at the existing bus stop at northbound Brookhurst Street at Adams Avenue;
2. Install a bus turnout at the existing bus stop at southbound Brookhurst Street at Adams Avenue;
3. Consolidate driveways on the northbound and southbound sides of Brookhurst Street at Adams Avenue; and
4. Add a fourth through lane in the north, south, east, and westbound approaches at Brookhurst Street/Adams Avenue. Add dedicated right-turn lanes in the north and southbound approaches.

Although the MOU included the specific improvements to be implemented by the City (described above), the MOU states that while the "program of projects is specific, it is not meant to be prescriptive. If a city is able to identify an alternative traffic flow improvement which meets the overall objective of achieving and/or maintaining LOS D at any location within the study area, then that improvement shall be considered an acceptable alternative and shall be implemented as a substitute solution to the original recommendation."¹ As such, subsequent traffic analyses conducted by the City determined that a fourth northbound and southbound through lane on Brookhurst Street was unnecessary to provide acceptable traffic operations. Rather, a second northbound right-turn lane has been included in the proposed project to provide for satisfactory intersection operation.

¹ Cities of Costa Mesa, Fountain Valley, Huntington Beach and the Orange County Transportation Authority, *Memorandum of Understanding C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River* (page 8 of 11), 2006.



Thus, the proposed project is intended to implement a planned improvement to meet the City's long-range LOS standard at the Brookhurst Street/Adams Avenue intersection, as established within the City's *Circulation Element*. It would also achieve the City's intent under the MOU to make reasonable progress towards maintaining acceptable operational standards at this location.

3.4 PROJECT CHARACTERISTICS

In order to provide a long-term benefit in regards to traffic and circulation at the intersection, the City proposes to widen the Brookhurst Street/Adams Avenue intersection in all directions. As further discussed in Section 5.2, *Traffic and Circulation*, the Brookhurst Street/Adams Avenue intersection is forecast to operate at a deficient LOS (LOS F) during both the AM and PM peak hours according to City of Huntington Beach performance criteria. However, with the proposed project intersection improvements, the Brookhurst Street/Adams Avenue intersection is forecast to operate at an acceptable LOS (LOS D or better) according to City of Huntington Beach performance criteria. As such, the project is anticipated to result in a beneficial impact in regards to traffic and circulation in the area.

The proposed project would add 10-foot travel lanes on both roadways. The following new travel lanes are proposed (refer to Exhibits 3-4a and 3-4b, *Proposed Geometric Plan*):

- Two northbound right-turn lanes (Brookhurst Street);
- One southbound right-turn lane (Brookhurst Street);
- One eastbound through lane (Adams Avenue); and
- One westbound through lane (Adams Avenue).

Exhibits 3-5a through 3-5d, *Proposed Typical Section*, depicts the proposed street sections.

The proposed intersection widening would have ROW impacts on all four legs of the intersection on both sides of each street. The proposed project would require approximately 31,230 square feet of ROW acquisition, predominantly from commercial properties but with one partial residential land acquisition (approximately 143 square feet); refer to Table 3-1, *Right-of-Way Acquisition*, Exhibit 3-6, *Proposed Right-of-Way – Southeast Quadrant*, Exhibit 3-7, *Proposed Right-of-Way – Southwest Quadrant*, Exhibit 3-8, *Proposed Right-of-Way – Northwest Quadrant*, and Exhibit 3-9, *Proposed Right-of-Way – Northeast Quadrant*. The limits of construction on Brookhurst Street will be approximately 1,000 feet north of Adams Avenue and 800 feet to the south. The limits of construction along Adams Avenue will be approximately 1,300 feet to the west of Brookhurst Street and 1,200 feet to the east. As engineering has not been completed, all ROW amounts and construction limits are estimates which are subject to refinement during the final engineering process.

One bus turnout would be added to an existing bus stop and the existing shelter replaced on Brookhurst Street for northbound buses north of Adams Avenue. While the MOU called for a southbound bus turnout, there is adequate room within the existing roadway to provide a bus stop without impacting a travel lane.

Upon completion of improvements, the project would accomplish the City's long-range objective of maintaining LOS D or better at the intersection under forecast year 2030 conditions (refer to Section 5.2, *Traffic and Circulation*).



