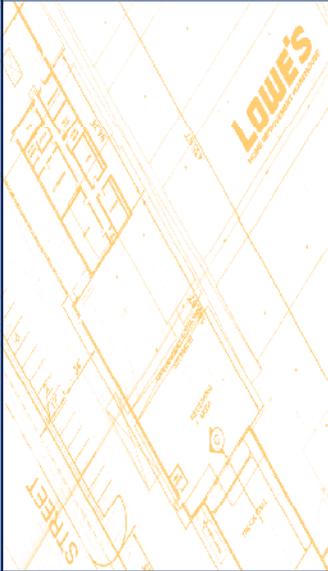


VOLUME IV

**RESPONSE TO COMMENTS/FINAL EIR
No. 00-01**



**LOWE'S HOME IMPROVEMENT
WAREHOUSE/NORTHEAST CORNER
OF BEACH AND WARNER PROJECT**

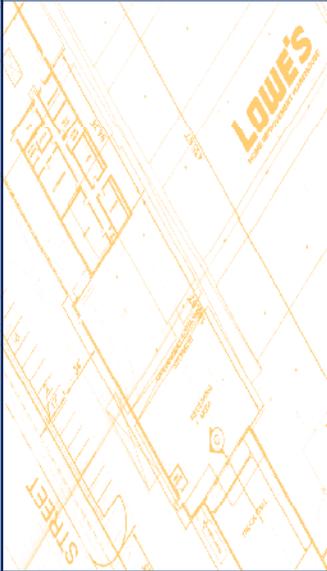
City of Huntington Beach

October 2003



VOLUME IV

RESPONSE TO COMMENTS/FINAL EIR No. 00-01



LOWE'S HOME IMPROVEMENT WAREHOUSE/NORTHEAST CORNER OF BEACH AND WARNER PROJECT

City of Huntington Beach

Prepared For:

The City of Huntington Beach
Planning Department
2000 Main Street
Huntington Beach, California 92648



Prepared By:

PCR Services Corporation
One Venture, Suite 150
Irvine, California 92618



October 2003

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION.....	1
II. COMMENT LETTERS.....	5
III. RESPONSE TO COMMENTS.....	43
IV. ADDITIONS AND CORRECTIONS TO THE DRAFT EIR.....	77
V. FINAL EXECUTIVE SUMMARY.....	80
VI. MITIGATION MONITORING PROGRAM.....	94

LIST OF TABLES

	<u>Page</u>
Table I-1	Summary of Written Comments2
Table V-1	Summary of Project Impacts and Mitigation Measures80
Table VI-1	Mitigation Monitoring Plan Summary Table.....95

I. INTRODUCTION

RESPONSE TO COMMENTS/FINAL EIR

I. INTRODUCTION

Section 15132 of the CEQA Guidelines states that the Final EIR shall consist of: “(a) the Draft EIR or a revision of the draft; (b) comments and recommendations received on the Draft EIR either verbatim or in summary; (c) a list of persons, organizations, and public agencies commenting on the Draft EIR; and (d) the responses of the Lead Agency to significant environmental points raised in the review and consultation process.” The Final EIR for the Lowe’s Home Improvement Warehouse/Northeast Corner of Beach and Warner is comprised of the following: Volume I Draft EIR, Volumes II and III Technical Appendices to the Draft EIR, and this document, Volume IV Response to Comments.

The Draft EIR was submitted to the State Clearinghouse, Governor’s Office of Planning and Research, and circulated for public review on May 2, 2003. The 45-day comment period required by CEQA Guidelines Section 15087 concluded on June 16, 2003. A public meeting on the Draft EIR was held on June 3, 2003. No formal verbal comments requiring response were received during the public hearing; however, comment cards were distributed and attendees were invited to provide written comments concerning issues/questions related to adequacy of the Draft EIR.

The City of Huntington Beach Planning Department received a total of three (3) comment cards from the public meeting, which have been addressed as comment letters, as well as nine (9) comment letters during the public review period. The letters included submissions from State, County, regional agencies, and the City, as well as from private individuals. Copies of the original comment letters are provided in Section II., Comment Letters, to this document. The text contained in the original letters is reproduced in Section III., Responses to Written Comments, of this document, and responses to each of the comments contained in the letters is also provided in Section III. The comments contained in each letter have been numbered in order to provide a corresponding response. For example, the first comment contained in Letter 1 from Cathy Van Doornum – President of the Ocean View Little League, is listed as Comment 1.1, and this corresponds to Response 1.1 from the City. A list of all the letters received, along with a summary of the general issues raised in each letter, is contained in Table I-1 on page 2. Issues identified as “other” relate to non-CEQA issues or issues that do not address adequacy or content of the Draft EIR. Comments received that did not address CEQA issues, but expressed general support or opposition to the project are identified as such. Section IV., Additions and Corrections to the Draft EIR provides a description of all changes or additions made to the Draft EIR as a result of comments received. Section V., Final Executive Summary, of this document contains the Summary of Project Impacts and Mitigation Measures table, which has been revised to reflect changes made to the Draft EIR as a result of comments received. None of the changes made to the Draft EIR affect the original conclusions related to potential environmental significance that were drawn in the Draft EIR.

Table I-1
SUMMARY OF WRITTEN COMMENTS

	Comment Topic												
	Letter No.	Response Page No.	Aesthetics/Light and Glare	Air Quality	Hazards and Hazardous Materials	Hydrology/Water Quality	Noise	Police	Recreation	Traffic/Circulation	Solid Waste	General Opposition	Other
Cathy Van Doornum – President OVLL 6881 Steeplechase Cir Huntington Beach, California 92648	1	43							◆				
Yvonne B. Fleming 16722 IRBY Lane Huntington Beach, California 92647	2	45	◆			◆	◆			◆	◆	◆	
Manilal D. Phdhiar 17101 Kampen Lane Huntington Beach, California 92647	3	46								◆			
Christopher Wright, Associate Transportation Analyst Orange County Transportation Authority 550 South Main Street P.O. Box 14184 Orange, California 92863-1584	4	47								◆			
Terry V. Wooldridge Gwen A. Woodridge 8141 Blaylock Drive Huntington Beach, California 92647-603	5	49		◆			◆			◆		◆	◆
Jon R. Phillips 8372 Edam Circle Huntington Beach, California 92647	6	51											◆

Table I-1 (Continued)

SUMMARY OF WRITTEN COMMENTS

	Comment Topic												
	Letter No.	Response Page No.	Aesthetics/Light and Glare	Air Quality	Hazards and Hazardous Materials	Hydrology/Water Quality	Noise	Police	Recreation	Traffic/Circulation	Solid Waste	General Opposition	Other
City of Fountain Valley 10200 Slater Avenue Fountain Valley, California 92708-4736	7	52								◆			
Krone, Shawna [NOTE: SENT VIA E-MAIL]	8	55						◆					
James R. Tarwater, Ed.D., District Superintendent Ocean View School District 17200 Pinehurst Lane Huntington Beach, California 92647-5569	9	57			◆				◆				◆
Timothy Neely, Manager County of Orange Environmental Planning Services Division 300 North Flower Street P.O. Box 4048 Santa Ana, California 92702-4048	10	61				◆							
Robert F. Joseph, Chief California Department of Transportation IGR/Community Planning Branch District 12 3337 Michelson Drive, Suite 380 Irvine, CA 92612-8894	11	66				◆				◆			

Table I-1 (Continued)

SUMMARY OF WRITTEN COMMENTS

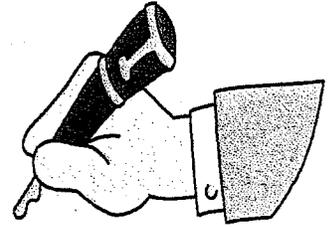
	Comment Topic												
	Letter No.	Response Page No.	Aesthetics/Light and Glare	Air Quality	Hazards and Hazardous Materials	Hydrology/Water Quality	Noise	Police	Recreation	Traffic/Circulation	Solid Waste	General Opposition	Other
Al Hendricker, Chairman Environmental Board City of Huntington Beach	12	71				◆			◆				◆

II. COMMENT LETTERS

RESPONSE TO COMMENTS/FINAL EIR

II. COMMENT LETTERS

**LOWE'S HOME IMPROVEMENT WAREHOUSE/
NORTHEAST CORNER OF BEACH AND WARNER
COMMENT CARD
(PLEASE PRINT)**



Name: Cathy Van Doornum - President OVLL

Address: 10881 Steeplechase Cir
HB CA 92648

Date: 6-3-03

Comments: mitigation - R-1

Propose that EIR read - Prior to the issuance of
grading permits for the proposed project, OVSD must
insure that all six Ocean View Little League
fields within the former Rancho View School

Please limit comments to issues/questions related to EIR adequacy.

City of Huntington Beach
2000 Main Street, Huntington Beach, CA 92648
Attn: Jane James

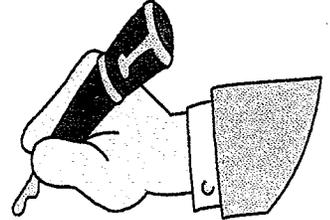
(Additional space on back)

Site are relocated at one site to accomodate Ocean View Little League's programs without undue hardship.

A meeting between all parties involved - city of HB, OVSD, Lowe's, & OVLL needs to be planned to address the many questions regarding timing of events, field layout, financial responsibilities, etc.

4

**LOWE'S HOME IMPROVEMENT WAREHOUSE/
NORTHEAST CORNER OF BEACH AND WARNER
COMMENT CARD
(PLEASE PRINT)**



Name: Yvonne B. Fleming

Address: 16722 IRBY Lane
Huntington Beach CA 92647

2.1

Date: 3 June 03

Comments: I believe that traffic on the 405 off-ramp Warner exit will be impacted negatively. I believe that the noise, light & pollution level will be significantly more than what is reported. (Referring to page 224 Volume 1 EIR). I also believe that the current estimated Environmental impact of trash is run-off off of parking lot is severely underestimated. Table IV.K-9T page 248 for above. The noise level is severely underestimated.

Please limit comments to issues/questions related to EIR adequacy.

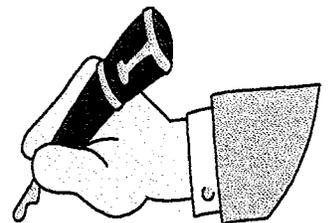
In general I am NOT satisfied with the adequacy of the EIR. Thank you.

City of Huntington Beach
2000 Main Street, Huntington Beach, CA 92648
Attn: Jane James

(Additional space on back)

**LOWE'S HOME IMPROVEMENT WAREHOUSE/
NORTHEAST CORNER OF BEACH AND WARNER
COMMENT CARD
(PLEASE PRINT)**

RECEIVED
JUN 05 2003



Name: MANILAL D PADHIAR

Address: 17101 KAMPEW Lane
HUNTINGTON BEACH CA 92647

3.1

Date: 4 June 03

Comments: Need a traffic light at Rotterdam St for us to make left turn - And Safety of our kids

Thank you

Please limit comments to issues/questions related to EIR adequacy.

City of Huntington Beach
2000 Main Street, Huntington Beach, CA 92648
Attn: Jane James

(Additional space on back)



BOARD OF DIRECTORS

Tim Keenan
Chairman

Gregory T. Winterbottom
Vice-Chairman

Arthur C. Brown
Director

Bill Campbell
Director

Cathryn DeYoung
Director

Shirley McCracken
Director

Chris Norby
Director

Miguel A. Pulido
Director

James W. Silva
Director

Charles V. Smith
Director

Michael Ward
Director

Denis R. Bilodeau
Alternate Director

Bev Perry
Alternate Director

Thomas W. Wilson
Alternate Director

Cindy Quon
Governor's
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Arthur T. Leahy
Chief Executive Officer

June 5, 2003

RECEIVED
JUN 0

Ms. Jane James, Senior Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, CA 92648

**Subject: Lowe's Home Improvement Warehouse/Northeast Corner of
Beach and Warner Project (EIR No. 00-01)**

Dear Ms. James:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document and has the following comments:

The Draft Environmental Impact Report states that it is recommended that "B" Street be vacated from Warner Avenue north to Robidoux Drive. However, the Site Plan (Figure II.C-3) shows two access driveways off of "B" street. If, in fact, the recommended alternative includes the vacation of "B" Street, the aforementioned access driveways should be deleted from the site plan and consideration in the traffic study.

OCTA appreciates the opportunity to review and comment on this project. Please contact me with any questions or concerns at 714-560-5749 or cwright@octa.net.

Sincerely,

Christopher Wright
Associate Transportation Analyst

4.1

RECEIVED
MAY 22 2003

May 20, 2003

Jane James
Senior Planner
City of Huntington Beach
Planning Department
2000 Main Street
P.O. Box 190
Huntington Beach CA 92648

Dear Ms. James:

As a property owners, we are adamantly opposed to the building of the Lowe's Home Improvement Warehouse at the Warner and B Street location. Due to the increase of traffic conjection, noise and air pollution and devaluation of the property values our quality of life will be lowered tremendously.

5.1

Even your own impact study finds that the level of service at five of the intersections will be over capacity substantially since three of the five are already at that condition now. Our neighborhood will be difficult to both enter or leave. The proposed signal light between Rotterdam and B Street will stack up cars past B and probably impact A Street also increasing the inability to leave in a timely manner.




Terry V. Wooldridge
Gwen A. Wooldridge

RECEIVED
MAY 15 2003

May 14, 2003

Jane James,
Senior Planner,

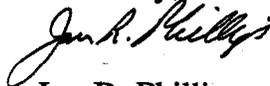
Judging from your public notice of May 1, regarding an EIR for Lowe's Home store, you sound as if you would appreciate comments from those of us who live near this project. Like most average residents I probably know very little about environmental issues, however I can state that I and my wife are 100% in favor of building this Lowe's store.

In so far as loss of open space goes the old closed Rancho View school has been an eye-sore for many years now and we'll be glad to see that gone. The Little League is already on notice that they eagerly want to play ball in the new sports complex south of the main library. Traffic on Warner Ave has been quite busy for years now and one more store or two won't make any noticeable difference.

The neighbors that I know in our Dutch Haven tract are all glad to see the new Lowe's store plus a restaurant move within walking distance. Also, if they do put a traffic light at Warner and Rotterdam, it would be great for our tract making it easier, and safer, to turn left on Warner whenever we exit the neighborhood.

Let's get all the paperwork done on this project and move ahead full steam.

Sincerely,



Jon R. Phillips
8372 Edam Circle
Huntington Beach, CA 92647

6.1



CITY OF FOUNTAIN VALLEY

10200 SLATER AVENUE • FOUNTAIN VALLEY, CA 92708-4736 • (714) 593-4400, FAX: (714) 593-4498

May 28, 2003

RECEIVED
MAY 30 2003

Mrs. Jane James
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: LOWE'S ENVIRONMENTAL IMPACT REPORT

Dear Mrs. James:

Thank you for the opportunity to review the Draft Environmental Impact Report (EIR No. 00-01) for Lowe's Improvement Warehouse at the northeast corner of Beach Boulevard and Warner Avenue. The City of Fountain Valley has reviewed the document and has the following comments:

7.1

1. Intersection analysis:

- ICU calculations are flawed for the intersections of Warner at Magnolia and Warner at Newland. The existing volumes are transposed. This affects the existing LOS. See attached traffic counts.
- Update tables 3 & 9, as noted above.
- Update figure 4, as noted above.
- Check Newland at Slater traffic counts, and ICU calculations.

7.2

2. The intersection of Warner at Magnolia is identified as a current and future unfounded "Hot Spot" in the STRATEGIC PLAN TECHNICAL REPORT for the ORANGE COUNTY MASTER PLAN OF ARTERIAL HIGHWAYS dated January 2002. Since existing trips are being added to an existing deficient intersection, the percentage of traffic impact equation (P. 23 of Lowe's traffic report) requires modification and consideration of "Hot Spots". This modification also requires immediate construction.

7.3

3. The City of Fountain Valley will not contribute to any modifications required for the intersections of Magnolia and Warner, nor Warner at Newland. 7.4
 4. Please be advised that a moratorium is in place for Magnolia from Warner to Slater within the City of Fountain Valley boundary. All of Fountain Valley's requirements shall be met for any roadway modifications. 7.5
 5. Page 7 of traffic study; Slater and Warner do not cross. I believe the intended cross streets are Slater at Newland. 7.6
- Thank you again for the opportunity to comment on the Draft EIR. Please call me at (714) 593-4425 or Mark Lewis, City Engineer at 593-4435, regarding any questions you may have in reference to the City of Fountain Valley's response to the Draft EIR. 7.7

Sincerely,



Andrew Perea
Planning Director

AP:mg

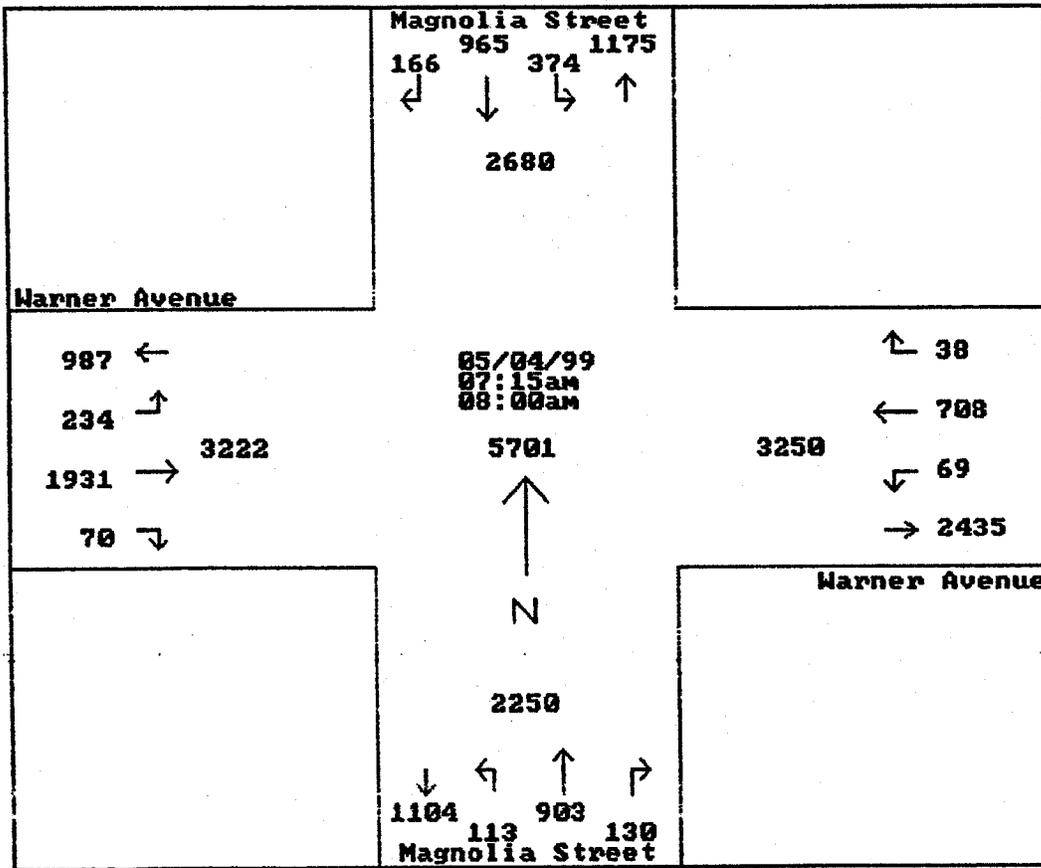
City : Fountain Valley
 N/S Direction : Magnolia Street
 E/W Direction : Warner Avenue
 Client : City of Fountain Valley

1720 E. Garry Avenue
 Suite 119
 Santa Ana, CA. 92705

Study Name : H9904666
 Site Code : 00000922
 Start Date : 05/04/99
 Page : 2

Turning Movements

Start Time	Magnolia Street Southbound			Warner Avenue Westbound			Magnolia Street Northbound			Warner Avenue Eastbound			Intrv
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 05/04/99 to 08:45 on 05/04/99													
Time	07:15			07:15			07:15			07:15			
Vol.	166	965	374	38	708	69	130	903	113	70	1931	234	
Pct.	11.0	64.1	24.8	4.6	86.8	8.4	11.3	78.7	9.8	3.1	86.3	10.4	
Total	1505			815			1146			2235			
High	07:45			07:45			07:30			08:00			
Vol.	67	283	99	10	205	16	51	275	28	26	523	68	
Total	449			231			354			617			
PHF	0.837			0.882			0.809			0.905			



City : HUNTINGTON BEACH
 N/S Direction : NEWLAND STREET
 E/W Direction : WARNER AVENUE
 Client : CITY OF HUNTINGTON BEACH

Transportation Studies, Inc.
 1820 E. Garry Avenue
 Suite 116
 Santa Ana, CA. 92705

Study Name: H0010062
 Site Code : 00000920
 Start Date: 10/03/00
 Page : 1

TURNING MOVEMENTS

Start Time	NEWLAND STREET Southbound			WARNER AVENUE Westbound			NEWLAND STREET Northbound			WARNER AVENUE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
10/03/00													
06:00	4	48	12	13	92	11	17	54	9	4	134	2	400
06:15	14	97	25	13	134	16	22	102	15	2	173	4	617
06:30	25	146	35	20	217	23	20	128	25	11	323	5	978
06:45	29	177	40	26	313	31	35	169	26	13	472	16	1347
Hour	72	468	112	72	756	81	94	453	75	30	1102	27	3342
07:00	20	209	55	28	379	31	32	245	25	14	519	23	1580
07:15	13	192	61	29	406	42	40	245	37	19	481	15	1580
07:30	6	152	63	24	329	19	30	174	21	8	432	11	1249
07:45	14	157	58	16	288	17	18	131	14	12	386	21	1132
Hour	53	710	237	97	1402	109	120	795	97	53	1798	70	5541
[BREAK]													
11:30	6	83	34	21	220	27	23	77	18	10	214	11	744
11:45	22	88	29	17	212	22	20	75	30	13	256	8	792
Hour	28	171	63	38	432	49	43	152	48	23	470	19	1536
12:00	17	76	28	29	254	49	17	86	20	11	247	16	850
12:15	12	70	22	21	212	29	24	74	21	15	254	30	784
12:30	14	81	25	19	217	32	22	77	23	18	266	34	828
12:45	10	73	19	17	191	26	18	67	20	14	249	27	731
Hour	53	300	94	86	874	136	81	304	84	58	1016	107	3193
13:00	9	63	17	16	186	21	14	59	17	12	258	26	698
13:15	11	77	23	18	196	27	19	65	18	11	261	31	757
[BREAK]													
Hour	20	140	40	34	382	48	33	124	35	23	519	57	1455
[BREAK]													
16:00	17	125	32	44	299	46	27	137	24	16	278	20	1065
16:15	20	130	38	44	311	41	24	134	17	11	259	22	1051
16:30	22	108	36	40	286	38	30	154	22	21	268	13	1038
16:45	28	155	26	41	279	34	34	187	22	23	283	30	1142
Hour	87	518	132	169	1175	159	115	612	85	71	1088	85	4296
17:00	34	151	40	48	345	46	43	187	18	15	319	24	1270
17:15	14	175	30	52	373	60	39	170	31	33	284	19	1280
17:30	28	178	29	63	345	40	25	190	23	29	273	27	1250
17:45	28	172	32	56	334	37	29	184	18	25	263	31	1209
Hour	104	676	131	219	1397	183	136	731	90	102	1139	101	5009

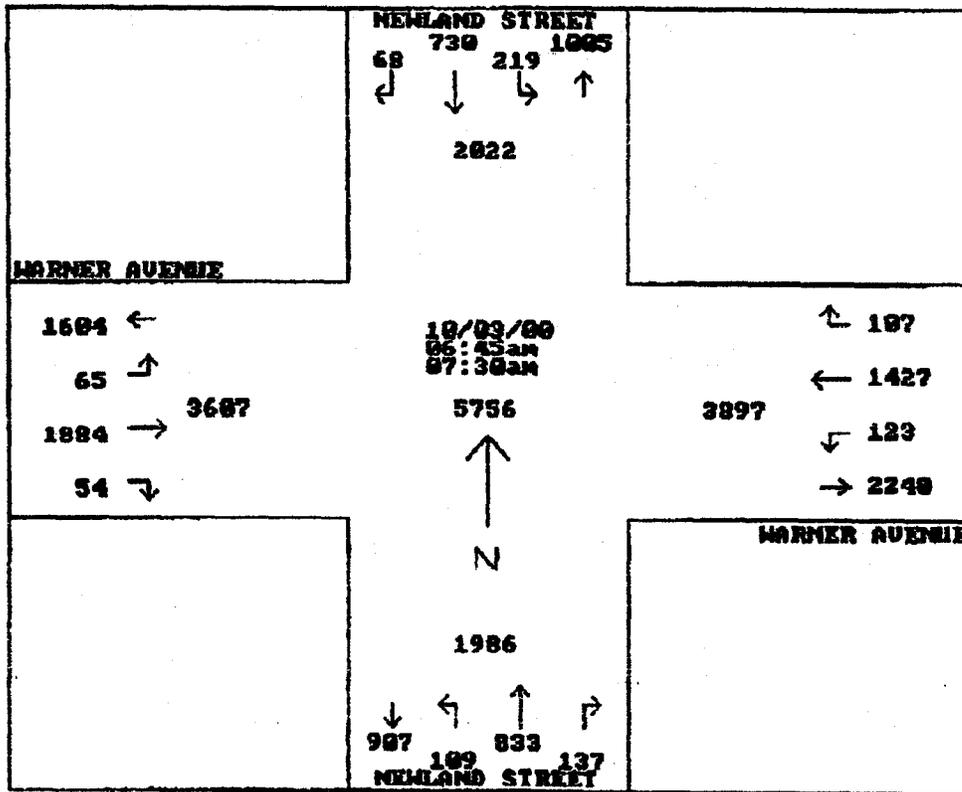
City : HUNTINGTON BEACH
 N/S Direction : NEWLAND STREET
 E/W Direction : WARNER AVENUE
 Client : CITY OF HUNTINGTON BEACH

Transportation Studies, Inc.
 1820 E. Garry Avenue
 Suite 116
 Santa Ana, CA. 92705

Study Name: H0010062
 Site Code : 00000920
 Start Date: 10/03/00
 Page : 3

TURNING MOVEMENTS

Start Time	NEWLAND STREET Southbound			WARNER AVENUE Westbound			NEWLAND STREET Northbound			WARNER AVENUE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period:	06:00 on 10/03/00 to 07:45 on 10/03/00												
Time	06:45			06:45			06:45			06:45			
Vol.	68	730	219	107	1427	123	137	833	109	54	1884	65	
Pct.	6.6	71.7	21.5	6.4	86.1	7.4	12.6	77.2	10.1	2.6	94.0	3.2	
Total	1017			1657			1079			2003			
High	07:00			07:15			07:15			07:00			
Vol.	20	209	55	29	406	42	40	245	37	14	519	23	
Total	284			477			322			556			
PHV	0.895			0.868			0.837			0.900			



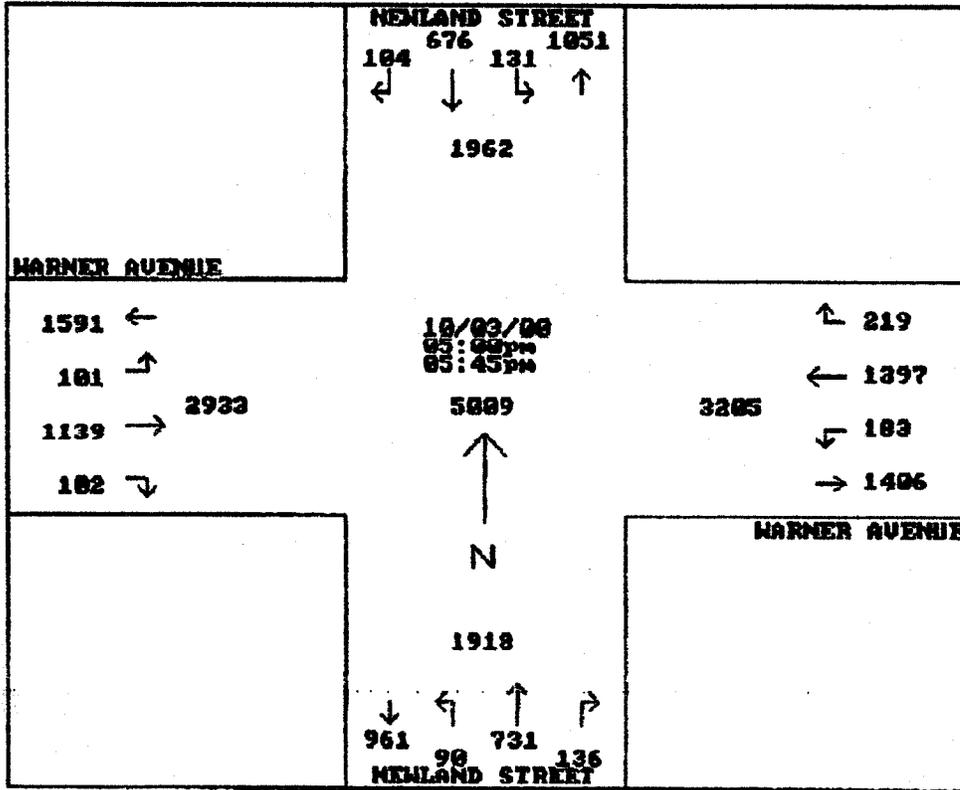
City : HUNTINGTON BEACH
 N/S Direction : NEWLAND STREET
 E/W Direction : WARNER AVENUE
 Client : CITY OF HUNTINGTON BEACH

Transportation Studies, Inc.
 1820 E. Garry Avenue
 Suite 116
 Santa Ana, CA. 92705

Study Name: H0010062
 Site Code : 00000920
 Start Date: 10/03/00
 Page : 5

TURNING MOVEMENTS

Start Time	NEWLAND STREET Southbound			WARNER AVENUE Westbound			NEWLAND STREET Northbound			WARNER AVENUE Eastbound			Intrvl. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 10/03/00 to 18:45 on 10/03/00													
Time	17:00			17:00			17:00			17:00			
Vol.	104	676	131	219	1397	183	136	731	90	102	1139	101	
Pct.	11.4	74.2	14.3	12.1	77.6	10.1	14.2	76.3	9.4	7.6	84.8	7.5	
Total	911			1799			957			1342			
High	17:30			17:15			17:00			17:00			
Vol.	28	178	29	52	373	60	43	187	18	15	319	24	
Total	235			485			248			358			
PEP	0.969			0.927			0.964			0.937			



**Table 1
Current System Deficiencies and Locally Identified "Hot Spots"**

Segment	Jurisdiction	MPAH Designation	Current Lanes	Lanes needed to meet MPAH	1999 ADT	V/C	Current LOS	Identified Improvement Project	City Implementation Constraint	Other Comments
Hot-Spot Segments without Identified Improvement Projects										
Brookhurst Street from Garfield Avenue to Ellis Avenue	Fountain Valley	Major	6	0	66,000	1.17	F			
Fairview Road just north of I-405	Costa Mesa	Major	6	0	53,000	0.94	E			
Beach Boulevard from Commonwealth Ave. to La Mirada Boulevard	Buena Park	Major	6	0	54-63,000	.96 - 1.12	E-F			
Beach Boulevard from McFadden Avenue to Edinger Avenue	Westminster	Principal	6	2	57-59,000	0.99	E			
Lambert Avenue from State College Avenue to SR 57	Brea	Major	6	0	56,000	1.03	F			
Beach Boulevard from Orangethorpe Avenue to Crescent Avenue	Buena Park	Major (N of 91) Principal (S of 91)	6	0-2	52-58,000	.92 - 1.03	E-F			
Brookhurst Street from Talbert Avenue to I-405	Fountain Valley	Major	6	0	54,000	0.96	E			
El Toro Road from I-5 to Rockfield Boulevard	Lake Forest	Principal	6	2	53,260	0.95	E			
Tustin Avenue from SR 91 to Miraloma Avenue	Anaheim	Major	4-6	0-2	53,000	0.95	E	partial/4-6 on southern portion		
Ball Road from Lewis Street to SR 57	Anaheim	Primary	4-6	0	40-47,000	1.07-1.15	F			LOS D on 6-in portion
Irvine Boulevard east of Newport Avenue	Tustin	Major	4	2	41,000	1.10	F			
Brookhurst Street from Ball Road to Cerritos Avenue	Anaheim/Orange Co.	Major	4	2	36,300	0.97	E			
Del Obispo Street from Alipaz Street to Camino Capistrano	San Juan Capistrano	Secondary	4	0	39,000	1.04	F			
Santa Ana Canyon Road from Fairmont Boulevard to Anaheim Hills Road	Anaheim	Major	4	2	38,000	1.01	F		Y - aesthetics	
Newport Avenue from I-5 to Camino Real	Tustin	Primary	4	0	35,200	0.94	E			
Magnolia Street from Warner Avenue to Heil Avenue	Fountain Valley/ Huntington Beach	Primary	4	0	33-36,000	1.32-1.43	F			
Broadway from I-5 to Mainplace Dr	Santa Ana	Secondary	4	0	27,800	1.11	F			

James, Jane

From: Krone, Shawna
Sent: Wednesday, June 11, 2003 3:42 PM
To: James, Jane
Subject: EIR for Lowe's

Hi Jane,

Sorry about the delay, but I have a couple of changes on the Lowe's EIR.

8.1

Page 197 Paragraph 3
We have a sworn allocation of 234, not 236.

Page 197, same paragraph.
The current information indicates that the response time for priority 1 calls are actually 7.4 minutes

8.2

If you have any questions, call me at X 5425

8.3



"Equity and
Excellence"

Ocean View School District

17200 Pinehurst Lane
Huntington Beach
California 92647-5569
714/847-2551
Fax: 714/847-1430
Web: www.ovsd.org

District Superintendent
James R. Tarwater, Ed. D.

Board of Trustees
Barbara Boskovich, President
Sharon Holland, Clerk
Carolee Focht, Member
Pam Ogdon, Member
Tracy Pellman, Member

June 13, 2003

RECEIVED
JUN 13 2003

Jane James, Senior Planner
City of Huntington Beach
Planning Department
2000 Main Street
Huntington Beach, CA 92648

Hand Delivery

RE: Draft EIR for the Lowe's Home Improvement Warehouse

Dear Ms. James:

The Ocean View School District has reviewed the Draft Environmental Impact Report No: 00-01, Lowe's Home Improvement Warehouse/Northeast Corner of Beach and Warner Project. As the owner of the property, the School District is supportive of the Project. The School District offers the following comments and concerns for the City's consideration based on a mutual goal of minimizing environmental impacts to residents in the community:

9.1

1. Page 6 - Table I-1, Hazards and Hazardous Materials, Mitigation Measure HZ-1 states that prior to the issuance of a grading permit, the groundwater production well and associated storage tank located at the northwest corner of Area A shall be abandoned pursuant to permit requirements, unless they are intended for future use. This information is repeated on page 120 of the report under HZ-1.

9.2

The School District contracted with General Pump Company for the proper abandonment of the well in August 2002. Our permit number 2-08-47 and the Well Completion Report Number 731240 have been filed with the Orange County Environmental Health Agency and California Department of Water Resources. The water storage tank has also been removed from the premises. Mitigation Measure HZ-1 is thus unnecessary.

2. Page 12 - Table I-1, Recreation, Mitigation Measure R-1 states that prior to the issuance of building permits for the proposed project, the goal of OVSD should be to insure that all six Ocean View Little League fields within the former Rancho View School site are relocated at one site or in a manner that practically accommodates Ocean View Little League's programs without undue hardship.

9.3

Page 211, Item 2, last paragraph states that the OVSD and the City of Huntington Beach have entered into an Agreement to relocate the Ocean View Little League fields to Park View, a closed OVSD school site, and to the adjacent Murdy Park. This Agreement will provide for the relocation of the six Ocean View Little League practice fields as well as accommodations for soccer and other sports.

Page 215, Item 7 restates the above information concerning the Agreement and the Mitigation Measure R-1.

RE: Draft EIR for the Lowe's Home Improvement Warehouse
Page 2

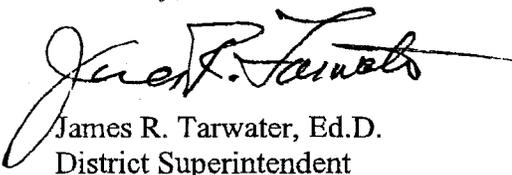
Mitigation Measure R-1 accurately reflects the language of the executed agreement entitled *Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements Upon Certain Portions of City and District Property* dated September 5, 2000, as attached.

It is my understanding that consideration is being given to modifying Mitigation Measure R-1. In summary, the School District is opposed to any proposed change in Mitigation Measure R-1 that would affect the timeline for relocating the Little League fields from the City issuance of the building permit for Lowe's construction to some other earlier target date. The School District would consider such a change in the timeline to be not in compliance with the negotiated agreement. Therefore, an amendment to the Agreement would need to be mutually agreed to by the parties, and approved by the City Council and our Board of Trustees.

The School District is working diligently to relocate the ball fields to Park View School/Murdy Park per the terms of the Agreement approved by the City Council and our Board of Trustees. Nuvis Landscape Architects and Planning estimated the cost of the relocation of the ball fields and site amenities at \$444,805 in 1998. An income stream provided by the Lowe's ground lease agreement is required to offset the relocation expenses, as well as, financial participation by the City of Huntington Beach and the Ocean View Little League in the relocation. It is the School District's intent to have the Little League fields relocated by the time the building permits are needed by Lowe's in accordance with the Agreement between the City and the School District and as correctly stated in Mitigation Measure R-1 of the Draft EIR.

Thank you for the opportunity to comment on the proposed project. If you have any questions regarding the School District's comments, please contact me at (714) 847-2551 ext. 1309.

Sincerely,



James R. Tarwater, Ed.D.
District Superintendent

JRT:sc
Attachment

c: Board of Trustees
Ray Silver, City Administrator
Howard Zelefsky, Planning Director

9.3
cont'd

AGREEMENT BETWEEN THE CITY OF HUNTINGTON BEACH AND THE
OCEAN VIEW SCHOOL DISTRICT FOR JOINT DEVELOPMENT OF
IMPROVEMENTS AND JOINT USE OF IMPROVEMENTS UPON CERTAIN
PORTIONS OF CITY AND DISTRICT PROPERTY

This Agreement is made and entered into this 5th day of September, 2000, by and between, the CITY OF HUNTINGTON BEACH, a municipal corporation of the State of California (hereinafter referred to as "CITY"), and the OCEAN VIEW SCHOOL DISTRICT (hereinafter referred to as "DISTRICT").

RECITALS

WHEREAS, DISTRICT is a public school district operating within CITY, whose office is located at 17200 Pinehurst Lane, Huntington Beach, California;

WHEREAS, *Education Code* Section 10900, *et seq.* authorizes CITY and DISTRICT to organize, promote and conduct programs of community recreation as will contribute to the attainment of general educational and recreational objectives for children and adults in California and authorizes CITY and DISTRICT to contract with one another to establish, construct, improve, operate and maintain recreational facilities and programs;

WHEREAS, the mitigation measures of EIR No. 97-1 for the development of the Crest View School, located at 18052 Lisa Lane, Huntington Beach (hereinafter referred to as "CREST VIEW"), and Rancho View School, located at "B" Street and Warner Avenue, Huntington Beach (hereinafter referred to as "RANCHO VIEW"), sites require DISTRICT and CITY to develop a phased, long-term agreement to mitigate the loss of recreational facilities at both these school sites, which are anticipated to be developed with commercial uses, and require the following to be incorporated into an agreement:

Phase I – Upon development of the CREST VIEW site, the facilities at Lake View School, located at 17451 Zeider Lane, Huntington Beach (hereinafter referred to as “LAKE VIEW”) must be improved to accommodate the youth soccer and youth softball activities previously accommodated at CREST VIEW. This will require the relocation of two softball backstops and the installation of one soccer field at LAKE VIEW. This requirement has already been completed.

Phase II – Upon development of the RANCHO VIEW site, the Ocean View Little League fields at RANCHO VIEW must be relocated to Park View Elementary School, located at 16666 Tunstall Lane, Huntington Beach (hereinafter referred to as “PARK VIEW”), and Murdy Park, located at 7000 Norma Drive, Huntington Beach (hereinafter referred to as “MURDY PARK”);

WHEREAS, CITY’s Council approved the concept design of the proposed improvements at the PARK VIEW and MURDY PARK sites contemplated by this Agreement, which are set forth in Exhibit “A”, which is attached hereto and incorporated into this Agreement by this reference, and authorized the Community Services Department of CITY to cooperate with DISTRICT in the construction and installation of the improvements at PARK VIEW and MURDY PARK;

WHEREAS, DISTRICT’s Board of Trustees approved the concept design of the proposed improvements at the PARK VIEW and MURDY PARK sites (Exhibit “A”) with the understanding that CITY and DISTRICT would develop an agreement for the purpose of implementing and jointly using these improvements; and CITY and DISTRICT now desire to enter into an agreement for the planning, construction, installation, operation, maintenance and use of the improvements at the PARK VIEW and MURDY PARK sites for community recreational purposes.

NOW, THEREFORE, it is agreed by and between CITY and DISTRICT as follows:

1. IMPROVEMENTS. As set forth below, CITY and DISTRICT shall plan, construct, install, operate and maintain all improvements agreed upon at PARK VIEW and MURDY PARK. DISTRICT and/or CITY may accomplish their responsibilities by entering into separate agreements with youth sports groups, such as Ocean View Little League, to pay for such improvements.

(a) DISTRICT shall plan, construct, install, operate and maintain all improvements at PARK VIEW necessary to accomplish the relocation of the Ocean View Little League fields to PARK VIEW (hereinafter referred to as the "PARK VIEW IMPROVEMENTS"). The PARK VIEW IMPROVEMENTS also shall accommodate soccer and other sports so that the PARK VIEW IMPROVEMENTS are multipurpose. DISTRICT agrees to complete the PARK VIEW IMPROVEMENTS prior to CITY issuance of building permits at RANCHO VIEW. DISTRICT understands and agrees that it is obligated to complete the PARK VIEW IMPROVEMENTS even if DISTRICT is unable to come to terms with a youth sports group, such as Ocean View Little League, to pay for or construct all or a portion of the PARK VIEW IMPROVEMENTS. If DISTRICT enters into separate agreements with youth sports groups to construct and/or install the PARK VIEW IMPROVEMENTS, DISTRICT shall insure that the youth sports groups comply with all applicable laws, ordinances, rules and regulations governing the construction and/or installation of the PARK VIEW IMPROVEMENTS.

(b) CITY shall plan, construct, install, operate and maintain all improvements at MURDY PARK necessary to accomplish the relocation of the Ocean View Little League fields to PARK VIEW and to accomplish making MURDY PARK's fields multipurpose

(hereinafter referred to as the "MURDY PARK IMPROVEMENTS"). CITY agrees to complete the MURDY PARK IMPROVEMENTS prior to CITY issuance of building permits at RANCHO VIEW.

(c) Because the fields at PARK VIEW and the fields at MURDY PARK overlap and work in conjunction with each other, CITY and DISTRICT shall be jointly responsible for the planning, construction and installation of any improvements, which overlap the boundaries of PARK VIEW and MURDY PARK. CITY and DISTRICT agree to use their best efforts to mutually agree in writing to an allocation of each party's respective responsibility for this overlap area. Notwithstanding the foregoing, CITY and DISTRICT understand and agree that this joint responsibility does not apply to each party's maintenance obligations.

2. PLANS AND SPECIFICATIONS.

(a) DISTRICT agrees to be responsible for reviewing and approving all plans, specifications, engineering drawings, and cost estimates, competitively bidding the PARK VIEW IMPROVEMENTS, and awarding and administering the contract associated with the PARK VIEW IMPROVEMENTS. DISTRICT will be responsible for obtaining approvals from the Division of the State Architect, if necessary. The costs of preparation of plans, specifications and engineering drawings, and any fees, will be the responsibility of DISTRICT. DISTRICT agrees that CITY reserves the right to review all plans, specifications and engineering drawings for the PARK VIEW IMPROVEMENTS prior to construction and installation.

(b) CITY agrees to be responsible for reviewing and approving all plans, specifications, engineering drawings, and cost estimates, competitively bidding the MURDY PARK IMPROVEMENTS, and awarding and administering the contract associated with the MURDY PARK IMPROVEMENTS. CITY will be responsible for obtaining approvals from the

Division of the State Architect, if necessary. The costs of preparation of plans, specifications and engineering drawings, and any fees, will be the responsibility of CITY. CITY agrees that DISTRICT reserves the right to review all plans, specifications and engineering drawings for the MURDY PARK IMPROVEMENTS prior to construction and installation.

(c) DISTRICT and CITY shall appoint a representative to act as liaison to the other for completion of the PARK VIEW IMPROVEMENTS and MURDY PARK IMPROVEMENTS to the satisfaction of both parties.

3. USE OF IMPROVEMENTS. DISTRICT will own the PARK VIEW IMPROVEMENTS. CITY will own the MURDY PARK IMPROVEMENTS. DISTRICT agrees to allow youth sports groups to use the PARK VIEW IMPROVEMENTS after-school, on evenings and on weekends or as otherwise mutually agreed to in writing, (1) provided that such use is in accordance with established DISTRICT rules and regulations and that it shall be scheduled so as not to interfere with PARK VIEW's scheduled activities or interfere with the remaining portions of PARK VIEW's premises for school and related purposes, and (2) provided that Ocean View Little League is fully relocated from the RANCHO VIEW site. Prior to the construction/installation of the PARK VIEW IMPROVEMENTS, CITY and DISTRICT agree to establish a baseline schedule for use of the PARK VIEW IMPROVEMENTS and MURDY PARK IMPROVEMENTS by youth sports groups. In June of each year, CITY and DISTRICT shall mutually agree to a written schedule of public use of the PARK VIEW IMPROVEMENTS and MURDY PARK IMPROVEMENTS for the following school year beginning in September.

4. MAINTENANCE.

(a) DISTRICT agrees to provide at no cost to CITY the same level of

maintenance for the upkeep of the PARK VIEW IMPROVEMENTS as was provided to the PARK VIEW site prior to the construction of the PARK VIEW IMPROVEMENTS. If DISTRICT enters into separate agreements with youth sports groups to maintain the PARK VIEW IMPROVEMENTS, DISTRICT shall (1) supervise all such maintenance and (2) insure that the youth sports groups comply with all applicable laws, ordinances, rules and regulations governing the maintenance of these improvements.

(b) CITY agrees to provide at no cost to DISTRICT the same level of maintenance for the upkeep of the MURDY PARK IMPROVEMENTS as was provided to the MURDY PARK site prior to the construction of the MURDY PARK IMPROVEMENTS. If CITY enters into separate agreements with youth sports groups to maintain the MURDY PARK IMPROVEMENTS, CITY shall (1) supervise all such maintenance and (2) insure that the youth sports groups comply with all applicable laws, ordinances, rules and regulations governing the maintenance of these improvements.

5. AGREEMENT CONSTRAINTS. Both parties understand and agree that this Agreement and all terms and conditions contained herein, including each party's obligations and responsibilities under this Agreement, are contingent upon CITY and DISTRICT, respectively, securing the necessary funding for completion of all the PARK VIEW IMPROVEMENTS and the MURDY PARK IMPROVEMENTS. If the parties only secure partial funding for completion of all the PARK VIEW IMPROVEMENTS and/or the MURDY PARK IMPROVEMENTS, the parties shall mutually agree in writing to a lesser scope of work on the PARK VIEW IMPROVEMENTS and/or the MURDY PARK IMPROVEMENTS, which will satisfy the mitigation measures in EIR No. 97-1.