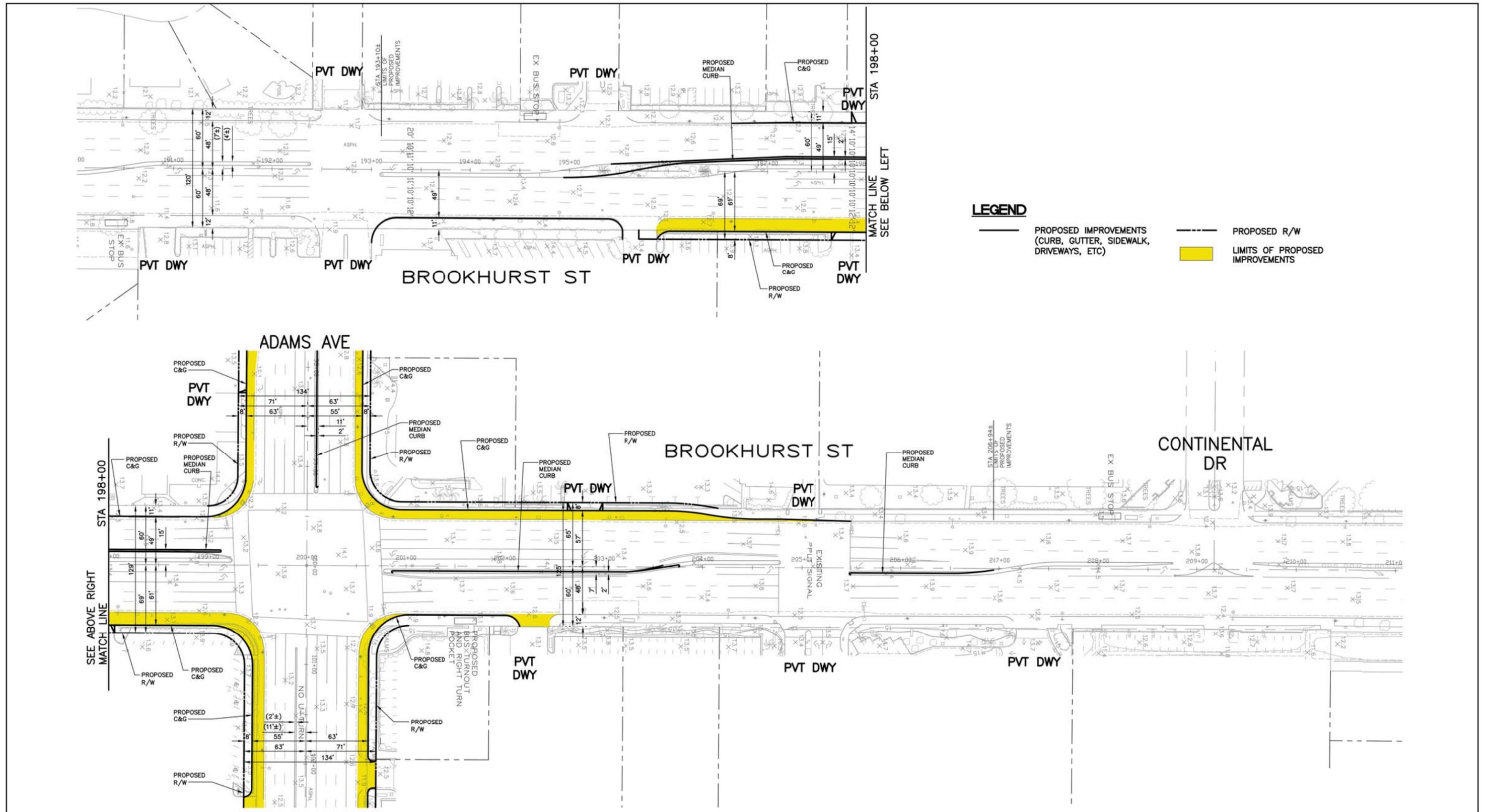
**Table 3-1
Right-of-Way Acquisition**

Land Use	Assessor Parcel Number	Existing Lot Area (square feet)	ROW Acquisition (square feet)	Proposed Lot Area (square feet)	Landscaping Removed (square feet)	Parking Spaces Removed
Northeast Quadrant						
Retail/Commercial Center	155-051-13	16,525	1,350	15,175	1,318	0
	155-051-11	22,357	2,521	19,836	1,677	0
	155-051-07	98,955	2,245	96,710	788	0
	155-051-12	16,873	432	16,441	373	0
Northwest Quadrant						
Retail/Commercial Center	153-171-01	425,905	4,644	421,261	2,215	31
	153-171-02	22,329	1,212	21,117	1,230	1
Southeast Quadrant						
Retail/Commercial Center	155-181-04	67,941	6,223	61,718	1,156	39
	155-181-28	570,860	9,828	561,032	5,927	23
Residential	155-162-01	8,207	143	7,127	60	0
Southwest Quadrant						
Retail/Commercial Center	151-461-28	509,292	1,307	507,985	1,767	18
	151-461-30	24,972	1,325	23,665	455	0
TOTAL		1,784,216	31,230	1,752,986	16,956	112