6. TERM. DISTRICT will allow public use of the PARK VIEW IMPROVEMENTS by CITY and youth sports groups, as set forth in the Agreement, concurrent with and as long as either or both the RANCHO VIEW and CREST VIEW sites are used for commercial purposes. The parties understand and agree that CITY is subject to the debt limitation restrictions set forth in Article XVI, Section 18 of the California Constitution. CITY may terminate this Agreement at any time with ninety (90) days prior written notice, if CITY determines that its indebtedness or liability in any manner or for any purpose exceeds in any year the income and revenue provided for such year. If CITY terminates this Agreement, DISTRICT shall have no responsibility for MURDY PARK IMPROVEMENTS or their maintenance. If DISTRICT determines that public usage of the PARK VIEW IMPROVEMENTS substantially interferes with PARK VIEW's use as a school, both parties agree to use their best efforts to attempt to reconfigure the fields on both PARK VIEW and MURDY PARK to eliminate the interference with PARK VIEW's use as a school while maintaining the same number of fields on both the PARK VIEW and MURDY PARK sites. Each party shall be responsible for its own costs. If a mutually agreeable reconfiguration is not accomplished or if DISTRICT sells the PARK VIEW site, DISTRICT shall have the ability to move, at DISTRICT's sole cost and expense, the PARK VIEW IMPROVEMENTS to mutually agreed alternate site(s), as long as the alternate site(s) contain the same number of fields as the PARK VIEW site.

7. CITY'S OBLIGATION OF INDEMNIFICATION. Neither DISTRICT nor its Board of Trustees or any official, officer or employee of DISTRICT shall be responsible for any personal injury or property damage or liability occurring by reason of any negligent act(s), negligent omission(s) or intentional act(s) on the part of CITY, its officers, employees or agents in connection with this Agreement. Additionally, CITY shall fully indemnify, defend and hold

DISTRICT, its Board of Trustees, officials, officers and employees harmless from and against any liability imposed as a result of any negligent act(s), negligent omission(s) or intentional act(s) on the part of CITY, its officers, employees or agents in connection with this Agreement. CITY will conduct this defense at its sole cost and expense. CITY shall reimburse DISTRICT for all costs or attorney's fees incurred by DISTRICT in enforcing this obligation.

8. DISTRICT'S OBLIGATION OF INDEMNIFICATION. Neither CITY nor any official, officer or employee of CITY shall be responsible for any personal injury or property damage or liability occurring by reason of any negligent act(s), negligent omission(s) or intentional act(s) on the part of DISTRICT, its officers, employees or agents in connection with this Agreement. Additionally, DISTRICT shall fully indemnify, defend and hold CITY, its officials, officers and employees harmless from and against any liability imposed as a result of any negligent act(s), negligent omission(s) or intentional act(s) on the part of DISTRICT, its officers, employees or agents in connection with this Agreement. DISTRICT will conduct this defense at its sole cost and expense. DISTRICT shall reimburse CITY for all costs or attorney's fees incurred by CITY in enforcing this obligation.

9. CITY'S INSURANCE OBLIGATIONS. CITY shall maintain general liability insurance, which may be through a program of self-insurance, with a combined single limit of not less than one million dollars (\$1,000,000) per occurrence for the entire term of this Agreement and any extensions thereof. Such insurance shall name the DISTRICT, its Board of Trustees, officers, employees and agents as additional insureds; shall be primary with respect to insurance or self-insurance programs maintained by DISTRICT; and shall contain standard separation of insured's provisions.

CITY shall furnish properly executed certificates of insurance or self-insurance to DISTRICT within thirty (30) days of entering into this Agreement, which certificates shall clearly evidence all coverages required above and provide that such insurance shall not be materially changed, terminated or allowed to expire except on thirty (30) days prior written notice to DISTRICT.

10. DISTRICT'S INSURANCE OBLIGATIONS. DISTRICT shall maintain general liability insurance, which may be through a program of self insurance, with combined single limit of not less than one million dollars (\$1,000,000) per occurrence for the entire term of this Agreement and any extensions thereof. Such insurance shall name CITY, its officers, employees and agents as additional insureds; shall be primary with respect to insurance or self-insurance programs maintained by CITY; and shall contain standard separation of insureds provisions.

DISTRICT shall furnish properly executed certificates of insurance or self insurance to CITY within thirty (30) days of entering into this Agreement, which certificates shall clearly evidence all coverages required above and provide that such insurance shall not be materially changed, terminated or allowed to expire except on thirty (30) days prior written notice to CITY.

11. NOTICES. All notices given hereunder shall be effective when personally delivered or be sent via certified mail, return receipt requested, postage prepaid, and addressed to DISTRICT or to CITY at the respective addresses shown below:

TO CITY:

Director of Community Services
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

TO DISTRICT:

Ocean View School District
17200 Pinehurst Lane
Huntington Beach, CA 92647
Attn: Asst. Superintendent, Business

12. PARTIAL INVALIDITY. If any term or provision of this Agreement or any extension or application thereof to any party or circumstances shall, to any extent, be invalid or

unenforceable, the remainder of this Agreement or any extension shall be valid and enforced to the fullest extent permitted by law.

13. WAIVER. No delay or omission in the exercise of any right or remedy of a non-defaulting party on any default shall impair such right or remedy or be construed as a waiver. The CITY's consent or approval of any action by DISTRICT requiring the CITY's consent or approval shall not be deemed to waive or render unnecessary the CITY's consent to or approval of any subsequent act of DISTRICT. The DISTRICT's consent or approval of any action by CITY requiring the DISTRICT 's consent or approval shall not be deemed to waive or render unnecessary the DISTRICT 's consent to or approval of any subsequent act of CITY. Any waiver by either party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

14. SUCCESSORS AND ASSIGNS. The terms and conditions of this Agreement shall be binding on the successors and assigns of the parties to this Agreement.

15. HEADINGS. Headings of this Agreement are solely for the convenience of the parties and are not part of this Agreement. They are intended for reference only, and no legal significance of any kind shall be attached to such headings.

16. GOVERNING LAW. This Agreement shall be governed by the laws of the State of California and shall be interpreted as if prepared by both parties hereto.

17. ATTORNEY'S FEES. In the event suit is brought by either party to enforce the terms and provisions of this Agreement or to secure the performance hereof, each party shall bear its own attorney's fees.

18. ENTIRETY. The foregoing, and Exhibit "A" attached hereto, set forth the entire Agreement between the parties respecting the subject matter herein. No prior oral or written

understanding shall be of any force or effect with respect to those matters covered by this Agreement. This Agreement may not be modified, altered or amended, except in a writing executed by the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by and through their authorized offices the day, month and year first above written.

OCEAN VIEW SCHOOL DISTRICT

CITY OF HUNTINGTON BEACH, a municipal corporation of the State of California

By: Pam Walker
President, Board of Trustees

David Sawyer
Mayor

By: Jane F. Lawrence
Superintendent

ATTEST:

APPROVED AS TO FORM:

Connie Brockway
City Clerk 9-11-00

By: Claire Y. Morey 8/2/00
School's Legal Services
Claire Y. Morey, Counsel

APPROVED AS TO FORM:

Neil Sutton
City Attorney
8-22-00
JMP 7/19/00
JMP 8/22/00

INITIATED AND APPROVED:

Don Hyman
Director of Community Services

REVIEWED AND APPROVED:

AKNS
City Administrator

EXHIBIT A

EVIDENCE OF COVERAGE

Ocean View School District

MEMORANDUM NUMBER: 73

This Evidence of Coverage is used as a matter of information only and confers no rights upon the Certificate Holder. This Evidence of Coverage does not amend, extend, or alter the coverage afforded by the memoranda listed below.

CERTIFICATE HOLDER INFORMATION

City of Huntington Beach
Attn: Cheryl Robinson
2000 Main Street
Huntington Beach, CA 92648

Coverage Period: Effective: 7-1-00 Expires 12:01 a.m.: 7-1-01

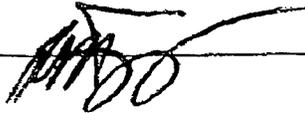
This is to certify that the Alliance of Schools for Cooperative Insurance Programs (ASCIP) Memorandum of Coverages on insurance listed below have been issued to the Covered Party named above for the period indicated. Notwithstanding any requirement, term, or condition of any contract or other document with respect to which this Evidence of Coverage may be used or may pertain, the coverages afforded by the Memorandum of Coverages described herein are subject to all the terms, exclusions, and conditions of such Memorandum of Coverages.

TYPE OF COVERAGE	LIMIT OF LIABILITY/COVERAGE
General Liability	\$1,000,000 Combined Single Limit Per Occurrence

Should any of the above coverages for the Covered Party be changed or withdrawn prior to the expiration date issued above, ASCIP will mail 30 days written notice to the Certificate Holder, but failure to mail such notice shall impose no obligation or liability of any kind upon ASCIP, its agents, or representatives. If you have any questions, contact:

Ms. Paula Chu Tanguay, Chief Administrative Officer
ASCIP • 12750 Center Court Drive • Suite 220 • Cerritos, CA 90703 • (562) 403-4640

Authorized Representative: _____
Date Issued: **8-17-00**



FILED IN THE COUNTY OF ORANGE
OFFICE OF THE COUNTY CLERK
By: [Signature]

* ASCIP is a joint powers authority pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code and Sections 39603 and 81603 of the Education Code.

Rev 5-97
73-00/01-07C



Alliance of Schools for Cooperative Insurance Programs

12750 Center Court Drive, Suite 220, Cerritos, CA 90703 (562) 403-4640

Additional Covered Party Endorsement

District: Ocean View School District		Endorsement No. 73-00/01-07A
Additional Covered Party:	Description of Operations, Vehicle, or Property:	
City of Huntington Beach, its officers, employees, and agents	As respects Agreement between the City and District for Joint Development of Improvements & Joint Use of Improvements upon certain portions of City and District Property	
Coverage Period:	Effective: 7-1-00	Expires 12:01 a.m.: 7-1-01

The coverage provided to the Covered Party is hereby extended by this endorsement to the Additional Covered Party named above in accordance with the provisions contained in the Memorandum of Coverage (MOC). The coverage extended hereby applies only with respect to liability arising out of activities in the Description of Operations, Vehicle, or Property noted above. It is intended by ASCIP in issuing this endorsement to defend and/or indemnify the Additional Covered Party only if the District is solely negligent.

issuing this endorsement, ASCIP intends and agrees to extend coverage pursuant to the terms and conditions of the MOC to the Additional Covered Party named above only to the extent that the Additional Covered Party faces liability arising out of claims, demands, or lawsuits claiming money damages on account of bodily injury or property damage as defined and limited in the ASCIP MOC. The limits of liability extended to the Additional Covered Party listed above is \$1,000,000 per occurrence for liability.

Authorized Representative: _____

Date Issued: 8-17-00



ASCIP is a joint powers authority pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code and Sections 39603 and 81603 of the Education Code.

Rev 5/97



Alliance of Schools for Cooperative Insurance Programs

12750 Center Court Drive, Suite 220, Cerritos, CA 90703 (562) 403-4640

received via fax
06-16-03



County of Orange

Planning & Development Services Department

RECEIVED
JUN 18 2003

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

NCL 03-055

June 16, 2003

Jane James, Senior Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: DEIR for Lowe's Home Improvement Warehouse Project

Dear Ms. James:

The above referenced item is a Draft Environmental Impact Report (DEIR) for the City of Huntington Beach. The project is located at 8181 Warner Avenue (northeast corner of Beach Boulevard and Warner Avenue) and the project proposes the redevelopment and intensification of 25.6-acres with commercial/retail, office, and restaurant uses and associated surface parking and landscaped areas.

10.1

The County of Orange has reviewed the DEIR and offers the following comments:

FLOOD

1. The proposed project is the development of a commercial retail center at a former elementary school site. The change in land use is expected to result in increased runoff and has the potential to adversely impact the Ocean View Channel (C06) that borders the project site to the north. Since the City of Huntington Beach is responsible for land use changes, the City should ensure that existing conditions along Ocean View Channel and areas adjacent to or within floodplains upstream and downstream of the project site are not made worse as a result of proposed project.
2. The Ocean View Channel was built in the 1960s and does not meet the Orange County Flood Control District's (OCFCD) current design criteria. In spite of the fact that the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map for the area indicates that the 100-year flood (based on existing land uses) is contained in the existing channel, OCFCD's approved 100-year design discharges (based on ultimate land uses) are usually higher than the discharges used by FEMA for floodplain purposes. Due to this fact and the age of the facility, the City should, as condition of development, require the project proponent to protect the proposed development by ensuring that the development is indeed safe from flooding resulting from Ocean View Channel in a 100-

10.2

10.3

year storm event. If channel improvements are to be accomplished as part of this process it should be done in consultation with the County's Flood Control Division.

10.3
cont'd

3. A cursory review of the hydrology/hydraulic analyses for the proposed project showed that the analyses were inconsistent with the current criteria of the Orange County Hydrology Manual (OCHM), Addendum No. 1 to OCHM and the Orange County Local Drainage Manual. The City will need to review the analyses and ascertain whether the proposed mitigation measures are adequate to provide flood protection for the development, existing channel hydraulic conditions are not made worse and that any existing flooding problems upstream and downstream of the project site are not transferred elsewhere or made worse.

10.4

4. The project proposes to connect storm drain systems "A" and "B" to Ocean View Channel. Because of the deficiencies with Ocean View Channel (see 2 above) it will be necessary for project proponent to demonstrate that Ocean View hydraulics is not made worse and that impacts if adverse are being mitigated appropriately. All work within the OCFCD right-of-way requires permit from the County's Public Property Permits Section. For information regarding permit application, contact Doug Witherspoon at (714) 834-2366.

10.5

5. Floodplains that could be affected by the proposed project should be analyzed and Letters of Map Revision (LOMR) processed via Federal Emergency Management Agency.

10.6

WATER QUALITY

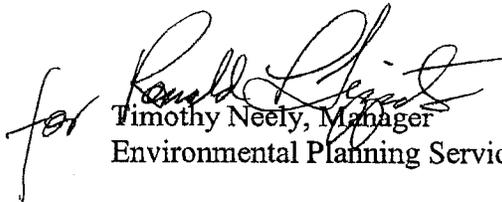
6. The proposed project is considered a priority project pursuant to Section 7 of the Countywide Drainage Area Management Plan (DAMP). As such, appropriately sized treatment control Best Management Practices (BMPs) are required to be included in the WQMP consistent with the 2003 DAMP New Development Appendix. The treatment control BMPs must be sized appropriately based on storm volume or flow from the proposed development. Guidance on treatment control BMPs can be found in Section 7 of the DAMP and exhibit 7-II.

10.7

Thank you for the opportunity to respond to the DEIR. If you have any questions, please contact Charlotte Harryman at (714) 834-2522.

10.8

Sincerely,

for 
Timothy Neely, Manager
Environmental Planning Services Division

ch

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894



Use your power!
Be energy efficient!

Fax again Per Jane: 6-15-03

Post-it® Fax Note	7671	Date	6-16-03	# of pages	4
To	Jane James	From	M. McDev		
CO (999)	Huntington Sch.	Co.	CT - D-12		
Phone #	714-536-5271	Phone #	724-2267049		
Fax #	714-374-1540	Fax #			

June 16, 2003

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

File: IGR/CEQA
SCH#: 2000071088
Log #: 772A ✓
SR: I-405, SR-39

Subject: Lowe's Home Improvement Warehouse

Dear Ms. James,

Thank you for the opportunity to review and comment on the Draft Environmental Impact (EIR) Report for Lowe's Home Improvement Warehouse dated May 2003. The proposed project consists of the redevelopment and intensification of a 2506-acre site consisting of three areas (A, B1 and B2). The applicant proposes to develop an approximate 159,3000 square foot Lowe's Warehouse and an approximate 9,000 square foot restaurant on the former Rancho View School Site (Area A). No development is proposed on Area B1 at this time, however the EIR analyzes the development of this 6.3-acre site to a commercial/retail, office, and restaurant use. A zoning map amendment is requested on the former school bus maintenance facility (Area B2) but no development is proposed at this time. The project is located on the corner of Beach Boulevard and Warner in the city of Huntington Beach. The nearest state routes to the project site are I-405 and SR-39.

11.1

Caltrans District 12 status is a responsible agency on this project and has the following comments:

1. Existing Traffic Volumes: The existing traffic volumes used for the analysis are out dated by three years. In order to correctly determine current as well as future LOS', the volumes need to be updated. Please update the traffic analysis accordingly.
2. Page 1, Second Paragraph: Indicated Opening Day is year 2002. Opening Day should be re-scheduled and the analysis should be updated accordingly.
3. Page 2, Second Paragraph: A signal is proposed at the main entrance on the Warner Avenue, but the traffic signal warrant analysis for this location is not included in the report. Our concern is the intersection spacing between this location and Beach/Warner. Please refer to warrant #5 of the signal warrants analysis in Caltrans Traffic Manual.
4. Page 15, Third Paragraph: The analysis uses trip generation estimates retrieved from SARA traffic model. Caltrans recommends ITE trip generation analysis.

11.2

11.3

11.4

11.5

Date: June 16, 2003

Page 2 of 2

- Page 26, Table 9: The table indicates that, for the long range, the intersection of Beach/Warner will be degraded to 1.05/F with Area B1, due to the project traffic. Additional traffic mitigation is required. 11.5 cont'd
5. The traffic analysis addressed traffic impacts and mitigation measures for intersections only. Please include the Roadway Links traffic impacts and mitigation measures in the analysis. 11.6
6. If any project/work (e.g. street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) occurs in the vicinity of the Caltrans Right-of-Way, an encroachment permit would be required and environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans requirements, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near Caltrans Right-of-Way. (See Attachment: *Environmental Review Requirements for Encroachment Permits*) 11.7
7. All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. Any runoff draining into Caltrans Right of Way from construction operations, or from the resulting project, must fully conform to the current discharge requirements of the Regional Water Quality Control Board to avoid impacting water quality. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans roadways or facilities. (See Attachment: *Water Pollution Control Provisions*) 11.8
- Please continue to keep us informed of this project and other future developments, which could potentially impact our transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267. 11.9

Sincerely,



Robert F. Joseph, Chief
IGR/Community Planning Branch

c: Terry Roberts, Office of Planning and Research
Ron Helgeson, HQ IGR/Community Planning
Saied Hashemi, Traffic Operations
Leslie Mandersheid, Environmental Planning

ENVIRONMENTAL REVIEW REQUIREMENTS FOR ENCROACHMENT PERMITS

Any Party, outside of Caltrans, that does work on a State Highway or Interstate Highway in California needs to apply for an encroachment permit. To acquire any encroachment permit, environmental concerns must be addressed. Environmental review of encroachment permit applications may take 3 weeks if the application is complete or longer if the application is incomplete. For soil disturbing activities (e.g. geotechnical borings, grading, usage of unpaved roads from which dirt and other materials may be tracked onto the State/Interstate highways, etc.), compliance with Water Quality and Cultural Resources Provisions are emphasized. Surveys may/ may not be soil-disturbing activities, depending on the site and survey method.

A complete application for environmental review includes the following:

1. If an environmental document (CE, EIR/EIS, ND, etc.) has been completed for the project, copy of the final, approved document must be submitted with the application.
2. **Water Quality Provision:** All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control including production of a Water Pollution Control Program or Storm Water Pollution Prevention Plan as required. The applicant must provide Encroachments with a copy of the Storm Water Pollution Prevention Plan (SWPPP) including Best Management Practices (BMPs) to be implemented for construction activities impacting Caltrans Right of Way, prepared for this as required by the NPDES Statewide Storm Water Permit for General Construction Activities. If no SWPPP has been prepared for this project, then the applicant must follow the requirements described in the attached Water Pollution Control Provisions (please see attachment).
3. **Cultural Resources Provisions:** If not included in the environmental document, before permit approval and project construction, the encroachment permit applicant must complete a Cultural Resource Assessment pursuant to Caltrans Environmental Handbook, Volume 2, Appendix B-1, and Exhibit 1, as amended. The Cultural Resources Assessment ascertains the presence or absence of cultural resources within a one-mile radius of the project area and evaluates the impact to any historical/cultural resource. Cultural Resources include "those resources significant in American history, architecture, archaeology, and culture, including Native American Resources" (Caltrans Environmental Handbook, Volume 2, Chapter 1, as amended). The Cultural Resource Assessment must include:
 - a) a clear project description and map indicating project work, staging areas, site access, etc.;
 - b) a Record Search conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. For information call (714) 278-5395;
 - c) proof of Native American consultation. Consultation involves contacting the Native American Heritage Commission (NAHC), requesting a search of their Sacred Lands File, and following the recommendations provided by the NAHC. For information call (916) 653-4082;
 - d) documentation of any historic properties (e.g. prehistoric and historic sites, buildings, structures, objects, or districts listed on, eligible for, or potentially eligible for listing on the National Register of Historic Places) within a one mile radius of the project area;
 - e) and a survey by qualified archaeologist for all areas that have not been previously researched.

The SCCIC and NAHC have an approximate turn around time of 2 weeks.

4. **Biological Resources Provisions:** Work conducted within Caltrans Right of Way should have the appropriate plant and wildlife surveys completed by a qualified biologist. If the information is not included in the environmental document, Environmental Planning requests that the applicant submit a copy of the biological study, survey, or technical report by a qualified biologist that provides details on the existing vegetation and wildlife at the project site and any vegetation that is to be removed during project activities. Official lists and databases should also be consulted for sensitive species such as the California Natural Diversity Database and lists provided by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Any impacts that affect waterways and drainages and/or open space during construction, or that occur indirectly as a result of the project must be coordinated with the appropriate resource agencies. As guidance, we ask that the applicant include:
 - a) clear description of project activities and the project site
 - b) completed environmental significance checklist (not just yes and no answers, but a description should be given as to the reason for the response),
 - c) staging/storage areas noted on project plans,
 - d) proposed time of year for work and duration of activities (with information available),
 - e) any proposed mitigation (if applicable to the project),
 - f) and a record of any prior resource agency correspondence (if applicable to the project).

ATTACHMENT CALTRANS DISTRICT 12

WATER POLLUTION CONTROL PROVISIONS

Any runoff draining into Caltrans Right of Way must fully conform to the current discharge requirements of the Regional Water Quality Control Board (RWQCB) to avoid impacting water quality. Permittee shall fully conform to the requirements of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, Order No. 99-06 DWQ, NPDES No. CAS000003, adopted by the State Water Resources Control Board (SWRCB) on July 15, 1999, in addition to the BMPs specified in the Caltrans Storm Water Management Plan (SWMP). When applicable, the Permittee will also conform to the requirements of the General NPDES Permit for Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002, and any subsequent General Permit in effect at the time of issuance of this Encroachment Permit. These permits regulate storm water and non-storm water discharges associated with year-round construction activities.

Please note that project activities should pay extra attention to storm water pollution control during the "Rainy Season" (October 1st - May 1st) and follow the Water Pollution Control BMPs to minimize impact to receiving waters. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans Right of Way.

For all projects resulting in 2 hectares (5 acres) or more of soil disturbance or otherwise subject to the NPDES program, the Contractor will develop, implement, and maintain a Storm Water Pollution Prevention Plan (SWPPP) conforming to the requirements of the Caltrans Specification Section 7-1.01G "Water Pollution Control", Caltrans Statewide NPDES Permit, the General NPDES Permit for Construction Activities, and the Caltrans Storm Water Quality Handbooks "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual", and "Construction Site Best Management Practices (BMPs) Manual" effective November 2000, and subsequent revisions. In addition, the SWPPP must conform to the requirements of the SWRCB Resolution No. 2001-046, the Sampling and Analytical Procedures (SAP) Plan.

For all projects resulting in less than 2 hectares (5 acres) of soil disturbance or not otherwise subject to the requirements of the NPDES program, the Contractor will develop, implement, and maintain a Water Pollution Control Program (WPCP) conforming to the requirements of Caltrans Specifications Section 7-1.01G, "Water Pollution Control", and the Caltrans Storm Water Quality Handbooks "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual", and "Construction Site Best Management Practices (BMPs) Manual" effective November 2000, and subsequent revisions.

Copies of the Permits and the Construction Contractor's Guide and Specifications of the Caltrans Storm Water Quality Handbook may be obtained from the Department of Transportation, Material Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520. Copies of the Permits and Handbook are also available for review at Caltrans District 12, 3347 Michelson Drive, Suite 100, Irvine, California 92612, Telephone: (949) 724-2260. Electronic copies can be found at <http://www.dot.ca.gov/hq/construc/stormwater.html>



CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

June 12, 2003

RECEIVED
JUN 16 2003

Ms. Jane James, Senior Planner
City of Huntington Beach
Planning Department
2000 Main Street, 3rd Floor
Huntington Beach, CA 92648

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR LOWE'S HOME IMPROVEMENT WAREHOUSE (EIR No. 00-01)

Dear Ms. James:

The Environmental Board of the City of Huntington Beach is pleased to submit comments and recommendations regarding the subject Environmental Impact Report ("EIR"). After reviewing the EIR and discussing it at our June meeting, the Environmental Board voted to submit comments and recommendations reflecting the issues discussed below.