3.5 PROJECT OBJECTIVES

Pursuant to Section 15124 (b) of the CEQA Guidelines, the EIR project description must include a statement of objectives sought by the proposed project. These objectives assist the Lead Agency in developing a reasonable range of alternatives to evaluate in the EIR, and aid decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should provide the underlying purpose of the project. The objectives of the project are as follows:

1. Provide traffic improvements at the Brookhurst Street/Adams Avenue intersection consistent with the City's *Circulation Element* to alleviate the deficient forecast year 2030 without project condition (Level of Service [LOS] F) to an acceptable LOS (LOS D) under the forecast year 2030 with project condition.
2. Carry forward the City of Huntington Beach's responsibilities for the Brookhurst Street/Adams Avenue intersection under the *MOU C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River*.
3. Carry out proposed improvements that incorporate a design and construction methodology that minimize impacts to surrounding residents and businesses.
4. Alleviate existing and forecast traffic congestion at the Brookhurst Street/Adams Avenue intersection and improve mobility for travelers within the City and surrounding areas.



Source: Harris & Associates, Brookhurst Street and Adams Avenue Intersection Improvements, CC-1377 Project Report, March 12, 2013.

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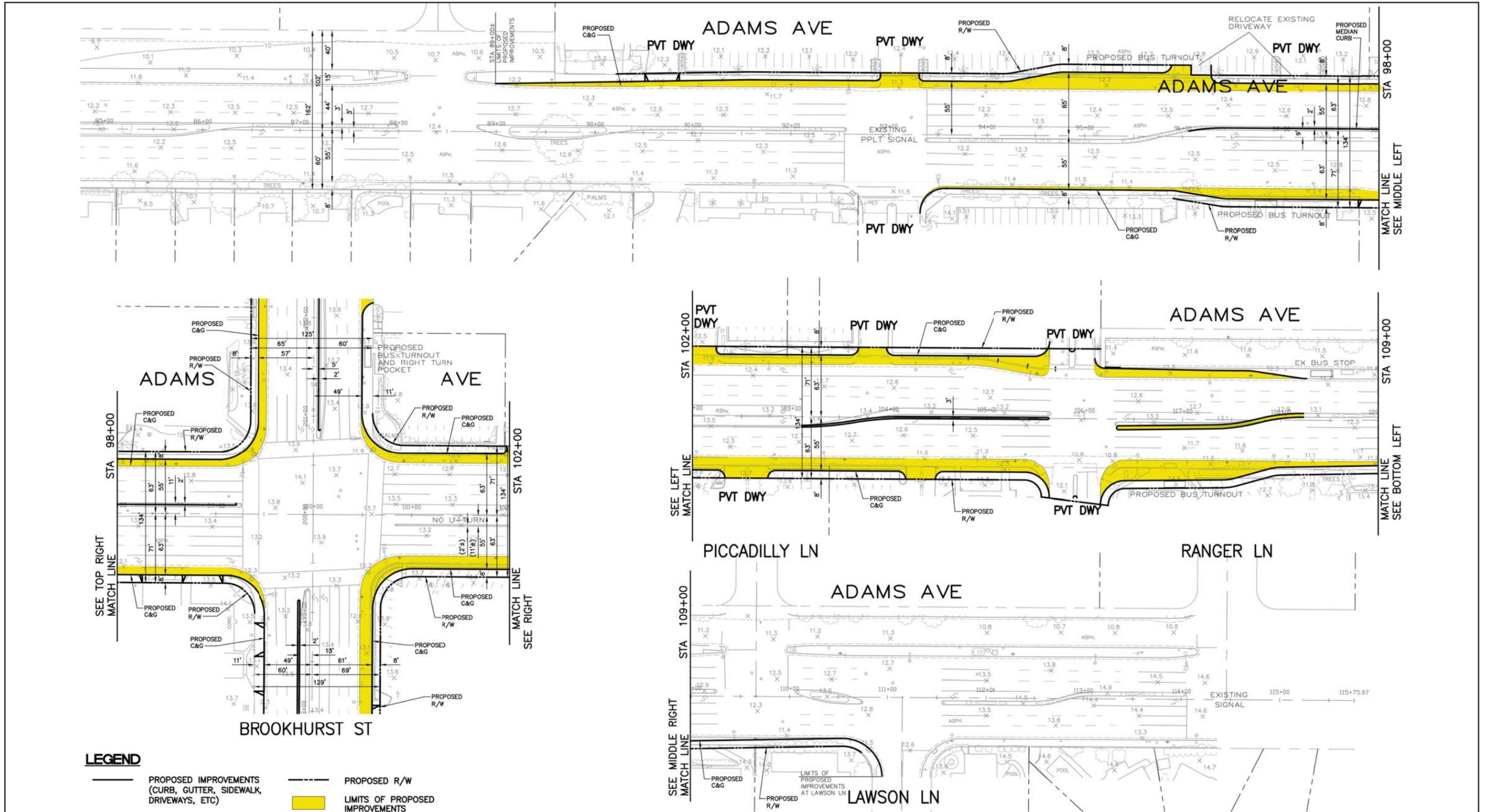
ENVIRONMENTAL IMPACT REPORT
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Geometric Plan (Sheet 1)

Exhibit 3-4a



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Source: Harris & Associates, Brookhurst Street and Adams Avenue Intersection Improvements, CC-1377 Project Report, March 12, 2013.

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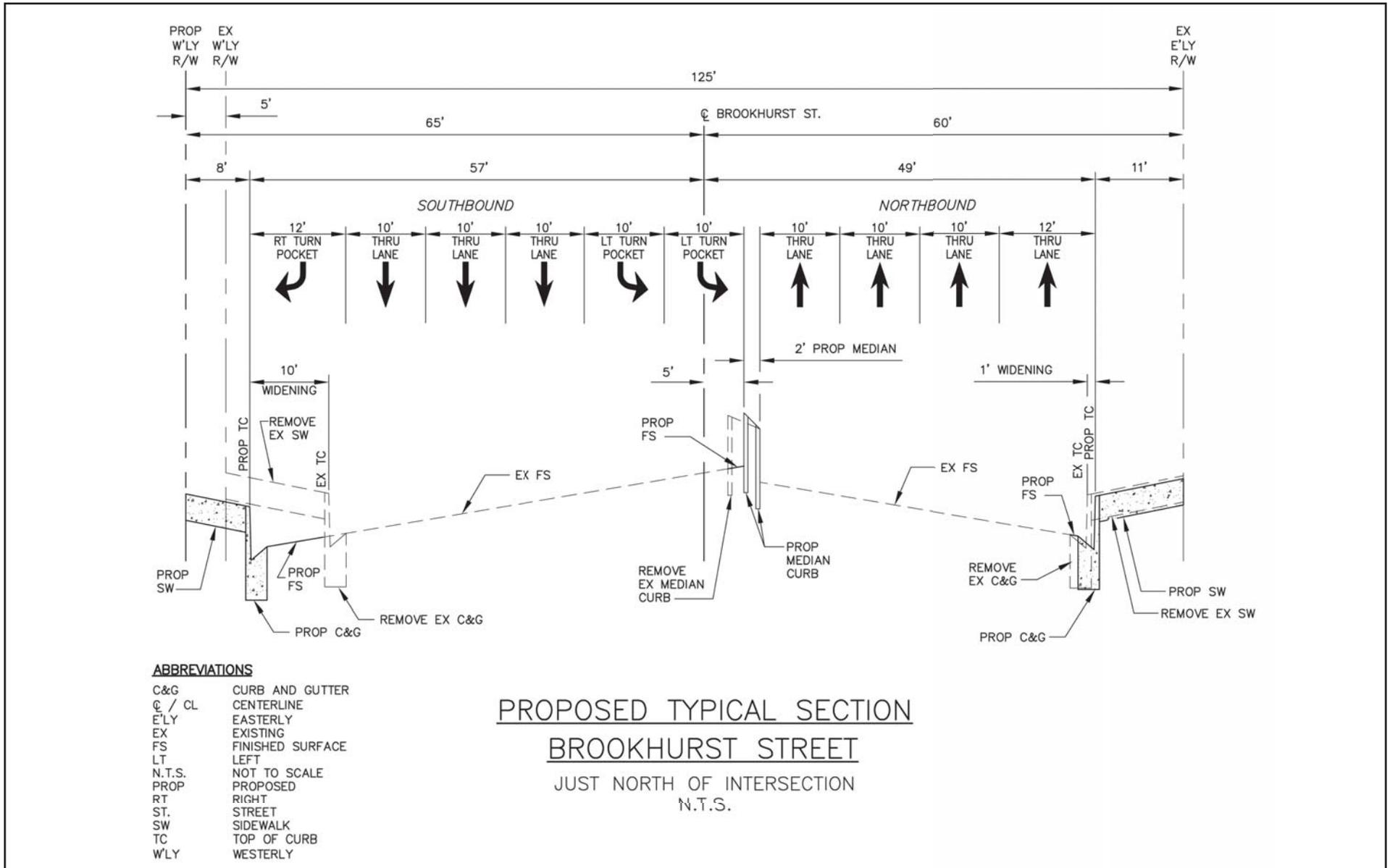
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BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Geometric Plan (Sheet 2)

Exhibit 3-4b



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Source: Harris & Associates, Brookhurst Street and Adams Avenue Intersection Improvements, CC-1377 Project Report, March 12, 2013.