12.1

1. It is unclear whether or not the Ocean View School District is required to find replacement facilities for loss of the baseball fields (approximately 6 acres) or just attempt to find available facilities at other sites by application of a goal. In addition, as described in the EIR, even though there will be a significant loss of open space, there exists no requirement for replacement. As a minimum, replacement of the baseball facilities should be mandated as part of the project. Also, the Home Depot project, also located on Warner Avenue, constructed new facilities for sports activities at the remaining school site and we believe that a similar option should be considered for this project, if not at this site, then at other school district sites.
2. The project includes a requirement for clarifiers to be provided at each surface water drain inlet. However the discharge of all surface water drains is into nearby Ocean View Channel that already contains contaminated water adding to ocean pollution, a significant problem for the City of Huntington Beach. We believe that several additional requirements should be imposed on this project to protect water which discharges onto our beaches.
 - All dry weather discharges should be collected and diverted into receptors that do not discharge into the ocean. Although diversion is recommended for the entire project during dry weather, this requirement would be of particular benefit for the LOWE's garden retail area of the warehouse, due to the potential contamination levels of fertilizer.
 - All clarifiers should be fitted with oil and grease separation facilities.

12.2

12.3

- 3. Due to extensive paving of the project area that is now grassland, we believe that efforts to maximize groundwater percolation should be included. Surface water drainage from the parking areas should be directed through landscaped (green vegetated) areas to assist in replenishment of the groundwater aquifer. In addition, utilization of paving materials that enhance percolation should be utilized. 12.4
- 4. Due to the significant impacts of traffic, there should be a requirement that all traffic mitigations be constructed and operational prior to issuing the Certificate of Occupancy for the warehouse facilities. We realize that due to cost sharing of traffic improvement mitigations, it may be more challenging to arrange for construction to be completed within the timeframe specified. However, it would be reasonable for either the developer or Ocean View School District to advance funding for total construction in order to allow completion. Other creative options should also be considered. 12.5
- 5. Lastly, there is presently a lack of specificity of the future development of commercial facilities within the approximately 6 acres located adjacent to Beach Boulevard. As such, it is not reasonable for a review of the EIR as it applies to these facilities. Therefore, we recommend that when the developer has such definition and is prepared to move forward with a project, that phase of the project should be evaluated as a portion of this overall project and not as a stand-alone project. It may be necessary to circulate a revised EIR at that time and language should be included in this EIR to that affect. 12.6

Environmental Board appreciates the opportunity to comment on this project and is available to discuss these comments if appropriate. Please contact me with any questions or comments you may have. 12.7

Yours truly,



Al Hendricker,
Chairman

III. RESPONSE TO COMMENTS

RESPONSE TO COMMENTS/FINAL EIR

III. RESPONSE TO COMMENTS

LETTER NO. 1

Date Received: June 03, 2003

Cathy Van Doornum – President OVLL
6881 Steeplechase Cir
Huntington Beach, California 92648

Comment 1.1

Mitigation – R-1

Propose that EIR read – Prior to the issuance of grading permits for the proposed project, OVSD must insure that all six Ocean View Little League fields within the former Rancho View School site are relocated at one site to accommodate Ocean View Little League’s programs without undue hardship.

A meeting between all parties involved – City of HB, OVSD, Lowe’s, & OVLL needs to be planned to address the many questions regarding timing of events, field layout, financial responsibilities, etc.

Response 1.1

While page 210 of the Draft EIR indicates that the project site contains a total of six fields currently being used by youth sports organizations for Ocean View Little League (OVLL) baseball, according to the Huntington Beach Community Services Department, OVLL has moved its Challenger Division to a field located in the City of Westminster,¹ and it is now only necessary to relocate a total of five (5) ballfields. Therefore, only five fields require relocation at the Park View site. No corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

Furthermore, based on comments on behalf of Ocean View Little League as stated above, as well as comments from Dr. James Tarwater, Ocean View School District, Mitigation Measure R-1 from the Draft EIR has been revised to specifically address relocation of the ballfields in more specific terms. The revised mitigation measure shall read as follows:

¹ *Dave Dominguez, Manager, Facilities/Development and Concessions of the Huntington Beach Community Services Department, June 2003.*

Prior to any disruption of Ocean View Little League's (OVLL) established use of Rancho View School, the following shall occur:

In accordance with the 'Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements upon Certain Portions of City and District Property' as approved on September 5, 2000, five OVLL fields shall be relocated from the former Rancho View School site to Park View School with approximately 109 additional parking spaces provided at Murdy Park. The complete relocation of all five fields shall occur prior to any building or construction activity at the Rancho View School site that disrupts OVLL's established use of the site. Currently, OVLL's established use of Rancho View School consists of tryouts in January with the baseball season commencing in February and ending in June. "Complete relocation" shall be defined as five fields finished and ready for use by OVLL. No loss of the baseball season for OVLL shall occur.

Please refer to Section IV. Additions and Corrections to the Draft EIR, of this document for the revised location of this text in the Draft EIR. No corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

LETTER NO. 2

Date Received: June 03, 2003

Yvonne B. Fleming
16722 IRBY Lane
Huntington Beach, California 92647

Comment 2.1

I believe that traffic on the 405 off-Ramp [*sic*] Warner exit will be impacted negatively. I believe that the noise, light & pollution level will be significantly more than what is reported. (Referring [*sic*] to page 224 Volume 1 EIR). I also believe that the current estimated Environmental [*sic*] impact of trash & run-off off of parking lot is severly [*sic*] underestimated. [Table IV.K-9] page 248 for above. The noise level is severly [*sic*] underestimated. In general I am NOT satisfied with the adequacy of the EIR.

Thank you.

Response 2.1

Regional access to the project site is provided via the San Diego Freeway (I-405) approximately one mile to the north and/or east. As previously described in the Traffic Impact Analysis prepared for the proposed project, traffic from the proposed project that would be accessing the freeway via Beach Boulevard to northbound I-405 and Warner Avenue to southbound I-405 would utilize loop ramps where there is no restriction to the movements, either inbound or outbound movements to/from the project site. These ramps are free-flowing and could be equivalent to a "FREE" right turn movement. Under Intersection Capacity Utilization (ICU) methodology, a "FREE" movement is not included in the overall critical movement analysis; therefore, these ramps would not be expected to be significantly impacted by the proposed project and were not included in the Traffic Impact Analysis prepared for the proposed project. As indicated in Section IV.K Traffic/Circulation of the Draft EIR, key roadways that serve the site were identified through a sensitivity analysis. The potential effects of the proposed project on these key roadways were analyzed in further detail.

With regard to noise, light and pollution as noted by the commentor, page 224 Volume I of the Draft EIR contains a discussion of Traffic/Circulation, and not noise, light and pollution. Please refer to Sections IV.G. Noise, IV.A Aesthetics/Light and Glare, and IV.B. Air Quality, of the Draft EIR for discussion of noise, light and pollution, respectively.

The comments are noted for the record and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 3

Date Received: June 04, 2003

Manilal D. Phdhiar
17101 Kampen Lane
Huntington Beach, California 92647

Comment 3.1

Need a traffic light a [sic] Rotterdam St [sic] for us to make left turn – And Saftey [sic] of our kids.

Thank you.

Response 3.1

The Draft EIR acknowledges that no typical roadway widening improvements exist that could mitigate impacts at the intersections of Warner Avenue/B Street and Warner Avenue/Rotterdam Lane. Therefore, as described in the Draft EIR, impacts to these intersections remain significant, unavoidable and adverse; however, if the Lowe's main access were to align with Rotterdam Lane, thus providing a signal at Rotterdam Lane, and B Street were vacated, significant impacts could be reduced to a less than significant level. If B Street is not vacated, however, impacts at this intersection remain significant and unavoidable.

LETTER NO. 4

Date Received: June 00, 2003

Christopher Wright, Associate Transportation Analyst
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, California 92863-1584

Subject: Lowe's Home Improvement Warehouse/Northeast Corner of Beach and Warner Project (EIR No. 00-01)

Comment 4.1

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document and has the following comments:

The Draft Environmental Impact Report states that it is recommended that "B" Street be vacated from Warner Avenue north to Robidoux Drive. However, the Site Plan (Figure II.C-3) shows two access driveways off of "B" street [*sic*]. If [*sic*] In fact, the recommended alternative includes the vacation of "B" Street, the aforementioned access driveways should be deleted from the site plan and consideration [*sic*] in the traffic study.

OCTA appreciates the opportunity to review and comment on this project. Please contact me with any questions or concerns at 714-560-5749 or cwright@octa.net.

Response 4.1

Section IV.K., Traffic/Circulation, of the Draft EIR (page 244) acknowledges that the current site plan identifies two driveways located on B Street to serve the Lowe's facility. This site design layout is proposed by the Applicant and therefore, has been evaluated in the Draft EIR. However, while future development within Area B1 of the project site has not been specifically defined nor future tenants identified, certain assumptions were made in the Draft EIR as to the type and amount of development that can reasonably be expected in this area, which is located directly west of Area A, the project area that would include the Lowe's facility. Therefore, in an effort to address potential buildout that would occur in Area B1 of the project site and the access and circulation relationship future development might have with the Lowe's facility, the Traffic Impact Analysis prepared for the proposed project (Appendix H of the Draft EIR) evaluated the possibility of B Street being vacated and made further recommendation that B Street in fact, be vacated. Therefore, while the Applicant proposes a site design layout that

identifies two driveway locations along B Street, based on the Traffic Impact Analysis findings, vacating B Street has been recommended, but not identified as a necessary mitigation measure.

LETTER NO. 5

Date Received: May 22, 2003

Terry V. Wooldridge
Gwen A. Woodridge
8141 Blaylock Drive
Huntington Beach, California 92647-603

Comment 5.1

As a [*sic*] property owners, we are adamantly opposed to the building of the Lowe's Home Improvement Warehouse at the Warner and B Street location. Due to the increase of traffic congestion, noise and air pollution and devaluation of the property values our quality of life will be lowered tremendously.

Even your own impact study finds that the level of service at five of the intersections will be over capacity substantially since three of the five are already at that condition now. Our neighborhood will be difficult to both enter or [*sic*] leave. The proposed signal light between Rotterdam and B Street will stack up cars past B and probably impact A Street also increasing the inability to leave in a timely manner.

Response 5.1

In July 2003, new traffic counts were conducted at all of the study intersections that were previously analyzed in the Draft EIR to review the validity of the conclusions of the previous report and to update the analyses. The new traffic count data was compared with the previous count data found in Appendix H, Traffic Impact Analysis of the Draft EIR. The comparison indicated that the new count data was generally lower than the traffic count data used in the previous traffic study. Therefore, the previous study results represent a conservative evaluation of potential project impacts. Since new information was obtained, the project traffic impact analyses were updated to reflect the most recent data. As a result, a supplemental traffic study has been prepared to reflect the most recent data, which is included for review in Appendix A, Supplement to Traffic Study, of this document. According to the updated information, the Heil Avenue/Beach Boulevard intersection under its existing condition does not operate at an unacceptable Level(s) of Service (LOS); however, Warner Avenue/B Street and Warner Avenue/Rotterdam Lane continue to operate at unacceptable LOS. Implementation of the proposed project would result in an unacceptable LOS at Heil Avenue/Beach Boulevard, Warner Avenue/Beach Boulevard, and Warner Avenue/Newland Street. Furthermore, it is acknowledged that the project would exacerbate the existing unacceptable LOS at Warner Avenue/B Street and Warner Avenue/Rotterdam Lane. As described within Appendix A of this document, mitigation measures have been recommended to reduce the significant project-related

impacts to the signalized intersections to a less than significant level. Additionally, as noted in Section IV.K, Traffic/Circulation, of the Draft EIR, in some cases, the recommended improvements mitigate not only the proposed project's impacts to signalized intersections, but also impacts caused by related projects and ambient traffic growth, as well as some existing deficiencies. With regard to the unsignalized intersections that would be affected by the proposed project, the Draft EIR acknowledges that no typical roadway widening improvements exist that could mitigate impacts at Warner Avenue/B Street and Warner Avenue/Rotterdam Lane. Therefore, as described in the Draft EIR, impacts to these intersections remain significant, unavoidable and adverse; however, if the main access were to align with Rotterdam Lane, thus providing a signal at Rotterdam Lane, and B Street were vacated, significant impacts could be reduced to a less than significant level.

LETTER NO. 6

Date Received: May 15, 2003

Jon R. Phillips
8372 Edam Circle
Huntington Beach, California 92647

Comment 6.1

Judging from your public notice of May 1, regarding an EIR for Lowe's Home store, you sound as if you would appreciate comments from those of us who live near this project. Like most average residents I probably know very little about environmental issues, however I can state that I and my wife are 100% in favor of building this Lowe's store.

In so far as loss of open space goes the old closed Rancho View school has been an eye-sore for many years now and we'll be glad to see that gone. The Little League is already on notice that they eagerly want to play ball in the new sports complex south of the main library. Traffic on Warner Ave has been quite busy for years now and one more store or two won't make any noticeable difference.

The neighbors that I know in our Dutch Haven tract are all glad to see the new Lowe's store plus a restaurant move within walking distance. Also, if they do put a traffic light at Warner and Rotterdam, it would be great for our tract making it easier, and safer, to turn left on Warner whenever we exit the neighborhood.

Let's get all the paperwork done on this project and move ahead full steam.

Response 6.1

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 7

Date Received: May 30, 2003

City of Fountain Valley
10200 Slater Avenue
Fountain Valley, California 92708-4736

SUBJECT: LOWE'S ENVIRONMENTAL IMPACT REPORT

Comment 7.1

Thank you for the opportunity to review the Draft Environmental Impact Report (EIR No. 00-01) for Lowe's Improvement Warehouse at the northeast corner of Beach Boulevard and Warner Avenue. The City of Fountain Valley has reviewed the document and has the following comments:

Response 7.1

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. The concerns expressed in this letter are addressed individually below.

Comment 7.2

1. Intersection analysis:

- ICU calculations are flawed for the intersections of Warner at Magnolia and Warner at Newland. The existing volumes are transposed. This affects the existing LOS. See attached traffic counts.
- Update tables 3 & 9, as noted above.
- Update figure 4, as noted above.
- Check Newland at Slater traffic counts, and ICU calculations.

Response 7.2

New counts were conducted in July 2003 at the study intersections of Warner/Magnolia, Warner/Newland and Newland/Slater to verify existing count data. The counts are included for review in Appendix A of this document. As indicated in the comment, the previous traffic

counts were flawed, and the new counts compare reasonably to the 1999 counts provided by the City of Fountain Valley. Based upon the new count data, and a growth factor to the Year 2005, the analyses of these three intersections were updated. The updated worksheets are also included for review in Appendix A of this document. As indicated on the worksheets, Warner/Magnolia would still require a second northbound left turn lane to mitigate the project's impact, which is shown in the traffic study; however, it would be warranted under project Opening Day and not under Buildout conditions. The study intersection of Warner/Newland under post-project conditions, with the new count data, would operate at an unacceptable Level of Service during the P.M. (1.04/F) peak hour. Under Buildout conditions, the intersection of Warner/Newland would require the mitigation of adding a southbound right turn lane. The intersection of Newland/Slater would continue to operate at acceptable Levels of Service as previously indicated in the Draft EIR.

Comment 7.3

2. The intersection of Warner at Magnolia is identified as a current and future unfounded "Hot Spot" in the STRATEGIC PLAN TECHNICAL REPORT for the ORANGE COUNTY MASTER PLAN OF ARTERIAL HIGHWAYS dated January 2002. Since existing trips are being added to an existing deficient intersection, the percentage of traffic impact equation (P. 23 of Lowe's traffic report) requires modification and consideration of "Hot Spots". This modification also requires immediate construction.

Response 7.3

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. The referenced report was prepared after the traffic impact analysis for the project was completed. Therefore, the study was not referenced in the report. The comment is unclear in when it states, "existing trips are being added to an existing deficient intersection..." It would still appear that the methodology used in evaluating the project's fair share contribution towards the cost of the improvement may be needed in the near future, though existing ICU analyses indicate a worst-case operation of LOS D. Based on CEQA requirements, the revised analysis presents the factual information regarding the conditions and the direct nexus between the proposed project and necessary improvement, including the fair share assessment.

Comment 7.4

3. The City of Fountain Valley will not contribute to any modifications required for the intersections of Magnolia and Warner, nor Warner at Newland.

Response 7.4

The project applicant is responsible for satisfying the requirement of identified mitigation measures through a fair share contribution prior to final inspection and issuance of occupancy permits.

Comment 7.5

4. Please be advised that a moratorium is in place for Magnolia from Warner to Slater within the City of Fountain Valley boundary. All of Fountain Valley's requirements shall be met for any roadway modifications.

Response 7.5

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. Any construction related to the proposed project will comply with the requirements of the moratorium.

Comment 7.6

5. Page 7 of traffic study; Slater and Warner do not cross. I believe the intended cross streets are Slater at Newland.

Response 7.6

The typographical error is acknowledged, and Page 7 of the traffic study has been revised to read from Slater/Newland to Slater/Warner. Please refer to Section IV. Additions and Corrections to the Draft EIR, of this document for the revised location of this text in the Draft EIR. No corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

Comment 7.7

Thank you again for the opportunity to comment on the Draft EIR. Please call me at (714) 593-4425 or Mark Lewis, City Engineer at 593-4435, regarding any questions you may have in reference to the City of Fountain Valley's response to the Draft EIR.

Response 7.7

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 8

Date Received: June 11, 2003

Krone, Shawna
Manager, Budget and Research
City of Huntington Beach Police Department
[NOTE: SENT VIA E-MAIL]

Subject: Eir [*sic*] for Lowe's

Comment 8.1

Sorry about the delay, but I have a couple of changes on the Lowe's EIR.

Page 197 Paragraph 3

We have a sworn allocation of 234, not 236.

Response 8.1

Page 197, paragraph 3, Section IV.I.2. Police Protection of the Draft EIR has been revised to indicate a sworn allocation of 234, not 236, as requested under Comment 8.1. Please refer to Section IV. Additions and Corrections to the Draft EIR, of this document for the revised location of this text in the Draft EIR. No corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

Comment 8.2

Page 197, same paragraph.

The current information indicates that the response time for priority 1 calls are actually 7.4 minutes

Response 8.2

Page 197, paragraph 3 and page 199, paragraph 3, Section IV.I.2 Police Protection of the Draft EIR have been revised to indicate that the response time for priority 1 calls are 7.4 minutes instead of three to five minutes as identified in the Draft EIR. Please refer to Section IV., Additions and Corrections to the Draft EIR, of this document for the revised location of this text in the Draft EIR. No corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

Comment 8.3

If you have any questions, call me at X 5425

Response 8.3

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 9

Date Received: June 13, 2003

James R. Tarwater, Ed.D., District Superintendent
Ocean View School District
17200 Pinehurst Lane
Huntington Beach, California 92647-5569

RE: Draft EIR for the Lowe's Home Improvement Warehouse

Comment 9.1

The Ocean View School District has reviewed the Draft Environmental Impact Report No: 00-01, Lowe's Home Improvement Warehouse/Northeast Corner of Beach and Warner Project. As the owner of the property, the School District is supportive of the Project. The District offers the following comments and concerns for the City's consideration based on a mutual goal of minimizing environmental impacts to residents in the community:

Response 9.1

The comment is noted for the record and will be forwarded to the appropriate decision-makers for review and consideration. The concerns expressed in this letter are addressed individually below.

Comment 9.2

1. Page 6 – Table I-1, Hazards and Hazardous Materials, Mitigation Measure HZ-1 states that prior to the issuance of a grading permit, the groundwater production well and associated storage tank located at the northwest corner of Area A shall be abandoned pursuant to permit requirement, unless they are intended for future use. This information is repeated on page 120 of the report under HZ-1.

The School District contracted with General Pump Company for the proper abandonment of the well in August 2002. Our permit number 2-08-47 and the Well Completion Report Number 731240 have been filed with the Orange County Environmental Health Agency and California Department of Water Resources. The water storage tank has also been removed from the premises. Mitigation Measure HZ-1 is thus unnecessary.

Response 9.2

Page 114, paragraph 1 of Section IV.D. Hazards and Hazardous Materials of the Draft EIR has been revised to reflect that in August 2002, the School District contracted with General

Pump Company for the proper abandonment of the groundwater production well located at the northwest corner of Area A, and appropriate abandonment of the groundwater well was filed and documented with the Orange County Environmental Health Agency and California Department of Water Resources. Based on the information provided, it is acknowledged that Mitigation Measure HZ-1 is no longer necessary and therefore, has been deleted from the EIR. Please refer to Section IV., Additions and Corrections to the Draft EIR, of this document for the revised locations of this text in the Draft EIR. No other corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

Comment 9.3

2. Page 12 – Table I-1, Recreation, Mitigation Measure R-1 states that prior to the issuance of building permits for the proposed project, the goal of OVSD should be to insure that all six Ocean View Little League fields within the former Rancho View School site are relocated at one site or in a manner that practically accommodates Ocean View Little League’s programs without undue hardship.

Page 211, Item 2, last paragraph states that the OVSD and the City of Huntington Beach have entered into an Agreement to relocate the Ocean View Little League fields to Park View, a closed OVSD school site, and to the adjacent Murdy Park. This Agreement will provide for the relocation of the six Ocean View Little League practice fields as well as accommodations for soccer and other sports.

Page 215, Item 7 restates that above information concerning the Agreement and the Mitigation Measure R-1.

Mitigation Measure R-1 accurately reflects the language of the executed agreement entitled *Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements Upon Certain Portions of City and District Property* dated September 5, 2000 as attached.

It is my understanding that consideration is being given to modifying Mitigation Measure R-1. In summary, the School District is opposed to any proposed change in Mitigation Measure R-1 that would affect the timeline for relocating the Little League fields from the City issuance of the building permit for Lowe’s construction to some other earlier target date. The School District would consider such a change in the timeline to be not in compliance with the negotiated agreement. Therefore, an amendment to the Agreement would need to be mutually agreed to by the parties, and approved by the City Council and our Board of Trustees.

The School District is working diligently to relocate the ball fields to Park View School/Murdy Park per the terms of the Agreement approved by the City Council and our Board of Trustees. Nuvis Landscape Architects and Planning estimated the cost of the relocation of the ball fields and site amenities at \$444,805 in 1998. An income stream provided by the Lowe’s ground lease

agreement is required to offset the relocation expenses, as well as, financial participation by the City of Huntington Beach and the Ocean View Little League in the relocation. It is the School District's intent to have the Little League fields relocated by the time the building permits are needed by Lowe's in accordance with the Agreement between the City and the School District and as correctly stated in Mitigation Measure R-1 of the Draft EIR.

Thank you for the opportunity to comment on the proposed project. If you have any questions regarding the School District's comments, please contact me at (714) 847-2551 ext. 1309.

Response 9.3

As indicated previously under Response 1.1, page 210 of the Draft EIR indicates that the project site contains a total of six fields currently being used by youth sports organizations for Ocean View Little League (OVLL) baseball. However, according to the Huntington Beach Community Services Department, OVLL has moved its Challenger Division to a field located in the City of Westminster,² and it is now only necessary to relocate a total of five (5) ballfields. Therefore, only five fields require relocation at the Park View site.

Furthermore, based on comments on behalf of Ocean View Little League, as well as the comment from Dr. James Tarwater as stated above, Ocean View School District, Mitigation Measure R-1 from the Draft EIR has been revised to address relocation of the ballfields in more specific terms. The revised mitigation measure shall read as follows:

Prior to any disruption of Ocean View Little League's (OVLL) established use of Rancho View School, the following shall occur:

In accordance with the 'Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements upon Certain Portions of City and District Property' as approved on September 5, 2000, five OVLL fields shall be relocated from the former Rancho View School site to Park View School with approximately 109 additional parking spaces provided at Murdy Park. The complete relocation of all five fields shall occur prior to any building or construction activity at the Rancho View School site that disrupts OVLL's established use of the site. Currently, OVLL's established use of Rancho View School consists of tryouts in January with the baseball season commencing in February and ending in June. "Complete relocation" shall be defined as five fields finished and ready for use by OVLL. No loss of the baseball season for OVLL shall occur.