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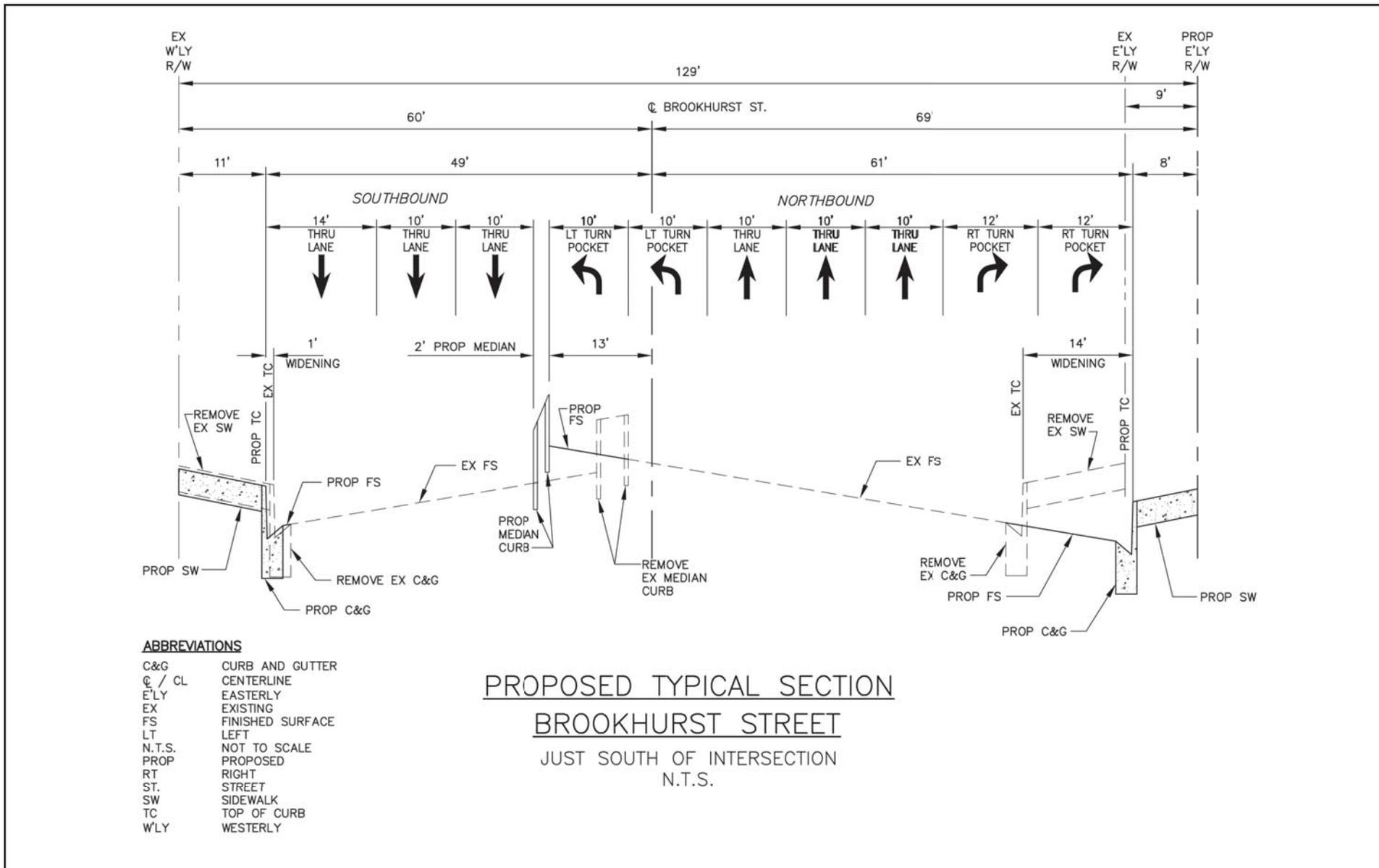


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ENVIRONMENTAL IMPACT REPORT
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Typical Section

Exhibit 3-5a



Source: Harris & Associates, Brookhurst Street and Adams Avenue Intersection Improvements, CC-1377 Project Report, March 12, 2013.

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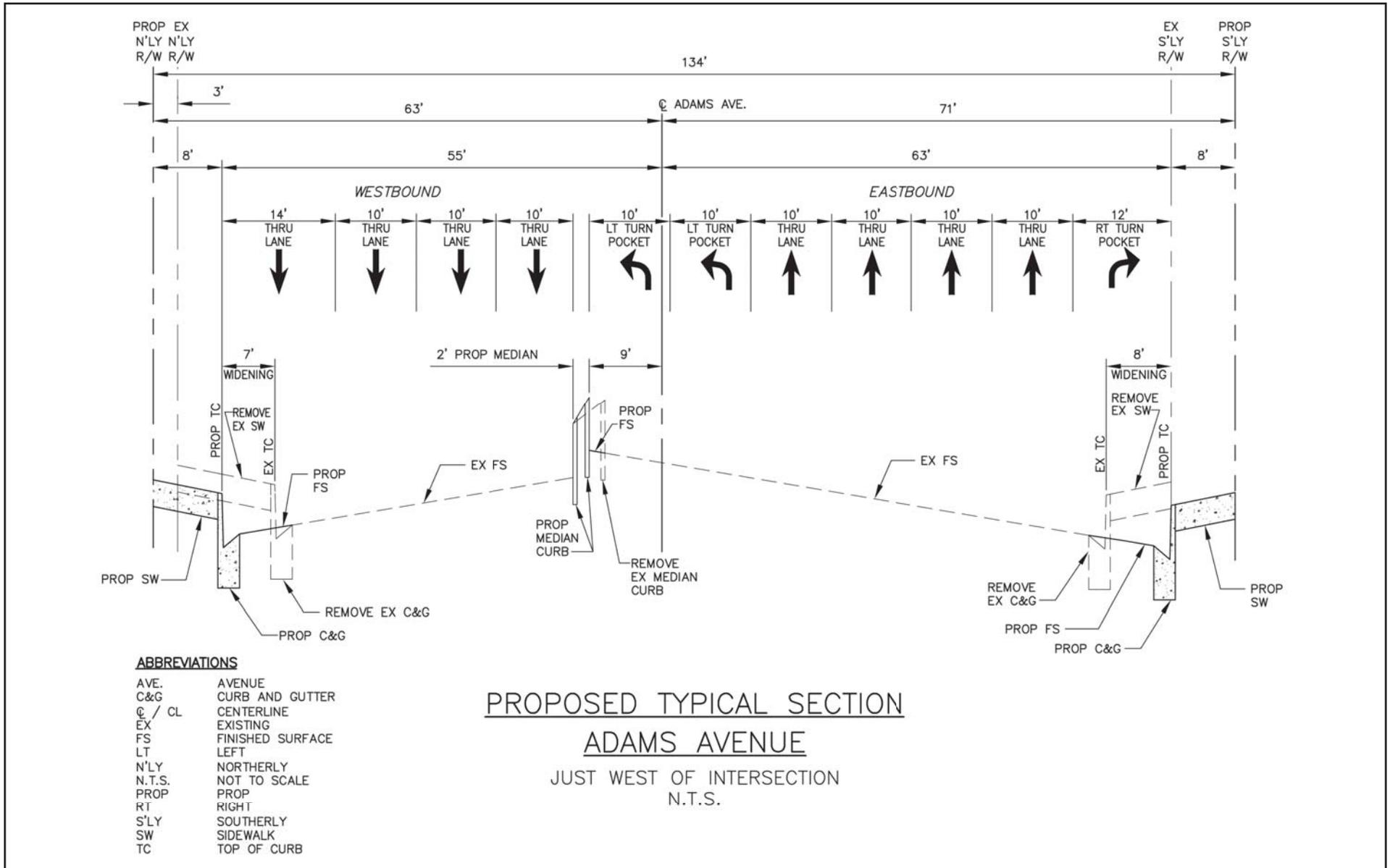


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ENVIRONMENTAL IMPACT REPORT
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Typical Section

Exhibit 3-5b



Source: Harris & Associates, Brookhurst Street and Adams Avenue Intersection Improvements, CC-1377 Project Report, March 12, 2013.