² *Dave Dominguez, Manager, Facilities/Development and Concessions of the Huntington Beach Community Services Department, June 2003.*

Please refer to Section IV. Additions and Corrections to the Draft EIR, of this document for the revised location of this text in the Draft EIR. No corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

LETTER NO. 10

Date Received: June 18, 2003

Timothy Neely, Manager
County of Orange
Environmental Planning Services Division
300 North Flower Street
P.O. Box 4048
Santa Ana, California 92702-4048

SUBJECT: DEIR for Lowe's Home Improvement Warehouse Project

Comment 10.1

The above referenced item is a Draft Environmental Impact Report (DEIR) for the City of Huntington Beach. The Project is located at 8181 Warner Avenue (northeast corner of Beach Boulevard and Warner Avenue) and the project proposes the redevelopment and intensification of 25.6-acres with commercial/retail, office, and restaurant uses and associated surface parking and landscaped areas.

The County of Orange has reviewed the DEIR and offers the following comments:

Response 10.1

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. The concerns expressed in this letter are addressed individually below.

Comment 10.2

FLOOD

1. The Proposed Project is the development of a commercial retail center at a former elementary school site. The change in land use is expected to result in increased runoff and has the potential to adversely impact the Ocean View Channel (C06) that borders the project site to the north. Since the City of Huntington Beach is responsible for land use changes, the City should ensure that existing conditions along Ocean View Channel and areas adjacent to or within floodplains upstream and downstream of the project site are not made worse as a result of proposed project.

Response 10.2

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. The criteria utilized in the preparation of the drainage study and the design of the proposed project storm drain facilities, ensure that the existing conditions upstream and downstream along Ocean View Channel are not made worse by the development of the proposed commercial center. Existing site conditions were analyzed based on pre-1986 design criteria from the Orange County Hydrology Manual with the site as presently developed as a school site. This established a conservative base-line condition. Peak runoff values for 10, 25 and 100-year storm events were used to model expected runoff under fully developed conditions. The proposed drainage system is designed to limit storm discharge to the peak runoff of a 10-year storm using pre-1986 design criteria. All runoff exceeding this baseline is retained on site until it can be discharged when the peak flows have dissipated.

Furthermore, the City Public Works Department has placed conditions of approval onto the proposed project, which also address the County's concern regarding runoff and the potential for the project to adversely impact the Ocean View Channel (C06). Please refer below to the specific conditions:

Hydrology and hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms and back to back storms shall be analyzed). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency.

- a. Flows leaving the site in the developed condition shall be restricted to pre-1986 Q_{10} runoff quantities. All other flows shall be retained on-site until the peak storm has passed.
- b. A maximum depth of 8 inches of water will be allowed to be retained and ponded on-site in the parking area of the project during major storm events, a maximum of 30 percent of the parking stalls may be inundated in the 100-year storm condition, the ponding shall be located in a remote portion of the parking lot, and one clear drive aisle between the main project entrance on Warner Avenue and the westerly driveway on B Street shall be elevated above the high water limit. Prior to issuance of a building permit, the developer shall indemnify and defend the City from any claims for damages caused by the developer's decision to collect storm water on the parking area by recording a covenant on the property, and signs shall be posted within the parking lot warning patrons of potential flooding. The covenant

shall be reviewed and approved by the City Attorney's Office prior to recordation.

Comment 10.3

2. The Ocean View Channel was built in the 1960s and does not meet the Orange County Flood Control District's (OCFCD) current design criteria. In spite of the fact that the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map for the area indicates that the 100-year-flood (based on existing land uses) is contained in the existing channel, OCFCD's approved 100-year-design discharges (based on ultimate land uses) are usually higher than the discharges used by FEMA for floodplain purposes. Due to this fact and the age of the facility, the City should, as a condition of development, require the project proponent to protect the proposed development by ensuring that the development is indeed safe from flooding resulting from Ocean View Channel in a 100-year storm event. If channel improvements are to be accomplished as part of this process it should be done in consultation with the County's Flood Control Division.

Response 10.3

Section IV.E., Hydrology and Water Quality of the Draft EIR, contains a discussion of drainage, water quality and flooding. The drainage study utilized design water surface elevations for Ocean View Channel (Facility C06) provided by the County of Orange and contained in Appendix A6 of the study. Although the comment infers that the existing channel may not contain the 100-year flood, neither the County, nor FEMA has revised data or high water surface elevations that would indicate that the comment is correct. According to FEMA's Flood Insurance Rate Map (FIRM) dated June 14, 2000, the project site is located in Flood Zone X, considered a minimal risk for flooding. Development standards for properties located within flood zones are contained within Chapter 222, Floodplain Overlay District of the Huntington Beach Zoning and Subdivision Ordinance. Because the subject property is located in Flood Zone X, the development is not subject to flood-proofing, pad elevation, or other unique flood protection standards. Like other agencies, the County of Orange was given the opportunity to review and comment on FEMA's FIRM map prior to adoption. There is no nexus to require the project developer to incorporate flood control measures above and beyond those required by FEMA's FIRM map and the City's Floodplain Overlay District. As discussed in the Draft EIR and in Response 10.2, storm runoff in excess of existing 10-year peak flows will be contained on-site until the peak flows have dissipated. The proposed storm drain system and associated improvements will not exacerbate flooding within the vicinity of the project.

Comment 10.4

3. A cursory review of the hydrology/hydraulic analyses for the proposed project showed that the analyses were inconsistent with the current criteria of the Orange County Hydrology Manual (OCHM), Addendum No. 1 to OCHM and the Orange County Local

Drainage Manual. The City will need to review the analyses and ascertain whether the proposed mitigation measures are adequate to provide flood protection for the development, existing channel hydraulic conditions are not made worse and that any existing flooding problems upstream and downstream of the project site are not transferred elsewhere or made worse.

Response 10.4

The comment does not address specifically what criteria the County determined were inconsistent with the Orange County Hydrology Manual (OCHM), Addendum No. 1 to OCHM and the Orange County Local Drainage Manual. Therefore a specific response to this comment cannot be presented. The criteria and methodology utilized in the drainage study is consistent with standard practices utilized to evaluate the impacts of development on storm drainage. The criteria and methodology utilized for the drainage study were approved by the City Public Works Department after extensive review. As discussed in the Responses 10.2 and 10.3, the design of proposed storm drain system and the implementation of City policies and requirements will ensure that hydraulic conditions in the existing channel are not made worse or impact flooding problems in other areas.

Comment 10.5

4. The project proposes to connect storm drain systems “A” and “B” to Ocean View Channel. Because of the deficiencies with Ocean View Channel (see 2 above) it will be necessary for project proponent to demonstrate that Ocean view hydraulics is not made worse and that impacts if adverse are being mitigated properly. All work within the OCFCD right-of-way requires permit from the County’s Public Property Permits Section. For information regarding permit application, contact Doug Witherspoon at (714) 834-2366.

Response 10.5

As indicated in the Response 10.3, the drainage study utilized design water surface elevations for Ocean View Channel (Facility C06) provided by the County. The County has not documented alleged deficiencies in the existing Ocean View Channel and the project site is not located in a special flood hazard zone. The drainage study presently demonstrates that the channel hydraulics is not negatively impacted by the project. The proposed connections to the existing channel will require an OCFCD permit.

Comment 10.6

5. Floodplains that could be affected by the proposed project should be analyzed and Letters of Map Revision (LOMR) processed via Federal Emergency Management Agency.

Response 10.6

As indicated in Response 10.3, the project site is located in Flood Zone X, according to FEMA's Flood Insurance Rate Map (FIRM) dated June 14, 2000. Floodplains in the vicinity of the project site will not be affected by development of the proposed project and therefore a Letter of Map Revision (LOMR) is not required with FEMA.

Comment 10.7

WATER QUALITY

6. The proposed project is considered a priority project pursuant to Section 7 of the Countywide Drainage Area Management Plan (DAMP). As such, appropriately sized treatment control Best Management Plan Practices (BMPs) are required to be included in the WQMP consistent with the 2003 DAMP New Development Appendix. The treatment control BMPs must be sized appropriately based on storm volume or flow from the proposed development. Guidance on treatment control BMPs can be found in Section 7 of the DAMP and exhibit 7-II.

Response 10.7

Water quality impacts of the proposed project were extensively discussed in Appendix E of the Draft EIR, Drainage Study, including the regulatory requirements, and summarized in Section IV.E., Hydrology and Water Quality of the Draft EIR. As described in the Draft EIR, the project will comply with the California Statewide NPDES permit during construction. A Water Quality Management Plan (WQMP) consistent with the New Development requirements of the 2003 Drainage Area Management Plan (DAMP) will be required by the Conditions of Approval.

Comment 10.8

Thank you for the opportunity to respond to the DEIR. If you have any questions, please contact Charlotte Harryman at (714) 834-2522.

Response 10.8

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 11

Date Received: June 18, 2003

Robert F. Joseph, Chief
California Department of Transportation
IGR/Community Planning Branch
District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

Subject: Lowe's Home Improvement Warehouse

Comment 11.1

Thank you for the opportunity to review and comment on the Draft Environmental Impact (EIR) Report for Lowe's Home improvement Warehouse dated May 2003. The proposed project consists of the redevelopment and intensification of a 2506-acre site consisting of three areas (A, B1 and B2). The applicant proposes to develop an approximate 159,3000 square foot Lowe's Warehouse and an approximate 9,000 square foot restaurant on the former Rancho View School Site (Area A). No development is proposed on area B1 at this time, however the EIR analyzes the development of this 6.3-acre site to a commercial/retail, office, and restaurant use. A zoning map amendment is requested on the former school bus maintenance facility (Area B2) but no development is proposed at this time. The project is located on the corner of Beach Boulevard and Warner in the city of Huntington Beach. The nearest state routes to the project are I-405 and SR-39.

Caltrans District 12 status is a responsible agency on this project and has the following comments:

Response 11.1

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. The concerns expressed in this letter are addressed individually below.

Comment 11.2

1. Existing Traffic Volumes: The existing traffic volumes used for the analysis are outdated by three years. In order to correctly determine current as well as future LOS' [*sic*], the volumes need to be updated. Please update the traffic analysis accordingly.

Response 11.2

New traffic counts were conducted at all of the study intersections that were previously analyzed in the Draft EIR in July 2003 to review the validity of the conclusions of the previous report and update analyses. The count data is included for review in Appendix A of this document. The new traffic count data was compared with the previous count data found in Appendix H, Traffic Impact Analysis, of the Draft EIR. The comparison indicated that the new count data was generally lower than the traffic count data used in the previous traffic study. Therefore, the previous study results represent a conservative evaluation of potential project impacts. Since new information was obtained, the project traffic impact analyses were updated to reflect the most recent data. As a result, a supplemental traffic study has been prepared to document the new information, analyses results, conclusions and recommendations (refer to Appendix A). Additional details are provided in the following responses to comments.

Comment 11.3

2. Page1, Second Paragraph: indicated opening Day is year 2002. Opening Day should be re-scheduled and the analysis should be updated accordingly.

Response 11.3

As new counts were conducted (Year 2003), the ICU worksheets were updated with a growth factor to the Year 2005. The ICU analyses were re-analyzed and two of the study intersections, which were previously operating at an unacceptable Level of Service with the project (i.e., Warner/Beach and Warner/Newland), are now operating at acceptable Level of Service under Opening Day plus project conditions. However, further analysis of Buildout conditions is required. Under the General Plan, Warner Avenue between Gothard Street and Magnolia Street is shown at Buildout as an eight-lane facility. The intersections along this stretch of Warner, between Gothard and Magnolia, which were analyzed, were recalculated to determine potential impact. The intersection analyses were recalculated with the General Plan lane configurations, and the results indicate that the three study intersections of Heil/Beach, Warner/Beach, and Warner/Newland would operate at unacceptable Levels of Service during the P.M. peak hours. Mitigation Measure T-1 and T-3 of the Draft EIR to address Heil/Beach and Warner/Newland, respectively, still apply to the project. Mitigation Measure T-2 to address Warner/Beach has been revised to require contribution of the applicant's fair share to the addition of a northbound right turn lane rather than a westbound right turn lane. This improvement has been identified as a needed improvement within the City of Huntington Beach General Plan Circulation Element. Furthermore, review of the existing car wash development that is located at the southeast corner of Warner/Beach also reflects that this improvement is needed. Please refer to Section IV. Additions and Corrections to the Draft EIR, of this document for a description of revised traffic mitigation in the Draft EIR. No corrections to the conclusions of the Draft EIR are necessary due to the above-described revision.

The updated ICU worksheets and the detailed analyses and results are presented in the supplement to the project traffic study dated September, 2003, included in Appendix A of this document.

The two intersections of Warner/Magnolia and Warner/Gothard, which were shown to operate at unacceptable Levels of Service under Buildout conditions with the project, are now operating at acceptable Levels of Service with the eight-lane facility on Warner Avenue. Therefore, Mitigation Measure T-4 of the Draft EIR, which addresses Warner/Magnolia, would not be required under the Buildout condition, but as previously described under Response 7.2, would be required under project Opening Day conditions. Mitigation Measure T-5 to address Warner/Gothard is no longer required.

Comment 11.4

3. Page 2, Second Paragraph: A signal is proposed at the main entrance on the [*sic*] Warner Avenue, but the traffic signal warrant analysis for this location is not included in the report. Our concern is the intersection spacing between this location and Beach/Warner. Please refer to warrant #5 of the signal warrants analysis in Caltrans Traffic Manual.

Response 11.4

A traffic signal warrant was completed for the main entrance to the proposed facility and Warner Avenue. Both Warrant 5 and Warrant 11 were utilized and indicate a need for signalization. The signal warrant worksheets are included for review.

Comment 11.5

4. Page 15, Third Paragraph: The analysis uses trip generation estimates retrieved from SARA traffic model. Caltrans recommends ITE trip generation analysis. Page 26, Table 9: The table indicates that, for the long range, the intersection of Beach/Warner will be degraded to 1.05/F with area B1, due to the project traffic. Additional traffic mitigation is required.

Response 11.5

The underlying basis for the rates utilized in the SARA model are trip generation rates from the ITE publication *Trip Generation*. When the model is performed, there is some interaction between the land use within the model in each zone which will provide for a slightly different trip generation output if a straight comparison is conducted between the rates generated by the model and those shown in the ITE publication.

The following values are found in the updated traffic information provided in the supplement to the project traffic study dated September 2003 (Appendix A of this document).

The intersection of Beach/Warner under long-range conditions is shown to operate at an ICU/LOS of 0.96/E under long-range conditions without the project. When the project is added, the ICU/LOS increases to 0.99/E. Mitigation measures are recommended which would mitigate the project's impact back to a less than 0.02 impact, or 0.97/E. Additional measures, beyond what is indicated in the supplement, are not required to mitigate the project's impact. It is recognized that additional improvements would be needed to ensure that the intersection does not exceed the minimum level of service standard based on other area traffic volume increases, not attributable to the project.

Comment 11.6

5. The traffic analysis addressed in [*sic*] traffic impacts and mitigation measures for intersections only. Please include the Roadway Links traffic impacts and mitigation measures in the analysis.

Response 11.6

Twenty-four hour directional counts were conducted at 17 locations with three locations along Beach Boulevard obtained from the Caltrans website. The count data is included in Appendix A of this document for review. Table A.1 in Appendix A of this document indicates the Roadway Link Capacity Analysis Summary. Based upon the results of the analyses, nine street segments would not meet the City's minimum level of service standard with the proposed project under post-project conditions. However, only two of the roadway segments, Warner Avenue from Beach to Newland and Warner Avenue from Newland to Magnolia would have a volume to capacity (v/c) increase with the project of greater than 0.03, which is beyond the City's threshold. Neither of these road segments exceed the City's second criteria in evaluating street segments (terminal intersections of each segment not operating at an acceptable level of service); therefore, no further improvements are necessary.

Under Buildout conditions, the road segment analysis results indicate that 10 of the road segments would not meet the City's minimum level of service standard with the proposed project. However, none of the road segments exceed the minimum threshold of a v/c increase with the project of 0.03 or less. No further improvements are necessary on the study road segments.

Comment 11.7

6. If any project/work (e.g. street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) occurs in the vicinity of the Caltrans Right-of-Way, an encroachment permit would be required and environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans requirements, additional documentation would be required before approval of the encroachment permit. Please

coordinate with Caltrans to meet requirements for any work within or near Caltrans Right-of-Way. (See Attachment: *Environmental Review Requirements for Encroachment Permits*)

Response 11.7

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

Comment 11.8

7. All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. Any runoff draining into Caltrans Right of Way from construction operations, or from the resulting project, must fully conform to the current discharge requirements of the Regional Water Quality Control Board to avoid impacting water quality. Measures must be incorporated to contain all vehicle loads and avoid any tracking or materials, which may fall or blow onto Caltrans roadways or facilities. (See Attachment: *Water pollution Control Provisions*)

Response 11.8

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. Please refer to Section IV.E. Hydrology and Water Quality of the Draft EIR for a discussion of the applicable programs and regulations related to water quality, drainage, and flooding that pertain to development of the project site, as well as an analysis of potential impacts related to stormwater hydrology and surface water quality resulting from implementation of the proposed project.

Comment 11.9

Please continue to keep us informed of this project and other future developments, which could potentially impact our transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Response 11.9

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 12

Data Received: June 16, 2003

Al Hendricker, Chairman
City of Huntington Beach
Environmental Board

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR LOWE'S HOME
IMPROVEMENT WAREHOUSE (EIR No. 00-01)

Comment 12.1

The Environmental Board of the City of Huntington Beach is pleased to submit comments and recommendations regarding the subject Environmental Impact Report ("EIR"). After reviewing the EIR and discussing it at our June meeting, the Environmental Board voted to submit comments and recommendations reflecting the issues discussed below.

Response 12.1

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. The concerns expressed in this letter are addressed individually below.

Comment 12.2

1. It is unclear whether or not the Ocean View School District is required to find replacement facilities for loss of the baseball fields (approximately 6 acres) or just attempt to find available facilities at other sites by application of a goal. In addition, as described in the EIR, even though there will be a significant loss of open space, there exists no requirement for replacement. As a minimum, replacement of the baseball facilities should be mandated as part of the project. Also, the Home Depot project, also located on Warner Avenue, constructed new facilities for sports activities at the remaining school site and we believe that a similar option should be considered for this project, if not at this site, then at other school district sites.

Response 12.2

Page 210 of the Draft EIR indicates that the project site contains a total of six fields currently being used by youth sports organizations for Ocean View Little League (OVLL) baseball. However, according to the Huntington Beach Community Services Department, OVLL

has moved its Challenger Division to a field located in the City of Westminster,³ and it is now only necessary to relocate a total of five (5) ballfields. Therefore, only five fields require relocation at the Park View site. Please refer to Section IV. Additions and Corrections to the Draft EIR, of this document for the revised location of this text in the Draft EIR.

Furthermore, based on comments on behalf of Ocean View Little League, as well as comments from Dr. James Tarwater, Ocean View School District, Mitigation Measure R-1 from the Draft EIR has been revised to address relocation of the ballfields in more specific terms. The revised mitigation measure shall read as follows:

Prior to any disruption of Ocean View Little League's (OVLL) established use of Rancho View School, the following shall occur:

In accordance with the 'Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements upon Certain Portions of City and District Property' as approved on September 5, 2000, five OVLL fields shall be relocated from the former Rancho View School site to Park View School with approximately 109 additional parking spaces provided at Murdy Park. The complete relocation of all five fields shall occur prior to any building or construction activity at the Rancho View School site that disrupts OVLL's established use of the site. Currently, OVLL's established use of Rancho View School consists of tryouts in January with the baseball season commencing in February and ending in June. "Complete relocation" shall be defined as five fields finished and ready for use by OVLL. No loss of the baseball season for OVLL shall occur.

Please refer to Section IV. Additions and Corrections to the Draft EIR, of this document for the revised location of this text in the Draft EIR. No corrections to the analyses or conclusions of the Draft EIR are necessary due to the above-described revision.

Implementation of the above-described mitigation will reduce potential impacts related to the loss of recreational uses to a less than significant level. Notwithstanding, it is acknowledged that the proposed project would result in a loss of public open space within the City. As described on page 147, Section IV.F., Land Use and Planning, of the Draft EIR, this impact cannot be mitigated and therefore remains significant and unavoidable. As such, a statement of overriding considerations is required to approve the project; the City as a responsible agency will consider the statement of overriding considerations document in rendering a decision on the project.

³ *Dave Dominguez, Manager, Facilities/Development and Concessions of the Huntington Beach Community Services Department, June 2003.*

Comment 12.3

2. The project includes a requirement for clarifiers to be provided at each surface water drain inlet. However the discharge of all surface water drains into nearby Ocean View Channel that already contains contaminated water adding to ocean pollution, a significant problem for the City of Huntington Beach. We believe that several additional requirements should be imposed on this project to protect water which discharges onto our beaches.
 - All Dry weather discharges should be collected and diverted into receptors that do not discharge into the ocean. Although diversion is recommended for the entire project during dry weather, this requirement would be of particular benefit for the LOWE's garden retail area of the warehouse, due to the potential contamination levels of fertilizer.
 - All clarifiers should be fitted with oil and grease separation facilities.

Response 12.3

Water quality impacts of the proposed project were discussed in the drainage study, including current regulatory requirements. As described in the drainage report, the project will comply with the California Statewide NPDES permit to minimize short and long-term impacts on receiving water quality to the maximum extent practicable during construction. This will require the permittee to submit a Notice of Intent to comply with permit requirements and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will specify Best Management Practices (BMPs) that will effectively prohibit non-storm water discharges and to prevent construction pollutants from contacting storm water and leaving the construction site.

A Water Quality Management Plan (WQMP) consistent with the New Development requirements of the 2003 Drainage Area Management Plan (DAMP) will be required by the Conditions of Approval. This plan will describe the Best Management Practices (BMPs) to be incorporated into the project design and on-going operation of the facilities to control post-construction storm water impacts. The future WQMP will control non-storm water discharges and utilize both structural and non-structural BMPs to remove pollutants and improve storm water quality.

The comment proposes that the project be required to divert dry weather discharges to the sewer system rather than allowing these discharges to enter the storm drain system. The comment further emphasizes that this would be of particular benefit for the garden center discharges. This recommended BMP, as well as many others will be considered when the WQMP is reviewed for approval. Several potential BMPs are available to minimize dry weather

discharges, including regular parking lot sweeping, use of efficient irrigation systems, preventing excessive fertilizer and pesticide use. As discussed in the drainage study, it is anticipated that a specialized *Stormfilter* filtration device will be utilized for the garden center. This BMP utilizes specialized filter cartridges that have the ability to filter out pollutants expected from the garden center including pesticides, fertilizers, organic material and sediment. It is also anticipated that the *Stormceptor* devices discussed in the drainage report will be implemented as part of the final WQMP. These devices contain oil and water separators.

Comment 12.4

3. Due to Extensive paving of the project area that is now grassland, we believe that efforts to maximize groundwater percolation should be included. Surface water drainage from the parking areas should be directed through landscaped (green vegetated) ea to assist in replenishment of the groundwater aquifer. In addition, utilization of paving materials that enhance percolation should be utilized.

Response 12.4

The comment refers to the potential of diverting storm runoff to vegetated areas to enhance percolation and minimize runoff. In addition, the use of permeable paving materials is suggested as a possible BMP. The project design does not afford significant vegetated areas to allow detention and percolation of storm water flows. This type of BMP is typically utilized for larger projects significant areas can be safely set aside for detention and where adequate measures can be taken to protect ground water basins. The use of permeable asphalt is not consistent with the high traffic volumes and truck usage of the paved areas. However, the proposed drainage system is designed to limit storm discharge to the peak runoff of a 10-year storm using pre-1986 design criteria. All runoff exceeding this baseline is retained on site until it can be discharged when the peak flows have dissipated.

Comment 12.5

4. Due to the significant impacts of traffic, there should be a requirement that all traffic mitigations be constructed and operational prior to issuing the Certificate of Occupancy for the warehouse facilities. We realize that due to cost sharing of traffic improvement mitigations, it may be more challenging to arrange for construction to be completed within the timeline specified. However, it would be reasonable for either the developer or Ocean View School District to advance funding for total construction in order to allow completion. Other creative options should also be considered.

Response 12.5

The EIR appropriately identifies the potential significant adverse impacts of the proposed project and the measures required to mitigate significant adverse impacts. There are several methods by which the project can satisfy the mitigation measure requirements. The traffic impact mitigation measures include several fair-share contributions, where the project itself is not entirely responsible for the implementation of the mitigation measure, or even the majority. Through the development of conditions of approval for the project under the Conditional Use Permit and Tentative Tract Map process, appropriate conditions would be developed to address the details of either the implementation of the measures or the satisfaction of the measures with a fair share contribution. Generally, it would be the City's intent to pursue the improvement of impacted areas as soon as appropriate funding can be programmed either through the pooling of multiple fair share contributions or the use of other funds such as grants or the traffic impact fee fund as appropriate. However, from a CEQA processing standpoint, it is appropriate to identify the project's fair share responsibility towards an improvement and the requirement to satisfy the fair share contribution prior to completion of the project. The Environmental Board's recommendation will be considered in developing conditions of approval for the project.

Comment 12.6

5. Lastly, there is presently a lack of specificity of the future development of the commercial facilities within the approximately 6 acre located adjacent to Beach Boulevard. As such, it is not reasonable for a review of the EIR as it applies to these facilities. Therefore, we recommend that when the developer has such definition and is prepared to move forward with a project, that phase of the project should be evaluated as a portion of this overall project and not as a stand-alone project. It may be necessary to circulate a revised EIR at that time and a language should be included in this EIR to that affect.

Response 12.6

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration. Any future development project as proposed for Area B1 would be subject to CEQA regulations in effect at that particular time. Depending on the future development proposal, this CEQA documentation may involve an addendum to this EIR, subsequent, or supplemental environmental documentation. At a minimum, a detailed traffic impact analysis would be required as described in Mitigation Measure T-6 of the EIR.

Comment 12.7

Environmental Board appreciates the opportunity to comment on this project and is available to discuss these comments is appropriate. Please contact me with any questions or comments you may have.

Response 12.7

The comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

IV. ADDITIONS AND CORRECTIONS TO THE DRAFT EIR

RESPONSE TO COMMENTS/FINAL EIR

IV. ADDITIONS AND CORRECTIONS TO THE DRAFT EIR

In response to comments received during the public review period from various agencies and organizations, the following additions and corrections to the Draft EIR are provided. Modifications to the Draft EIR are listed under Section titles as presented within the Draft EIR.

SUMMARY

F. SUMMARY OF PROJECT IMPACTS

- Table I-1 Summary of Project Impacts and Mitigation Measures included within the Draft EIR has been revised to reflect changes made to the Draft EIR as a result of comments received. Please refer to Section V., Final Executive Summary, of this document for Revised Table I-1. Revisions and additions are noted by redline/strikeout text.

IV. ENVIRONMENTAL IMPACT ANALYSIS

D. HAZARDS AND HAZARDOUS MATERIALS

1. Revise page 114, paragraph 1 of the Draft EIR to reflect that in August 2002, the School District contracted with General Pump Company for the proper abandonment of the groundwater production well located at the northwest corner of Area A, and appropriate abandonment of the groundwater well was filed and documented with the Orange County Environmental Health Agency and California Department of Water Resources. Note the following revisions to paragraph 1:

One groundwater production well and an associated above ground storage tank ~~have been did previously exist identified~~ at the northwestern corner of Area A. The school facility previously used the water from this well for drinking water and sanitary purposes; however, in August 2002, the School District contracted with General Pump Company to properly abandon the groundwater production well. Procedures to appropriately abandon the groundwater well were implemented and documentation was filed with the Orange County Environmental Health Agency and California Department of Water Resources (Permit #2-08-47 and Well Completion Report Number 731240). The associated water

~~storage tank also was removed from the site. No leakage was observed around the tank. No other storage tanks were observed on Area A.~~

2. Revise page 119 of the Draft EIR, deleting the last paragraph, which indicates that a groundwater production well and associated storage tank located at the northwest corner of Area A could remain.

3. Page 120 of the Draft EIR – delete Mitigation Measure HZ-1, as it is no longer necessary. Replace with the following text:

With adherence to applicable local, regional, states, and federal laws and regulations as previously discussed, no mitigation measures associated with the handling, use, or storage of hazardous materials during project construction would be required.

4. Page 120 of the Draft EIR, last sentence; delete reference to, “With incorporation of the mitigation measure outlined above.”

J. RECREATION

1. Revise Mitigation Measure R-1, which reads, “Prior to the issuance of building permits for the proposed project, the goal of OVSD should be to insure that all six Ocean View Little League fields within the former Rancho View School site are relocated at one site or in a manner that practically accommodates Ocean View Little League’s programs without undue hardship.”

Revised Mitigation Measure R-1 shall read as follows:

R-1 Prior to any disruption of Ocean View Little League’s (OVLL) established use of Rancho View School, the following shall occur:

In accordance with the 'Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements upon Certain Portions of City and District Property' as approved on September 5, 2000, five OVLL fields shall be relocated from the former Rancho View School site to Park View School with approximately 109 additional parking spaces provided at Murdy Park. The complete relocation of all five fields shall occur prior to any building or construction activity at the Rancho View School site that disrupts OVLL's established use of the site. Currently, OVLL's established use of Rancho View School consists of tryouts in January with the baseball season commencing in February and ending in June. “Complete relocation” shall be defined as five fields finished and ready for use by OVLL. No loss of the baseball season for OVLL shall occur.

I.2. POLICE PROTECTION

1. Revise page 197, paragraph 3, second sentence of the Draft EIR to clarify that the Police Department has 234 sworn officers, not 236.
2. Revise page 197, paragraph 3, last sentence of the Draft EIR to clarify that high priority calls have a response time of approximately 7.4 minutes from the time they are dispatched, not three to five minutes.
3. Revise page 199, paragraph 3, first sentence of the Draft EIR to clarify that high priority calls have a response time of approximately 7.4 minutes from the time they are dispatched, not three to five minutes.

K. TRAFFIC/CIRCULATION

1. Page 251; revise Mitigation Measure T-2 to read from, “Provide for a westbound right turn lane,” to “Provide for a northbound right turn lane.”
1. Page 251; delete Mitigation Measure T-5, as it is no longer necessary. The proposed project would no longer operate at unacceptable Levels of Service under post-project conditions at the intersections of Warner/Gothard.
2. Page 252; delete reference to Mitigation Measure T-5, as it is no longer necessary.

APPENDIX H. TRAFFIC IMPACT ANALYSIS

1. Revise page 7 of the Traffic Impact Analysis to read from “Slater/Warner” to “Slater/Newland”.

C. FIRE HAZARDS AND PROTECTIVE SERVICES

1. Revise Table III.C-1 to clarify that Station 28, in addition to its 4-person truck company, also houses a three-person engine and a two-person paramedic squad as follows:

V. FINAL EXECUTIVE SUMMARY

RESPONSE TO COMMENTS/FINAL EIR

V. FINAL EXECUTIVE SUMMARY

Table V-1

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
AESTHETICS		
a. Project Level		
The proposed project would completely alter the character and use of the project site.	The proposed project is subject to the design guidelines and development standards as outlined in the City Urban Design Guidelines manual and the recommendations of the Design Review Board and City staff, which would ensure that development of the project would not introduce elements that would substantially detract from the existing aesthetic character. No mitigation measures are required.	Less than significant.
The overall loss of community open space is subjective. Due to this subjectivity, it is concluded that the loss of open space is not a significant aesthetic impact of the proposed project. It has however been determined to be a significant land use impact, as discussed in Section IV. F, Land Use and Planning, of this document.	Refer to Section IV.F, Land Use and Planning of this document	Less than significant.
The proposed project would provide new sources of illumination on the site, resulting in potential light and glare impacts.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
<p>b. Program Level Although future development within Area B1 has not been specifically defined nor future tenants identified, certain assumptions have been made as to the type and amount of development that can be reasonably expected, which would involve the intensification of land uses in Area B1.</p>	<p>The proposed project is subject to the design guidelines and development standards as outlined in the City Urban Design Guidelines manual and the recommendations of the Design Review Board and City staff, which would ensure that development of the project would not introduce elements that would substantially detract from the existing aesthetic character. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>The development of Area B1 would provide new sources of illumination on the site, resulting in potential light and glare impacts.</p>	<p>The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.</p>	<p>Less than significant.</p>

AIR QUALITY

a. Project Level

<p>The proposed project would result in short-term construction air quality emissions that may exceed the SCAQMD daily significance thresholds.</p>	<p>AQ-1: During each phase of construction the use of heavy-duty construction equipment shall be limited to a comparable mix of equipment including concrete pumps, off-highway trucks, scrapers, cranes, backhoes, tracked loaders, forklifts, tracked tractors and dozers, wheeled loaders, compactors, and motor graders as identified in Appendix B so as not to exceed SCAQMD’s established thresholds of significance. AQ-2: During construction, trucks and vehicles in loading and unloading queues would be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.</p>	<p>Less than significant.</p>
---	--	-------------------------------

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
The project’s long-term operational regional emissions are anticipated to exceed SCAQMD daily significance threshold with regard to CO and NO _x emissions.	No mitigation measures are available to reduce this significant impact to a less than significant level.	Significant and unavoidable.
The proposed project could result in a potential impact related to local CO emissions “CO hot spots”.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
b. Program Level		
Similar to Project Level impacts – refer above.	Refer to Mitigation Measures AQ-1 and AQ-2 above.	Similar to Project Level – refer above.
GEOLOGY AND SOILS		
a. Project Level		
The proposed project could result in potential, although minimal, for non-seismic ground failure.	GS-1: Prior to issuance of grading permits for all areas of the project site, grading and site plans prepared by a licensed civil engineer shall be submitted to the Departments of Building and Safety and Public Works for review and approval. Such plans shall define the grading, excavation, and placement of fill on the project site, and shall incorporate the recommendations contained in the geotechnical report contained in Appendix C of the EIR.	Less than significant.
The proposed project could result in exposure of people to seismic hazards.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
<p>b. Program Level Similar to Project Level impacts – refer above.</p>	<p>Similar to Project Level mitigation measure.</p>	<p>Similar to Project Level – refer above.</p>
<p>HAZARDS AND HAZARDOUS MATERIALS</p>		
<p>a. Project Level Impacts related to asbestos, lead-based paint, or PCBs in existing Area A buildings would be considered significant if demolition of any structures found to contain such materials were to occur prior to appropriate stabilization and/or removal of the material in accordance with applicable regulations.</p>	<p>The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Although the groundwater production well and associated storage tank located at the northwest corner of Area A could remain in operation for future water use, these structures would likely be abandoned pursuant to permit requirements.</p>	<p>HZ-1: Prior to the issuance of a grading permit, the groundwater production well and associated storage tank located at the northwest corner of Area A shall be abandoned pursuant to permit requirements, unless they are intended for future use.</p>	<p>Less than significant.</p>
<p>The construction and on-going operation of the Lowe’s project may involve the use of hazardous materials in the form of paint, adhesives, surface coatings and other finishing materials, cleaning agents, and pesticides for landscaping purposes. In addition, potentially hazardous products may be stored on-site as store inventory.</p>	<p>The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.</p>	<p>Less than significant.</p>
<p>b. Program Level Similar to Project Level impacts – refer above.</p>	<p>Similar to Project Level mitigation measures – refer above.</p>	<p>Similar to Project Level – refer above.</p>

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
HYDROLOGY AND WATER QUALITY		
a. Project Level		
<p>The proposed development would increase the amount of impervious surface area resulting in an increase in the rate and amount of surface runoff generated from the site.</p>	<p>With implementation of the Standard City Polices and Requirements, other requirements set forth by other regulatory agencies, and proposed drainage improvements, the proposed project would not result in significant impacts associated with hydrology, water quality or flooding.</p>	<p>Less than significant.</p>
<p>Grading and construction activities on the project site have the potential to result in short-term water quality impacts. These activities may increase erosion and contribute sediment to surface waters. Additionally, improper handling of construction materials and/or equipment could potentially result in accidental spills that could adversely affect water quality.</p>	<p>With implementation of the Standard City Polices and Requirements, other requirements set forth by other regulatory agencies, and proposed drainage improvements, the proposed project would not result in significant impacts associated with hydrology, water quality or flooding.</p>	<p>Less than significant.</p>
<p>Operation of urban projects may produce street-generated pollutants such as tire wear residue, oil and grease, and metals, as well as fertilizers, pesticides, litter and dirt from landscaped areas. The proposed project has the potential to result in long-term impacts to water quality due to the addition of pollutants typical of urban runoff and the increase in site activities.</p>	<p>With implementation of the WQMP, the project would not result in a significant degradation of surface water quality, and no mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Project improvements would not substantially alter the flooding potential of the area, which is already classified as minimal by FEMA.</p>	<p>The proposed storm drainage system and associated improvements would reduce flooding in the vicinity, which is already classified as minimal. Therefore, no mitigation measures are required.</p>	<p>Less than significant.</p>

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
b. Program Level		
Similar to Project Level impacts – refer above.	Similar to Project Level mitigation measures – refer above.	Similar to Project Level – refer above.
LAND USE AND PLANNING		
a. Project Level		
The proposed project is inconsistent with the goals and policies of the Circulation Element.	No feasible mitigation. Refer to Traffic and Circulation below.	Significant unavoidable impact.
The proposed project is inconsistent with the General Plan goals and policies of the Air Quality Element.	No feasible mitigation. Refer to Air Quality above.	Significant unavoidable impact.
The proposed project is inconsistent with the Environmental Resources/Conservation Element due to the loss of public open space.	No feasible mitigation.	Significant unavoidable impact.
b. Program Level		
The proposed project is inconsistent with the goals and policies of the Circulation Element.	Refer to Traffic and Circulation below.	Significant unavoidable impact.
The proposed project is inconsistent with the General Plan goals and policies of the Air Quality Element.	Refer to Air Quality above.	Significant unavoidable impact.
NOISE		
a. Project Level		
Noise disturbances in the areas located adjacent to project site can be expected during construction.	Construction noise is exempt from municipal code requirements. However, the following mitigation measures are recommended:	Less than significant.

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
Noise disturbances associated with traffic can be expected with implementation of the proposed project.	<p>N-1: The project contractor(s) shall place all stationary construction equipment as far as feasible from near-site residential receptors and situated so that emitted noise is directed away from those sensitive receptors located to the north, south, and east of the project site.</p> <p>N-2: The construction contractor shall locate equipment staging areas in the central portion of the site to create the greatest distance between construction-related noise sources and sensitive receptors during all project site preparation, grading, and construction activities.</p>	Less than significant.
Noise disturbances associated with the long-term operation of the proposed project including loading dock, customer loading, and staging area activities, and trash compactor noise can be expected.	Noise generated by the long-term operation is not expected to exceed allowable noise levels under the City’s Noise Ordinance. No mitigation measures are required.	Less than significant.
b. Program Level		
Noise disturbances in the areas located adjacent to project site can be expected during construction.	Refer to Mitigation Measures N-1 and N-2 above.	Less than significant.
Noise disturbances associated with traffic can be expected with implementation of the proposed project.	Although potential impacts are not anticipated, future studies would be required at which time that future development applications are submitted.	Less than significant.

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
POPULATION AND HOUSING		
a. Project Level		
There is no existing housing within Area A. Therefore, no housing would be removed as part of the project.	No mitigation measures are required.	No impact.
The project would not result in a significant increase in population and no additional housing would be needed to accommodate project employees. Therefore, the project would not substantially alter the location, distribution, density, or growth rate of the population or housing in the area.	No mitigation measures are required.	Less than significant.
b. Program Level		
Development of Area B1 would require the removal of nine occupied residential units.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
Development at the program level would not substantially alter the location, distribution, or growth rate of population or housing in the area.	No mitigation measures are required.	Less than significant.
PUBLIC SERVICES		
Fire		
a. Project Level		
The proposed project could have the potential to result in a significant impact to the provision of fire protection and emergency medical services.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
b. Program Level		
The proposed project could have the potential to result in a significant impact to the provision of fire protection and emergency medical services.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
Police		
a. Project Level		
The proposed project could have the potential to result in a significant impact to the provision of law enforcement services.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
b. Program Level		
The proposed project could have the potential to result in a significant impact to the provision of law enforcement services.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
Schools		
a. Project Level		
Development of Area A would result in the removal of the former Rancho View School buildings and all associated uses, thereby eliminating the possibility that the Rancho View School could be re-opened. The project site has not served as an open education facility for students for the past 25 years and would not adversely impact the level of service presently provided.	No mitigation measures are required.	Less than significant.
Implementation of the proposed project would not appreciably increase the local population or generate additional students that may affect school capacity.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
<p>b. Program Level Implementation of the proposed project is not expected to appreciably increase the local population or generate additional students that may affect school capacity.</p>	<p>The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.</p>	<p>Less than significant.</p>
<p>RECREATION</p>		
<p>a. Project Level The proposed project will result in the loss of ball fields that are currently used by youth sport teams.</p>	<p>R-1: Prior to the issuance of building permits for the proposed project, the goal of OVSD should be to insure that all six Ocean View Little League fields within the former Rancho View School site are relocated at one site or in a manner that practically accommodates Ocean View Little League's programs without undue hardship.</p> <p><u>R-1: Prior to any disruption of Ocean View Little League's (OVLL) established use of Rancho View School, the following shall occur:</u> <u>In accordance with the 'Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements upon Certain Portions of City and District Property' as approved on September 5, 2000, five OVLL fields shall be relocated from the former Rancho View School site to Park View School with approximately 109 additional parking spaces provided at Murdy Park. The complete relocation of all five fields shall occur prior to any building or construction activity at the Rancho View School site that disrupts OVLL's established use of the site.</u></p>	<p>Less than significant.</p>

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
b. Program Level	<p><u>Currently, OVLL's established use of Rancho View School consists of tryouts in January with the baseball season commencing in February and ending in June. "Complete relocation" shall be defined as five fields finished and ready for use by OVLL. No loss of the baseball season for OVLL shall occur.</u></p>	
<p>The future development of Area B1 would not result in impacts associated with the loss or demand for parkland, open space or recreational opportunities.</p>	<p>No mitigation measures required.</p>	<p>Less than significant.</p>
TRANSPORTATION AND CIRCULATION		
a. Project Level		
<p>The proposed project would have a significant impact on traffic and circulation without the incorporation of mitigation measures. Several key intersections (Heil Avenue/Beach Boulevard, Warner Avenue/Gothard Street, Warner Avenue/Beach Boulevard, Warner Avenue/Newland Street, Warner Avenue/Magnolia Street) would fall below the acceptable LOS.</p>	<p>T-1 Heil Avenue & Beach Boulevard – Provide a second westbound through lane (combination through and right turn) and remove the westbound right turn lane. Provide a second northbound left turn lane and a second southbound left turn lane.</p> <p>T-2 Warner Avenue & Beach Boulevard: Provide for a westbound <u>northbound</u> right turn lane.</p> <p>T-3 Warner Avenue & Newland Street: Provide for a southbound right turn lane and a westbound right turn lane.</p> <p>T-4 Warner Avenue & Magnolia Street: Provide for a second northbound left turn lane.</p> <p>T-5 Warner Avenue & Gothard Street: Provide</p>	<p>Less than significant.</p>

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
<p>The proposed project would have a significant impact on traffic and circulation without the incorporation of mitigation measures to the intersections of Warner Avenue/Rotterdam, Warner Avenue/B Street.</p>	<p>for a westbound right turn lane.</p> <p>No feasible mitigation measures.</p>	<p>Significant and unavoidable.</p>
<p>b. Program Level</p>	<p>T-6T-5 Prior to issuance of site development permits, the applicant shall provide a Traffic Impact Study as determined by City staff, to ensure that proposed development meets all applicable provisions of the Orange County Congestion Management Program and the Growth Management Plan. The Traffic Impact Study shall provide detailed mitigation measures as outlined in the CMP. The Traffic Impact Study shall also analyze and evaluate the effects on adjacent land uses and surrounding neighborhoods.</p>	<p>Significant and unavoidable.</p>
<p>UTILITIES</p>		
<p>Electricity and Gas</p>		
<p>a. Project Level</p>	<p>The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.</p>	<p>Less than significant.</p>

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
b. Program Level		
Development to occur within Area B1 would result in a demand for electricity and natural gas.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
Water		
a. Project Level		
Development within Area A as proposed could result in significant impacts to water supply or infrastructure.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
b. Program Level		
Expected development to occur within Area B1 could result in significant impacts to water supply or infrastructure.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
Sewer		
a. Project Level		
Development within Area A as proposed could result in significant impacts to sewer facilities or infrastructure.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
b. Program Level		
Expected development to occur within Area B1 could result in significant impacts to sewer facilities or infrastructure.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.

Table V-1 (Continued)

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Significance After Mitigation
Solid Waste		
a. Project Level		
Construction and operation of uses within Area A could result in significant impacts to solid waste collection and disposal services, and landfill capacity.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.
b. Program Level		
Expected development to occur within Area B1 could result in significant impacts to solid waste collection and disposal services, and landfill capacity.	The project would implement Standard City Policies and Requirements. Therefore, no mitigation measures are required.	Less than significant.

VI. MITIGATION MONITORING PROGRAM

RESPONSE TO COMMENTS/FINAL EIR

VI. MITIGATION MONITORING PROGRAM

As of January 1, 1989, the California Environmental Quality Act (CEQA) requires a Mitigation Monitoring and Reporting Program (MMRP) for projects where mitigation measures are a condition of their approval and development. This program has been prepared in compliance with the requirements of Section 21081.6 of CEQA. The Final Environmental Impact Report for the proposed Lowes Home Improvement Warehouse/Northeast Corner of Beach and Warner Project identifies the potential significant environmental impacts associated with the proposed project and specifies a series of measures designed to mitigate adverse impacts to the environment. Table VI-1 on the following page lists all the mitigation measures adopted in connection with approval of the proposed project. The MMRP describes the procedures the applicant will use to implement the mitigation measures and identifies at what point the mitigation measure is to be monitored. Monitoring refers to the observation of mitigation activities at the project site, in the design of plans or in the operation of the proposed project. Table VI-1 also identifies the agency or party responsible for implementation of the mitigation, and the monitoring agency or party.