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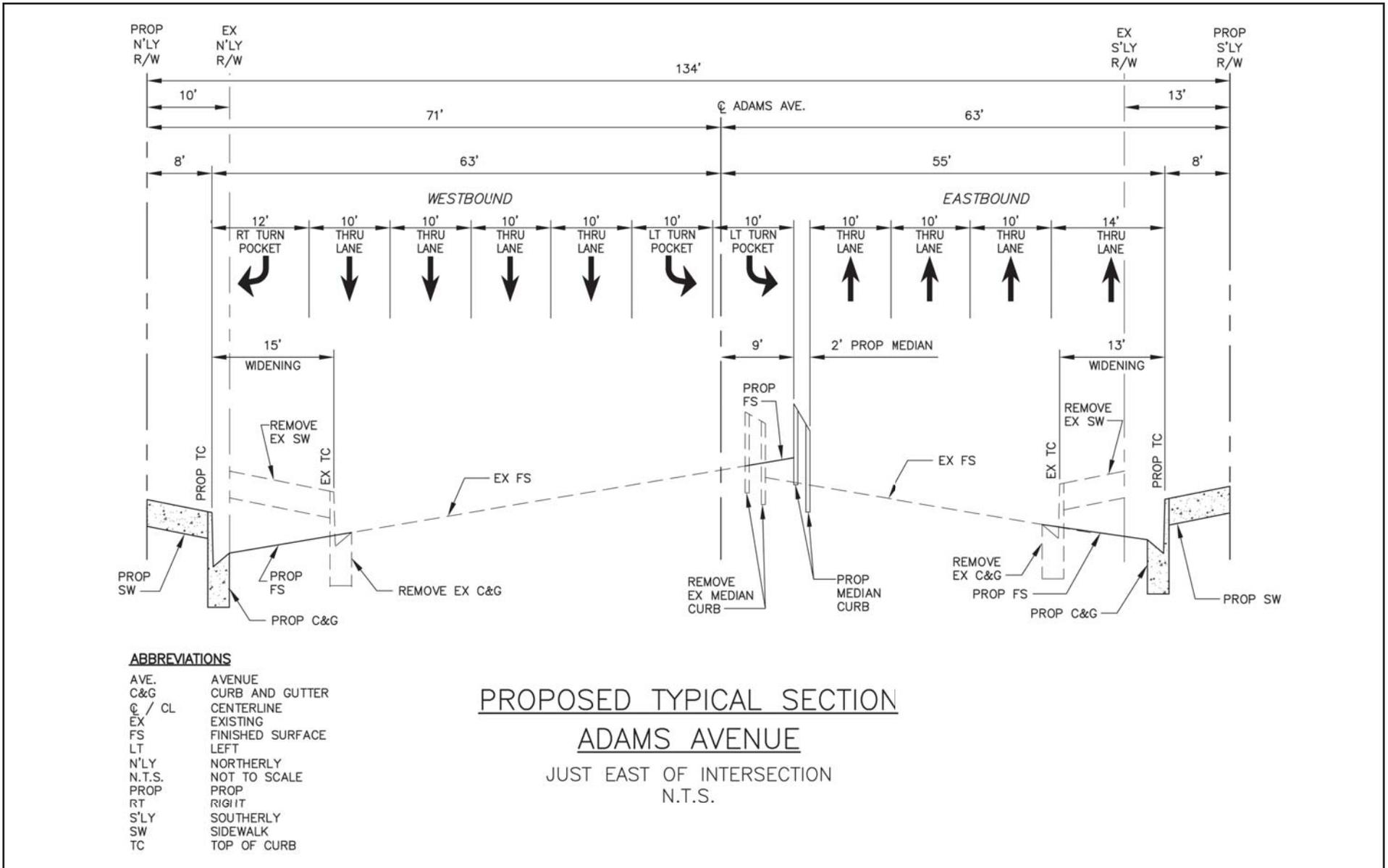


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ENVIRONMENTAL IMPACT REPORT
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Typical Section

Exhibit 3-5c



Source: Harris & Associates, Brookhurst Street and Adams Avenue Intersection Improvements, CC-1377 Project Report, March 12, 2013.