Table VI-1

MITIGATION MONITORING PLAN SUMMARY TABLE

Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
AIR QUALITY				
Project Level and Program Level				
Construction Phase Mitigation				
<p>SCAQMD Rule 403 and Standard City Policies and Requirements already incorporate all feasible fugitive dust and engine emissions control measures. It is recommended that the following mitigation measures be implemented to insure that construction-related NO_x emissions remain below SCAQMD daily significance thresholds:</p>				
<p>AQ-1 During each phase of construction the use of heavy-duty construction equipment shall be limited to a comparable mix of equipment including concrete pumps, off-highway trucks, scrapers, cranes, backhoes, tracked loaders, forklifts, tracked tractors and dozers, wheeled loaders, compactors, and motor graders as identified in Appendix B so as not to exceed SCAQMD's established thresholds of significance.</p>	<p>Limit use of heavy-duty construction equipment to a comparable mix of equipment including concrete pumps, off-highway trucks, scrapers, cranes, backhoes, tracked loaders, forklifts, tracked tractors and dozers, wheeled loaders, compactors, and motor graders.</p>	<p>During grading and construction activities</p>	<p>Applicant</p>	<p>City of Huntington Beach Department of Public Works</p>
<p>AQ-2 During construction, trucks and vehicles in loading and unloading queues would be kept with their engines off, when not in use, to reduce vehicle emissions.</p>	<p>Trucks and vehicles in loading and unloading queues should be kept with their engines off, when not in use.</p>	<p>During grading and construction activities</p>	<p>Applicant</p>	<p>City of Huntington Beach Department of Public Works</p>

Table VI-1 (Continued)

MITIGATION MONITORING PROGRAM SUMMARY TABLE

Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
GEOLOGY AND SOILS				
Project Level				
GS-1 Prior to issuance of grading permits for all areas of the project site, grading and site plans prepared by a licensed civil engineer shall be submitted to the Departments of Building and Safety and Public Works for review and approval. Such plans shall define the grading, excavation, and placement of fill on the project site, and shall incorporate the recommendations contained in the geotechnical report contained in Appendix C of the EIR.	Submittal of grading and site plans to Departments of Building and Safety and Public Works, defining the grading, excavation, and placement of fill on the project site and incorporating geotechnical report recommendations (Appendix C of EIR).	Prior to issuance of grading permits	Applicant	Departments of Building and Safety and Public Works
NOISE				
Construction Phase Mitigation				
N-1 The project contractor(s) shall place all stationary construction equipment as far as feasible from near-site residential receptors and situated so that emitted noise is directed away from those sensitive receptors located to the north, south, and east of the project site.	Place stationary construction equipment away from near-site residential receptors so that noise is directed away from sensitive receptors.	During grading and construction activities.	Applicant	City of Huntington Beach Public Works Department
N-2 The construction contractor shall locate equipment staging areas in the central portion of the site to create the greatest distance between construction-related noise sources and sensitive receptors during all	Locate equipment staging areas in the central portion of the site.	During grading and construction activities.	Applicant	City of Huntington Beach Public Works Department

Table VI-1 (Continued)

MITIGATION MONITORING PROGRAM SUMMARY TABLE

Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
<p>project site preparation, grading, and construction activities.</p>				
RECREATION				
Project Level				
<p>R-1 Prior to any disruption of Ocean View Little League’s (OVLL) established use of Rancho View School, the following shall occur:</p>	<p>Relocate five OVLL fields from the former Rancho View School site to Park View School with approximately 109 additional parking spaces provided at Murdy Park.</p>	<p>Prior to disruption of OVLL’s established use of Rancho View School.</p>	<p>OVSD</p>	<p>City of Huntington Beach Planning and Community Services Departments</p>
<p>In accordance with the 'Agreement Between the City of Huntington Beach and the Ocean View School District for Joint Development of Improvements and Joint Use of Improvements upon Certain Portions of City and District Property' as approved on September 5, 2000, five OVLL fields shall be relocated from the former Rancho View School site to Park View School with approximately 109 additional parking spaces provided at Murdy Park. The complete relocation of all five fields shall occur prior to any building or construction activity at the Rancho View School site that disrupts OVLL's established use of the site. Currently, OVLL's established use of Rancho View School consists of tryouts in January with the baseball season commencing in February and ending in June. “Complete relocation” shall be defined as five fields finished and ready for use by</p>				

Table VI-1 (Continued)

MITIGATION MONITORING PROGRAM SUMMARY TABLE

Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
OVLL. No loss of the baseball season for OVLL shall occur.at one site or in a manner that practically accommodates Ocean View Little League’s programs without undue hardship.				
TRAFFIC/CIRCULATION				
Project Level				
T-1 Heil Avenue & Beach Boulevard – Provide a second westbound through lane (combination through and right turn) and remove the westbound right turn lane. Provide a second northbound left turn lane and a second southbound left turn lane.	Pay fair share cost contribution for improvements (18.7%)	Prior to final inspection and issuance of occupancy permit.	Applicant	City of Huntington Beach Public Works Department
T-2 Warner Avenue & Beach Boulevard: Provide for a northbound right turn lane.	Pay fair share cost contribution for improvements (34.5%)	Prior to final inspection and issuance of occupancy permit.	Applicant	City of Huntington Beach Public Works Department
T-3 Warner Avenue & Newland Street: Provide for a southbound right turn lane and a westbound right turn lane.	Pay fair share cost contribution for improvements (34.5%)	Prior to final inspection and issuance of occupancy permit.	Applicant	City of Huntington Beach Public Works Department
T-4 Warner Avenue & Magnolia Street: Provide for a second northbound left turn lane.	Pay fair share cost contribution for improvements (30.6%)	Prior to final inspection and issuance of occupancy permit.	Applicant	City of Huntington Beach Public Works Department

Table VI-1 (Continued)

MITIGATION MONITORING PROGRAM SUMMARY TABLE

Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Program Level				
<p>T-5 Prior to issuance of site development permits, the applicant shall provide a Traffic Impact Study as determined by City staff, to ensure that proposed development meets all applicable provisions of the Orange County Congestion Management Program and the Growth Management Plan. The Traffic Impact Study shall provide detailed mitigation measures as outlined in the CMP. The Traffic Impact Study shall also analyze and evaluate the effects on adjacent land uses and surrounding neighborhoods.</p>	<p>Provide a Traffic Impact Study</p>	<p>Prior to issuance of site development permits.</p>	<p>Applicant</p>	<p>City of Huntington Beach Public Works Department</p>

APPENDIX A. SUPPLEMENT TO TRAFFIC STUDY

RESPONSE TO COMMENTS/FINAL EIR

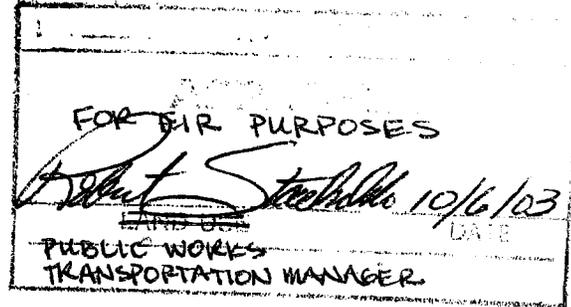


27042 Towne Centre Drive, Suite 270
 Foothill Ranch, California 92610
 949/470-8840 fax 949/770-9041
 www.willdan.com

September 30, 2003

RECEIVED
 OCT 01 2003

Mr. Al Montes
 Lowe's Companies Inc.
 1530 Faraday Avenue, Suite 140
 Carlsbad, CA 92008



**SUBJECT: SUPPLEMENT TO TRAFFIC STUDY
 - LOWE'S HOME IMPROVEMENT CENTER, Huntington Beach**

Dear Mr. Montes:

This letter report is a supplement to the *Lowe's Home Improvement Center* traffic study previously prepared by Willdan, dated November 2001. This previously prepared traffic study initially had findings that under Project Opening Day (Year 2002), a total of four study intersections (Heil/Beach, Warner/Beach, Warner/Newland and Warner/Magnolia) would require improvements to mitigate the project impacts.

As a result of the circulation of the Draft EIR for this project, comments were made regarding the period of time that had passed since the traffic counts had been conducted and that the projected opening day date had passed. The comment requested that the traffic analysis be updated accordingly. In order to provide a thorough response, new traffic counts were conducted in July, 2003 at the signalized study intersections of Heil/Beach, Warner/Goldenwest, Warner/Gothard, Warner/Beach, Warner/Newland, Warner/Magnolia and Slater/Newland. The new intersection counts are included in **Appendix A.1** attached to this letter.

Intersection Analysis

A comparison between the previously completed counts (Year 2000/2001) and the new counts (Year 2003), indicate that for six of the study intersections, the newer count data is less than the previous count data. At the intersection of Magnolia/Warner the 2003 counts are higher than the 2000/2001 counts. The intersection analyses were recalculated with the new count data and the results are provided on **Table 1A**. As shown in **Table 1A**, all of the signalized intersections would operate at acceptable Levels of Service (LOS) during the AM and PM peak hour, under existing conditions. The unsignalized intersections would continue to operate at unacceptable Levels of Service (LOS) during the AM and PM peak hours. The updated ICU worksheets can be found in **Appendix B.1**.

Anticipated development projects within the City of Huntington Beach were included in the previous traffic analysis. Due to the fact that approximately two to three years have passed since the original counts were taken, a number of the related projects have been completed. In order to keep the scope of this update analysis manageable, the completed projects are included not only in the existing count data, but are also a part of the related project list or "other" volumes within the study. In addition, a growth factor of 2 percent per year was applied to the existing count data to the new opening day year (Year 2005). Again, the intersection analyses were re-calculated and the results are summarized in **Table 1A**. As indicated in **Table 1A**, the intersection of Heil/Beach would operate at an unacceptable LOS during the PM peak hour, but an acceptable LOS during the AM peak hour. The remaining signalized intersections would operate at acceptable Levels of Service during both the AM and PM peak hour, with the intersection of Warner/Magnolia on a borderline (0.90/D) acceptable LOS during the PM peak hour.

The project traffic, which has not changed from the original traffic study, was added to pre-project conditions and the ICU worksheets were re-calculated. As shown in **Table 1A**, the two study intersections of Heil/Beach and Warner/Magnolia would operate at unacceptable Levels of Service during the PM peak hours. The following mitigation measures which are also listed in the November 2001 traffic study would remain applicable to mitigate the project's impact.

TABLE 1A
 INTERSECTION ANALYSIS SUMMARY
 PROJECT OPENING DAY (YEAR 2005)
 Lowe's Home Improvement Center

INTERSECTION	INTERSECTION CAPACITY UTILIZATION (ICU) / LEVEL OF SERVICE (LOS)							
	EXISTING CONDITIONS		EXISTING+OTHER CONDITIONS		EXISTING+OTHER +PROJECT CONDITIONS		EXISTING+OTHER +PROJECT CONDITIONS W/MITIGATIONS	
	AM PK HR	PM PK HR	AM PK HR	PM PK HR	AM PK HR	PM PK HR	AM PK HR	PM PK HR
Signalized Intersections								
Heil & Beach	0.65/B	0.90/D	0.70/B	0.96/E	0.70/B	0.98/E	0.69/B	0.94/E
Warner & Goldenwest	0.54/A	0.59/A	0.56/A	0.61/B	0.56/A	0.62/B	-	-
Warner & Gothard	0.55/A	0.77/C	0.59/A	0.70/C	0.60/A	0.81/D	-	-
Warner & Beach	0.68/B	0.70/B	0.71/C	0.76/C	0.76/C	0.81/D	-	-
Warner & Newland	0.66/B	0.75/C	0.69/B	0.80/C	0.69/B	0.82/D	-	-
Warner & Magnolia	0.64/B	0.87/D	0.67/B	0.90/D	0.67/B	0.92/E	0.67/B	0.85/D
Slater & Newland	0.57/A	0.67/B	0.61/B	0.69/B	0.61/B	0.70/B	-	-
Warner & Signalized Project Driveway	-	-	-	-	0.62/B	0.70/B	-	-
Unsignalized Intersections								
Warner & B Street	*/F	445.8/F	*/F	605.5/F	*/F	*/F	(1)	(1)
Warner & Rotterdam	533.8/F	272.7/F	607.6/F	329.3/F	*/F	*/F	(1)	(1)

- * "Range Limits" in the HCS program have been exceeded, which results in LOS F.
- (1) It should be noted that this intersection is currently operating at an over capacity Level of Service and typical roadway widening type improvements would not mitigate this intersection since the impacts are related to the "delay" in entering Warner (from B Street); e.g., less traffic on Warner is needed which is not within the project's control.

Table 1A of this addendum letter and **Table 3** located within the November 2001 traffic study, can be compared for a line by line comparison for changes.

Project Opening Day - Mitigation Measures

Heil & Beach - Add a second westbound through lane (combination through/right) and take out westbound right turn lane.
• (Consistent with the November 2001 traffic study findings.)

Warner & Magnolia - Add second northbound left turn lane.
• (Consistent with the November 2001 traffic study findings.)

Both of these mitigation measures were provided in the original November 2001 traffic study. Mitigation measures, within the November 2001 traffic study, listed as a requirement under project opening day at the intersections of Warner/Beach and Warner/Newland would not be warranted under project opening day conditions; however, these improvements would be required under Buildout conditions.

Percent of Project Impact

Due to the change of existing traffic volumes and growth, **Table 8** within the November 2001 traffic study which indicates the percentage of net traffic impact by the project was revised and can be seen within this addendum as **Table 2A**.

Buildout - Intersection Analysis

Due to the fact that a model (SARA Model) was utilized for conditions without the project and the data was not based upon existing count data, the traffic volumes under Buildout conditions remained unchanged. Under the General Plan, Warner Avenue between Gothard Street and Magnolia Street is shown at buildout as an eight-lane facility. The intersections along this stretch of Warner, between Gothard and Magnolia, which were analyzed were re-calculated to determine the impact. Conditions with and without the project were analyzed.

TABLE 2A

PERCENTAGE OF NET TRAFFIC IMPACT

Lowe's Home Improvement Center

PROJECT OPENING DAY			
INTERSECTION	TRAFFIC VOLUMES	CALCULATION	IMPACT
Heil at Beach	$V_p = 114$ $V_c = 8,046$ $V_e = 7,431$	$\frac{100 (114)}{8,046 - 7,431}$	18.5 %
Warner at Magnolia	$V_p = 119$ $V_c = 7,005$ $V_e = 6,553$	$\frac{100 (119)}{7,005 - 6,553}$	26.3 %
BUILDOUT CONDITIONS			
INTERSECTION	TRAFFIC VOLUMES	CALCULATION	IMPACT
Heil at Beach	$V_p = 114$ $V_e = 7,431$ $V_b = 8,663$	$\frac{100 (114)}{8,663 - 7,431}$	9.3 %
Warner at Beach	$V_p = 310$ $V_e = 7,053$ $V_b = 10,745$	$\frac{100 (310)}{10,745 - 7,053}$	8.4 %
Warner at Newland	$V_p = 255$ $V_e = 4,768$ $V_b = 6,943$	$\frac{100 (255)}{6,943 - 4,768}$	11.7 %

Project Opening Day

Buildout Conditions

Equation:

$$I = \frac{100 (V_p)}{(V_c) - (V_e)}$$

$$I = \frac{100 (V_p)}{(V_b) - (V_e)}$$

Legend:

- I = Percent of Project Traffic Impact
- V_p = Project Traffic Volumes
- V_c = Cumulative Volumes for Study Period
- V_e = Existing Traffic Volumes
- V_b = Buildout With Project Volumes

The intersection analyses were recalculated with the general plan lane configurations, and the results are provided in **Table 3A**. As shown in **Table 3A**, the three study intersections of Heil/Beach, Warner/Beach and Warner/Newland would operate at unacceptable Levels of Service (LOS) during the PM peak hours. The updated ICU worksheets can be found in **Appendix C.1**.

The two intersections of Warner/Gothard and Warner/Magnolia, which were shown to operate at unacceptable Levels of Service under Buildout conditions with the project are now operating at acceptable Levels of Service with the eight-lane facility on Warner Avenue.

Buildout Conditions - Mitigation Measures

Heil & Beach

Add a second northbound left turn lane.

- (Consistent with the November 2001 traffic study findings.)

Add a second southbound left turn lane.

- (Consistent with the November 2001 traffic study findings.)

Warner & Beach

Add a northbound right turn lane.

- (Identified as a needed improvement within the City of Huntington Beach General Plan Circulation Element. In addition, review of the car wash development located on the southeast corner also indicated that this improvement is needed.)

Warner & Newland

Add a southbound right turn lane.

- (Consistent with the November 2001 traffic study findings. Shown under Project Opening Day Mitigation Measures.)

Mitigation measures, within the November 2001 traffic study, for Warner/Gothard are no longer applicable.

TABLE 3A
 INTERSECTION ANALYSIS SUMMARY - LONG RANGE BUILDOUT CONDITIONS
 Lowe's Home Improvement Center

INTERSECTION	INTERSECTION CAPACITY UTILIZATION (ICU) / LEVEL OF SERVICE (LOS)					
	LONG RANGE CONDITIONS		LONG RANGE+PROJECT CONDITIONS		LONG RANGE+PROJECT CONDITIONS (W/ Mitigation)	
	AM PK HR	PM PK HR	AM PK HR	PM PK HR	AM PK HR	PM PK HR
Signalized Intersections						
Heil & Beach	0.89/D	0.96/E	0.89/D	0.98/E	0.83/D	0.90/D
Warner & Goldenwest	0.67/B	0.77/C	0.68/B	0.77/C	-	-
Warner & Gothard	0.79/C	0.82/D	0.79/C	0.83/D	-	-
Warner & Beach	0.76/C	0.96/E	0.78/C	0.99/E	0.78/C	0.97/E
Warner & Newland	0.77/C	1.00/E	0.80/C	1.04/F	0.75/C	1.00/E
Warner & Magnolia	0.67/B	0.85/D	0.67/B	0.85/D	-	-
Slater & Newland	0.71/C	0.74/C	0.72/C	0.76/C	-	-

7

Road Segment Analysis

A volume-to-capacity analyses, which relates to Level of Service (LOS) have been prepared for 22 road segments within the study area in order to respond to comments made during the circulation of the Draft EIR for this project. In order to provide a thorough response, 24-hour machine counts were conducted in July, 2003 at the 22 road segments shown in **Table 4A**.

The ADT volumes and the City's classification of each roadways were utilized to determine each road segments LOS. The roadway link capacities of each street classification, according to the City's General Plan and Orange County's MPAH, are shown below.

FACILITY TYPE	NUMBER OF LANES	LOS E DESIGN VOLUME*
Smartstreet / Principal	8 (divided)	75,100
Major Arterial	6 (divided)	56,300
Primary Arterial	4 (divided)	37,500
Secondary Arterial	4 (undivided)	25,000
Arterial Collector	2 (divided)	18,000
Collector	2 (undivided)	12,500

* Vehicles Per Day (VPD)

City Criteria - Evaluation of Road Segment Analysis

The following criteria for determining if a roadway segment is significantly impacted were provided by the City of Huntington Beach to be utilized in the road segment analysis.

- Under conditions with the project, if the road segment operates at an unacceptable Level of Service (LOS D, E or F) and the road segment will also experience a V/C increase greater than 0.03; and
- The major terminal intersections operate at an unacceptable level of service with or without mitigation, unless the mitigation includes the additional through lanes, beyond the basic street cross section.

TABLE 4A

ROADWAY LINK CAPACITY ANALYSIS SUMMARY
City of Huntington Beach

ARTERIAL	LOS E CAPACITY	LANES	EXISTING (YEAR 2003) ⁽¹⁾			PRE-PROJECT			POST-PROJECT		
			DAILY VOLUME	V/C RATIO	LOS	DAILY VOLUME	V/C RATIO	LOS	DAILY VOLUME	V/C RATIO	LOS (Δ v/c) ⁽²⁾
1. Golden West St. Slater Ave. to Warner Ave.	56,300	6U	31,154	0.55	A	32,414	0.58	A	32,514	0.58	A
2. Golden West St. Warner Ave. to Heil Ave.	56,300	6U	33,705	0.60	A	35,065	0.63	B	35,255	0.63	B
3. Gothard St. Slater Ave. to Warner Ave.	25,000	4U	17,739	0.71	C	18,459	0.74	C	18,849	0.76	C
4. Gothard St. Warner Ave. to Heil Ave.	25,000	4U	18,475	0.74	C	19,225	0.77	C	19,325	0.78	C
5. Beach Blvd. Slater Ave. to Warner Ave.	75,100	8D	60,000	0.80	C	63,670	0.85	D	65,320	0.87	D (0.02)
6. Beach Blvd. Warner Ave. to Heil Ave.	75,100	8D	57,000	0.76	C	60,490	0.81	D	62,510	0.84	D (0.03)
7. Beach Blvd. Heil Ave. to Edinger Ave.	75,100	8D	59,000	0.79	C	62,610	0.84	D	64,350	0.86	D (0.02)
8. Newland St. Talbert Ave. to Slater Ave.	25,000	4U	18,328	0.73	C	19,068	0.77	C	19,748	0.79	C
9. Newland St. Slater Ave. to Warner Ave.	25,000	4U	16,945	0.68	B	17,635	0.71	C	18,795	0.76	C
10. Newland St. Warner Ave. to Heil Ave.	25,000	4U	17,919	0.72	C	18,639	0.75	C	19,609	0.79	C
11. Magnolia St. Slater Ave. to Warner Ave.	37,500	4D	32,364	0.86	D	33,674	0.90	D	33,864	0.91	E (0.01)

TABLE 4A (Cont.)
ROADWAY LINK CAPACITY ANALYSIS SUMMARY
City of Huntington Beach

ARTERIAL	LOS E CAPACITY	LANES	EXISTING (YEAR 2003) ⁽¹⁾			PRE-PROJECT			POST-PROJECT		
			DAILY VOLUME	V/C RATIO	LOS	DAILY VOLUME	V/C RATIO	LOS	DAILY VOLUME	V/C RATIO	LOS ($\Delta v/c$) ⁽²⁾
12. <i>Magnolia St.</i> Warner Ave. to I-405 SB Off Ramp	37,500	4D	34,896	0.93	E	36,306	0.97	E	36,596	0.98	E (0.01)
13. <i>Heil Ave.</i> Gothard St. to Beach Blvd.	18,000	2D	14,696	0.82	D	15,286	0.85	D	15,476	0.86	D (0.01)
14. <i>Heil Ave.</i> Beach Blvd. To Newland St.	12,500	2U	9,000	0.72	C	9,360	0.75	C	9,360	0.75	C
15. <i>Warner Ave.</i> Edwards St. to Golden West St.	56,300	6D	34,478	0.61	B	35,868	0.64	B	36,638	0.65	B
16. <i>Warner Ave.</i> Golden West St. to Gothard St.	56,300	6D	(STREET UNDER CONSTRUCTION - COUNTS COULD NOT BE CONDUCTED)								
17. <i>Warner Ave.</i> Gothard St. to Beach Blvd.	56,300	6D	(STREET UNDER CONSTRUCTION - COUNTS COULD NOT BE CONDUCTED)								
18. <i>Warner Ave.</i> Beach Blvd. to Newland St.	56,300	6D	36,653	0.65	B	38,133	0.68	B	47,813	0.85	D (0.17)
19. <i>Warner Ave.</i> Newland St. to Magnolia St.	56,300	6D	42,066	0.75	C	43,766	0.78	C	45,996	0.82	D (0.04)
20. <i>Warner Ave.</i> Magnolia St. to I-405 SB On Ramp	56,300	6D	45,556	0.81	D	47,396	0.85	D	48,946	0.87	D (0.02)
21. <i>Slater Ave.</i> Beach Blvd. to Newland St.	25,000	4U	18,569	0.74	C	19,319	0.78	C	19,319	0.78	C
22. <i>Slater Ave.</i> Newland St. to Magnolia St.	25,000	4U	17,429	0.70	B	18,129	0.73	C	18,419	0.74	C

(1) ADT volumes for Beach Boulevard were obtained from the Caltrans website and are for the Year 2002.

(2) Where conditions with the project indicates an unacceptable LOS, the change in V/C between pre-project and post-project is shown.

D = Divided Roadway U = Undivided Roadway

Post - Project Conditions

Existing ADT volumes were combined with related project ADT, a growth factor was applied to the existing ADT volumes then the project ADT volumes added to obtain Post-Project conditions. **Table 4A** summarizes the daily roadway segment Level of Service results at the 22 road segments.

Based on the results of the analyses, nine of the street segments would not meet the City's minimum level of service standard with the proposed project. However, only the two segments of Warner Avenue, Beach to Newland and Warner Avenue, Newland to Magnolia would also have a v/c increase with the project of greater than 0.03. Neither of these road segments meet the City's second criteria in evaluating street segment (terminal intersections of each segment not operating at an acceptable level of service); therefore, the impact is not considered significant and no further improvements are necessary.

(General Plan) Buildout with Project Conditions

ADT volumes for Buildout conditions were referenced from the SARA traffic model. The Buildout ADT volumes were reviewed for consistency and quality control. In the case where the model ADT volumes were less than existing volumes, a one percent (1%) positive growth percentage was applied to the existing ADT volumes and substituted wherever the raw model data indicated negative growth. This method is consistent with the technique utilized with the Buildout peak hour volumes.

It should be noted that it is recognized that the Buildout volumes on some of the road segments may be less than pre-project conditions. A reason for this is the roadway network in the future is significantly different from what is shown today. New north/south connections will be made crossing the freeway and additional lanes on the road segments will result in traffic shifting to other routes, which is reflected in the traffic model results.

Table 5A summarizes the daily roadway segment Level of Service results at the 22 road segments under General Plan buildout conditions with and without the project.

Based on the results of the analyses, 10 of the street segments would not meet the City's minimum level of service standard with the proposed project. However, none of the road segments meet the minimum threshold of a v/c increase with the project of 0.03 or less. Therefore, the impacts are considered less than significant. No further improvements are necessary on the study road segments under buildout conditions.