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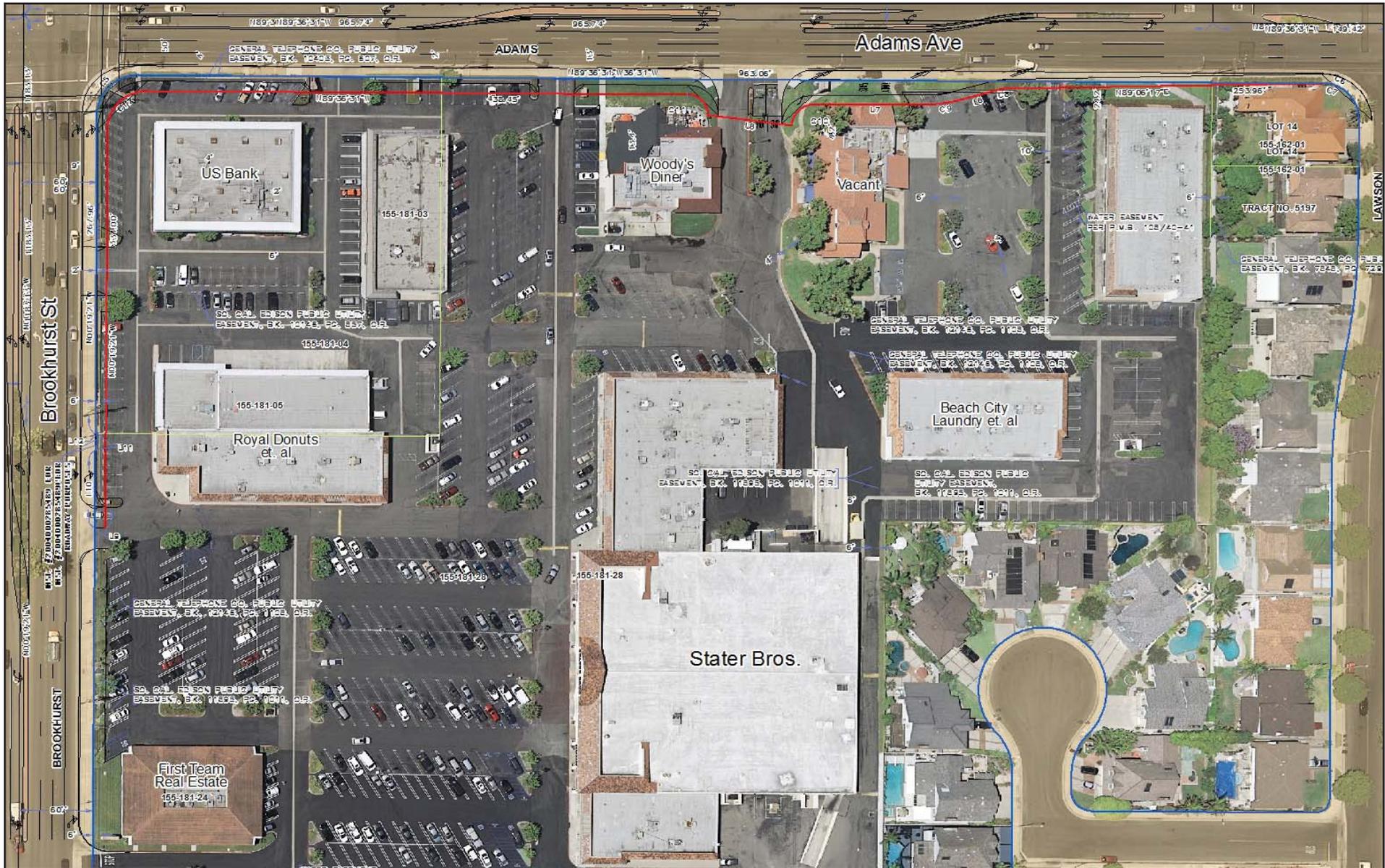


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ENVIRONMENTAL IMPACT REPORT
BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Typical Section

Exhibit 3-5d



— - Existing Right-of-Way
— - Proposed Right-of-Way

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ENVIRONMENTAL IMPACT REPORT
 BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Right-of-Way – Southeast Quadrant

Exhibit 3-6



— - Existing Right-of-Way
— - Proposed Right-of-Way

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ENVIRONMENTAL IMPACT REPORT
 BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Right-of-Way – Northwest Quadrant



— - Existing Right-of-Way
— - Proposed Right-of-Way

NOT TO SCALE



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ENVIRONMENTAL IMPACT REPORT
 BROOKHURST STREET/ADAMS AVENUE INTERSECTION IMPROVEMENTS

Proposed Right-of-Way – Northeast Quadrant

Exhibit 3-9



3.6 CONSTRUCTION AND PHASING

The proposed street improvement and intersection project would occur in a single phase over approximately six months, with construction activity taking place on all four quadrants of the intersection concurrently. The construction process would consist of the following primary activities:

- Clearing and grubbing;
- Demolition of structures:
 - 10111 Adams Avenue – Impacts to approximately 1,050 square feet of an approximately 12,350 square-foot commercial structure. For the purposes of the environmental analysis for the project, it is assumed that demolition of the entire 12,350 square-foot structure would be required;
 - 20011 Lawson Lane – Removal and replacement of approximately 90 linear feet of an eight-foot high block wall and approximately 57 linear feet of a four-foot high block wall at a residential property at the southwest corner of Adams Avenue and Lawson Lane.
 - Four existing bus stop shelters (one along Brookhurst Street, north of Adams Avenue; and three along Adams Avenue) would be removed and replaced.
- Excavation;
- Construction of curb, gutter, and sidewalk;
- Construction of asphalt concrete roadway;
- Drainage facilities;
- Curb ramps;
- Landscaping and irrigation improvements;
- Retaining structures;
- Traffic signal modifications;
- Street lighting;
- Signing and striping;
- Reconstruction of on-site private improvements including parking lot, landscaping, and residential block wall at 20011 Lawson Lane; and
- Additional appurtenant work as required.

3.7 AGREEMENTS, PERMITS, AND APPROVALS

The following agreements, permits, and approvals are anticipated to be necessary for project implementation:

**Table 3-2
Anticipated Agreements, Permits, and Approvals**

Agency	Approval or Permit
City of Huntington Beach	<ul style="list-style-type: none"> • Final EIR Certification • Construction Plans
Regional Water Quality Control Board	<ul style="list-style-type: none"> • Construction General Permit • Water Quality Management Plan
Various Utility Providers	<ul style="list-style-type: none"> • Utility Relocation



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