* * * * *

We trust that this additional information will be of assistance to you. If you have any questions or require additional information, please do not hesitate to contact me.

Respectfully submitted,
Willdan



R. Scott Bascikin, P.E.
Division Manager, Traffic

TABLE 5A

BUILDOUT ROADWAY LINK CAPACITY ANALYSIS SUMMARY
City of Huntington Beach

ARTERIAL	LOS E CAPACITY	LANES	BUILDOUT WITHOUT PROJECT ⁽¹⁾			BUILDOUT WITH PROJECT		
			DAILY VOLUME	V/C RATIO	LOS	DAILY VOLUME	V/C RATIO	LOS (Δ v/c) ⁽²⁾
1. Golden West St. Slater Ave. to Warner Ave.	56,300	6U	31,900	0.57	A	32,000	0.57	A
2. Golden West St. Warner Ave. to Heil Ave.	56,300	6U	34,000	0.60	A	34,190	0.61	B
3. Gothard St. Slater Ave. to Warner Ave.	37,500	4D	27,200	0.73	C	27,590	0.74	C
4. Gothard St. Warner Ave. to Heil Ave.	37,500	4D	26,500	0.71	C	26,600	0.71	C
5. Beach Blvd. Slater Ave. to Warner Ave.	75,100	8D	60,600	0.81	D	62,250	0.83	D (0.02)
6. Beach Blvd. Warner Ave. to Heil Ave.	75,100	8D	57,600	0.77	C	59,620	0.79	C
7. Beach Blvd. Heil Ave. to Edinger Ave.	75,100	8D	59,600	0.79	C	61,340	0.82	D (0.03)
8. Newland St. Talbert Ave. to Slater Ave.	37,500	4D	38,200	1.02	F	38,880	1.04	F (0.02)
9. Newland St. Slater Ave. to Warner Ave.	37,500	4D	34,700	0.93	E	35,860	0.96	E (0.03)
10. Newland St. Warner Ave. to Heil Ave.	37,500	4D	31,700	0.85	D	32,670	0.87	D (0.02)
11. Magnolia St. Slater Ave. to Warner Ave.	37,500	4D	32,700	0.87	D	32,890	0.88	D (0.01)
12. Magnolia St. Warner Ave. to I-405 SB Off Ramp	37,500	4D	35,300	0.94	E	35,590	0.95	E (0.01)

13

TABLE 5A (Cont.)

BUILDOUT ROADWAY LINK CAPACITY ANALYSIS SUMMARY
City of Huntington Beach

ARTERIAL	LOS E CAPACITY	LANES	BUILDOUT WITHOUT PROJECT ⁽¹⁾			BUILDOUT WITH PROJECT		
			DAILY VOLUME	V/C RATIO	LOS	DAILY VOLUME	V/C RATIO	LOS ($\Delta v/c$) ⁽²⁾
13. Heil Ave. Gothard St. to Beach Blvd.	37,500	4D	23,300	0.62	B	23,490	0.63	B
14. Heil Ave. Beach Blvd. To Newland St.	37,500	4D	19,600	0.52	A	19,600	0.52	A
15. Warner Ave. Edwards St. to Golden West St.	56,300	6D	43,100	0.77	C	43,870	0.78	C
16. Warner Ave. Golden West St. to Gothard St.	56,300	6D	44,000	0.78	C	45,060	0.80	C
17. Warner Ave. Gothard St. to Beach Blvd.	75,100	8D	44,000	0.59	A	45,650	0.61	B
18. Warner Ave. Beach Blvd. to Newland St.	75,100	8D	45,100	0.60	A	54,780	0.73	C
19. Warner Ave. Newland St. to Magnolia St.	75,100	8D	49,300	0.66	B	51,530	0.69	B
20. Warner Ave. Magnolia St. to I-405 SB On Ramp	56,300	6D	50,200	0.89	D	51,750	0.92	E (0.03)
21. Slater Ave. Beach Blvd. to Newland St.	37,500	4D	34,200	0.91	E	34,200	0.91	E (0.00)
22. Slater Ave. Newland St. to Magnolia St.	37,500	4D	29,900	0.80	C	30,190	0.81	D (0.01)

(1) ADT Volumes for Buildout were obtained from the SARA Model. (Note: Where General Plan Buildout ADT volumes were less than existing volumes, a 1% growth factor was applied to the existing ADT volumes.)

(2) Where conditions with the project indicates an unacceptable LOS, the change in V/C between pre-project and post-project is shown.

D = Divided Roadway U = Undivided Roadway

APPENDIX A.1

YEAR 2003 TRAFFIC COUNT DATA

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: BEACH BLVD E/W STREET: HEIL AVE CITY: HUNTINGTON BEACH
 DATE: 7/29/03 DAY: TUESDAY FILENAME: 0731301A

15 Min Period	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	4	0	1	4	0	1	2	0	1	2	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	17	401	8	5	437	31	34	48	30	5	13	22	1051
15 AM	13	387	2	13	430	28	30	72	29	4	21	26	1055
30 AM	15	428	5	13	618	25	41	61	42	5	33	27	1313
45 AM	28	512	11	10	561	34	39	72	44	8	42	35	1396
8:00 AM	30	406	3	13	580	32	36	62	42	3	38	26	1271
15 AM	31	529	8	14	586	34	33	64	40	8	46	29	1422
30 AM	33	410	5	15	486	25	53	50	38	5	27	24	1171
45 AM	45	432	3	22	462	19	41	47	29	6	38	25	1169
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

AM Peak Hr
 Begins at
 730
 VOLUMES = 104 1875 27 50 2345 125 149 259 168 24 159 117 5402

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: BEACH E/W STREET: HEIL CITY: HUNTINGTON
 BLVD AVE BEACH
 DATE: 7/24/03 DAY: THURSDAY FILENAME: 0731301P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	4	0	1	4	0	1	2	0	1	2	0	

2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	56	712	17	38	669	55	66	66	38	12	41	29	1799
15 PM	67	775	21	38	626	54	53	100	42	15	64	46	1901
30 PM	55	711	11	38	637	59	46	54	45	12	85	37	1790
45 PM	59	678	7	33	598	45	39	68	46	9	74	22	1678
5:00 PM	72	740	10	43	730	49	48	95	49	10	80	45	1971
15 PM	67	748	20	36	611	46	26	70	52	11	73	52	1812
30 PM	45	631	17	63	700	40	32	75	51	12	81	30	1777
45 PM	77	706	19	36	633	62	49	86	45	11	88	59	1871
6:00 PM													
15 PM													
30 PM													
45 PM													

PM Peak Hr Begins at 1700													
VOLUMES =	261	2825	66	178	2674	197	155	326	197	44	322	186	7431

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: GOLDENWEST AVE E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/29/03 DAY: TUESDAY FILENAME: 0731302A

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

LANES: 2 3 1 2 3 0 2 3 0 2 3 0

6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	21	134	16	48	158	12	17	218	14	15	87	12	752
15 AM	31	121	21	46	165	11	26	245	32	15	109	14	836
30 AM	34	194	19	62	160	19	33	304	48	11	136	30	1050
45 AM	35	146	20	78	201	23	35	327	52	20	100	21	1058
8:00 AM	31	178	22	63	210	20	39	289	24	16	107	28	1027
15 AM	32	144	15	58	160	21	33	243	30	15	133	22	906
30 AM	39	168	24	68	174	15	24	268	23	31	123	24	981
45 AM	40	236	37	79	196	23	50	274	56	30	125	24	1170
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

AM Peak Hr Begins at 800

VOLUMES =	142	726	98	268	740	79	146	1074	133	92	488	98	4084
-----------	-----	-----	----	-----	-----	----	-----	------	-----	----	-----	----	------

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: GOLDENWEST AVE E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/24/03 DAY: THURSDAY FILENAME: 0731302P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	2	3	1	2	3	0	2	3	0	2	3	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	71	253	11	46	187	28	59	220	52	42	206	58	1233
15 PM	54	196	15	51	219	39	46	201	37	28	158	43	1087
30 PM	55	190	16	75	198	33	43	214	42	27	206	62	1161
45 PM	50	221	13	78	194	39	52	260	48	38	246	53	1292
5:00 PM	57	232	11	59	202	45	57	195	40	41	264	43	1246
15 PM	62	230	13	63	247	36	38	224	47	29	206	36	1231
30 PM	48	178	9	58	187	22	50	197	54	34	265	41	1143
45 PM	65	254	19	60	218	26	54	192	52	39	238	43	1260
6:00 PM													
15 PM													
30 PM													
45 PM													

PM Peak Hr
 Begins at
 1630
 VOLUMES = 224 873 53 275 841 153 190 893 177 135 922 194 4930

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: GOTHARD ST E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/24/03 DAY: THURSDAY FILENAME: 0731303A

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	13	58	11	20	53	9	20	277	11	7	137	23	639
15 AM	14	63	10	19	98	17	31	281	36	16	143	24	752
30 AM	9	78	12	12	105	21	45	296	57	21	165	24	845
45 AM	15	79	18	19	116	24	41	308	54	29	179	32	914
8:00 AM	16	89	27	27	131	29	34	327	42	36	187	34	979
15 AM	19	92	23	21	126	24	31	301	44	24	153	36	894
30 AM	23	101	17	18	119	26	26	231	48	26	149	34	818
45 AM	25	111	15	15	108	27	27	243	36	29	147	42	825
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

AM Peak Hr
 Begins at
 730
 VOLUMES = 59 338 80 79 478 98 151 1232 197 110 684 126 3632

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: GOTHARD ST E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/23/03 DAY: WEDNESDAY FILENAME: 0731303P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	46	201	19	50	161	42	45	276	51	18	285	58	1252
15 PM	46	175	19	35	140	30	23	245	53	16	290	45	1117
30 PM	48	179	18	52	116	39	38	225	38	18	332	27	1130
45 PM	44	126	21	37	141	31	36	264	39	21	314	41	1115
5:00 PM	62	207	16	65	168	48	34	254	31	26	328	49	1288
15 PM	42	192	16	38	140	30	31	293	42	16	352	35	1227
30 PM	56	182	16	45	151	34	27	233	42	30	349	41	1206
45 PM	35	134	14	30	118	25	32	236	24	17	336	40	1041
6:00 PM													
15 PM													
30 PM													
45 PM													
PM Peak Hr Begins at 1645													
VOLUMES =	204	707	69	185	600	143	128	1044	154	93	1343	166	4836

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: NEWLAND ST E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/29/03 DAY: TUESDAY FILENAME: 0731304A

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	12	85	23	46	84	14	11	304	5	20	128	12	744
15 AM	14	70	32	66	131	25	5	361	17	10	132	16	879
30 AM	13	102	37	69	142	12	8	401	9	11	168	7	979
45 AM	21	101	35	66	163	31	12	313	16	21	207	16	1002
8:00 AM	15	59	22	59	130	20	11	333	10	21	182	23	885
15 AM	8	81	30	56	115	14	13	285	7	19	198	18	844
30 AM	13	76	25	58	118	21	12	335	8	23	163	6	858
45 AM	21	74	24	52	127	9	10	289	9	15	180	13	823
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
AM Peak Hr Begins at 715													
VOLUMES =	63	332	126	260	566	88	36	1408	52	63	689	62	3745

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: NEWLAND ST E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/24/03 DAY: THURSDAY FILENAME: 0731304P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	32	154	18	27	104	19	14	290	19	22	236	44	979
15 PM	31	171	26	40	138	15	13	254	15	31	283	52	1069
30 PM	26	140	19	41	128	24	24	259	17	46	319	48	1091
45 PM	26	184	21	38	128	13	27	259	30	38	288	47	1099
5:00 PM	27	190	22	39	123	23	24	308	23	35	280	55	1149
15 PM	22	211	26	40	145	18	31	294	27	43	292	37	1186
30 PM	31	195	21	55	181	41	23	313	22	39	345	68	1334
45 PM	34	177	27	52	105	10	23	278	21	33	279	52	1091
6:00 PM													
15 PM													
30 PM													
45 PM													

PM Peak Hr
 Begins at
 1645
 VOLUMES = 106 780 90 172 577 95 105 1174 102 155 1205 207 4768

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: MAGNOLIA ST E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/24/03 DAY: THURSDAY FILENAME: 0731305A

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2.5	0.5	2	2	1	2	4	0	2	3	1	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	14	190	34	85	121	28	48	412	15	28	182	5	1162
15 AM	19	204	46	62	134	25	37	374	11	21	180	11	1124
30 AM	17	211	41	119	192	26	50	510	29	28	203	8	1434
45 AM	18	195	34	121	213	35	44	396	25	18	198	14	1311
8:00 AM	20	187	27	102	183	49	38	359	17	32	234	10	1258
15 AM	15	181	18	77	176	36	43	390	21	33	193	8	1191
30 AM	29	216	33	63	168	32	58	410	35	29	217	9	1299
45 AM	37	235	26	79	177	60	56	309	37	44	242	20	1322
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

AM Peak Hr Begins at 730
 VOLUMES = 70 774 120 419 764 146 175 1655 92 111 828 40 5194

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: MAGNOLIA ST E/W STREET: WARNER AVE CITY: HUNTINGTON BEACH
 DATE: 7/23/03 DAY: WEDNESDAY FILENAME: 0731305P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2.5	0.5	2	2	1	2	4	0	2	3	1	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	35	187	58	64	287	67	51	259	37	38	279	19	1381
15 PM	28	233	47	72	294	51	53	261	39	29	278	28	1413
30 PM	57	241	45	76	302	63	48	267	42	65	307	34	1547
45 PM	54	225	45	72	312	60	56	283	48	46	351	45	1597
5:00 PM	58	289	68	78	303	58	71	306	51	44	313	29	1668
15 PM	50	260	52	72	291	51	89	324	43	45	320	28	1625
30 PM	37	238	53	79	297	54	74	321	45	28	319	30	1575
45 PM	55	270	60	81	301	49	66	309	47	32	375	40	1685
6:00 PM													
15 PM													
30 PM													
45 PM													

PM Peak Hr
 Begins at
 1700
 VOLUMES = 200 1057 233 310 1192 212 300 1260 186 149 1327 127 6553

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: NEWLAND ST E/W STREET: SLATER AVE CITY: HUNTINGTON BEACH
 DATE: 7/24/03 DAY: THURSDAY FILENAME: 0731306A

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	16	100	10	8	83	8	12	137	14	8	72	3	471
15 AM	18	109	16	25	112	9	9	181	19	14	63	3	578
30 AM	18	106	15	32	144	17	9	252	44	15	89	9	750
45 AM	23	115	13	27	146	19	12	184	27	8	110	9	693
8:00 AM	23	123	13	22	120	16	10	154	21	9	99	5	615
15 AM	33	97	16	12	118	15	6	176	27	9	69	6	584
30 AM	20	114	17	12	98	27	19	178	17	11	84	4	601
45 AM	25	120	24	7	122	32	18	182	14	8	130	10	692
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

AM Peak Hr Begins at 730
 VOLUMES = 97 441 57 93 528 67 37 766 119 41 367 29 2642

COMMENTS:

Traffic Data Services, Inc.
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: NEWLAND ST E/W STREET: SLATER AVE CITY: HUNTINGTON BEACH
 DATE: 7/24/03 DAY: THURSDAY FILENAME: 0731306P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	27	169	13	10	144	21	18	140	23	27	142	21	755
15 PM	47	153	17	19	130	27	11	128	31	18	151	25	757
30 PM	29	162	14	9	141	19	26	170	36	15	171	15	807
45 PM	38	161	14	6	143	18	27	155	34	25	182	30	833
5:00 PM	31	204	16	12	141	20	46	174	46	28	191	28	937
15 PM	37	198	18	8	164	23	34	137	29	23	190	26	887
30 PM	31	172	15	16	171	24	21	157	28	25	172	30	862
45 PM	28	188	24	11	125	19	18	131	36	32	190	24	826
6:00 PM													
15 PM													
30 PM													
45 PM													

PM Peak Hr
 Begins at
 1645
 VOLUMES = 137 735 63 42 619 85 128 623 137 101 735 114 3519

COMMENTS:

APPENDIX B.1

POST-PROJECT ICU WORKSHEETS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: AM PEAK HOUR
 INTERSECTION: HEIL AVE. / BEACH BLVD.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX + OTHER + PROJECT V/C	EX + OTHER + PROJECT V/C-W_IMP				
NL	1	1	1700	1700	104	8	1	0.06	0.07	0.07	0.07				
NT	4	4	6800	6800	1875	102	12	0.28	0.30	0.30	0.30				
NR	0	0	0	0	27	3	0								
SL	1	1	1700	1700	50	8	0	0.03	0.03	0.03	0.03				
ST	4	4	6800	6800	2345	148	39	0.36	0.39	0.39	0.39				
SR	0	0	0	0	125	10	0								
EL	1	1	1700	1700	149	7	0	0.09	0.09	0.09	0.09				
ET	2	2	3400	3400	259	15	0	0.13	0.13	0.13	0.13				
ER	0	0	0	0	168	12	4								
WL	1	1	1700	1700	24	4	0	0.01	0.02	0.02	0.02				
WT	1	2	1700	3400	159	17	0	0.09	0.10	0.10	0.09				
WR	1	0	1700	0	117	7	0	0.07	0.07	0.07					
ICU SPREADSHEET FILE NAME								NORTH/SOUTH CRITICAL SUMS =				0.42	0.46	0.46	0.46
H&B								EASTWEST CRITICAL SUMS =				0.18	0.19	0.19	0.18
N = NORTHBOUND, S = SOUTHBOUND								CLEARANCE =				0.05	0.05	0.05	0.05
E = EASTBOUND, W = WESTBOUND								ICU VALUE =				0.65	0.70	0.70	0.69
L = LEFT, T = THROUGH, R = RIGHT								LOS =				B	B	B	B
N.S. = NOT SIGNALIZED															
LOS = LEVEL OF SERVICE															
* DENOTES CRITICAL MOVEMENTS															

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: PM PEAK HOUR
 INTERSECTION: HEIL AVE. / BEACH BLVD.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	1	1	1700	1700	261	16	7	0.15	0.16	0.17	0.17
NT	4	4	6800	6800	2825	212	61	0.43	0.46	0.47	0.47
NR	0	0	0	0	66	3	0				
SL	1	1	1700	1700	178	13	0	0.10	0.11	0.11	0.11
ST	4	4	6800	6800	2674	183	41	0.42	0.45	0.46	0.46
SR	0	0	0	0	197	10	0				
EL	1	1	1700	1700	155	7	0	0.09	0.10	0.10	0.10
ET	2	2	3400	3400	326	15	0	0.15	0.16	0.16	0.16
ER	0	0	0	0	197	13	5				
WL	1	1	1700	1700	44	2	0	0.03	0.03	0.03	0.03
WT	1	2	1700	3400	322	14	0	0.19	0.20	0.20	0.16
WR	1	0	1700	0	186	13	0	0.11	0.12	0.12	
NORTH/SOUTH CRITICAL SUMS =								0.57	0.61	0.63	0.63
EAST/WEST CRITICAL SUMS =								0.28	0.30	0.30	0.26
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.90	0.96	0.98	0.94
LOS =								D	E	E	E

ICU SPREADSHEET FILE NAME H&B |

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / GOLDENWEST ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	2	0	3400	0	142	6	0	0.04	0.04	0.04	*
NT	3	0	5100	0	726	29	0	0.14	0.15	0.15	*
NR	1	0	1700	0	98	4	2	0.06	0.06	0.06	
SL	2	0	3400	0	268	14	4	0.08	0.08	0.08	*
ST	3	0	5100	0	740	30	0	0.16	0.17	0.17	*
SR	0	0	0	0	79	3	0				
EL	2	0	3400	0	146	9	0	0.04	0.05	0.05	*
ET	3	0	5100	0	1074	54	17	0.24	0.25	0.25	*
ER	0	0	0	0	133	5	0				
WL	2	0	3400	0	92	6	1	0.03	0.03	0.03	*
WT	3	0	5100	0	488	38	5	0.11	0.12	0.12	*
WR	0	0	0	0	98	7	1				
NORTH/SOUTH CRITICAL SUMS =								0.22	0.23	0.23	0.00
EAST/WEST CRITICAL SUMS =								0.27	0.28	0.28	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.54	0.56	0.56	0.00
LOS =								A	A	A	

ICU SPREADSHEET FILE NAME W & GW

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / GOLDENWEST ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	2		3400	0	224	9	0	0.07	0.07	0.07	
NT	3		5100	0	873	40	0	0.17	0.18	0.18	
NR	1		1700	0	53	2	2	0.03	0.03	0.03	
SL	2		3400	0	275	11	5	0.08	0.08	0.09	
ST	3		5100	0	841	44	0	0.19	0.20	0.20	
SR	0		0	0	153	6	0				
EL	2		3400	0	190	11	0	0.06	0.06	0.06	
ET	3		5100	0	893	45	18	0.21	0.22	0.22	
ER	0		0	0	177	7	0				
WL	2		3400	0	135	7	3	0.04	0.04	0.04	
WT	3		5100	0	922	56	27	0.22	0.23	0.24	
WR	0		0	0	194	9	7				
NORTH/SOUTH CRITICAL SUMS =								0.26	0.27	0.27	0.00
EASTWEST CRITICAL SUMS =								0.28	0.29	0.30	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.59	0.61	0.62	0.00
LOS =								A	B	B	

ICU SPREADSHEET FILE NAME W & GW

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / GOTHARD ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX + OTHER + PROJECT V/C	EX + OTHER + PROJECT V/C - W_IMP
NL	1	0	1700	0	59	7	0	0.03	0.04	0.04	*
NT	2	0	3400	0	338	20	0	0.12	0.13	0.13	
NR	0	0	0	0	80	3	9				
SL	1	0	1700	0	79	8	2	0.05	0.05	0.05	
ST	2	0	3400	0	478	28	0	0.17	0.18	0.18	*
SR	0	0	0	0	98	8	0				
EL	1	0	1700	0	151	7	0	0.09	0.09	0.09	*
ET	3	0	5100	0	1232	55	24	0.24	0.25	0.26	*
ER	1	0	1700	0	197	9	0	0.12	0.12	0.12	
WL	1	0	1700	0	110	7	3	0.06	0.07	0.07	*
WT	3	0	5100	0	684	40	7	0.16	0.17	0.17	*
WR	0	0	0	0	126	7	1				
NORTH/SOUTH CRITICAL SUMS =								0.20	0.22	0.22	0.00
EAST/WEST CRITICAL SUMS =								0.30	0.32	0.33	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.55	0.59	0.60	0.00
LOS =								A	A	A	

ICU SPREADSHEET FILE NAME W & G

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / GOTHARD ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	1		1700	0	204	8	0	0.12	0.12	0.12	*
NT	2		3400	0	707	40	0	0.23	0.24	0.24	*
NR	0		0	0	69	4	9				
SL	1		1700	0	185	16	2	0.11	0.12	0.12	*
ST	2		3400	0	600	45	0	0.22	0.23	0.23	*
SR	0		0	0	143	7	0				
EL	1		1700	0	128	5	0	0.08	0.08	0.08	*
ET	3		5100	0	1044	47	25	0.20	0.21	0.22	
ER	1		1700	0	154	11	0	0.09	0.10	0.10	
WL	1		1700	0	93	4	14	0.05	0.06	0.07	
WT	3		5100	0	1343	59	37	0.30	0.31	0.32	*
WR	0		0	0	166	13	3				
NORTH/SOUTH CRITICAL SUMS =								0.34	0.36	0.36	0.00
EAST/WEST CRITICAL SUMS =								0.38	0.39	0.40	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.77	0.80	0.81	0.00
LOS =								C	C	D	

ICU SPREADSHEET FILE NAME W & G |

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / BEACH BLVD.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	2	0	3400	0	121	10	0	0.04	0.04	0.04	*
NT	4	0	6800	0	1438	94	0	0.22	0.23	0.24	*
NR	0	0	0	0	58	5	37				
SL	2	0	3400	0	371	15	45	0.11	0.11	0.13	*
ST	4	0	6800	0	1603	138	0	0.24	0.26	0.26	*
SR	1	0	1700	0	97	14	0	0.06	0.07	0.07	
EL	2	0	3400	0	213	17	0	0.06	0.07	0.07	*
ET	3	0	5100	0	1275	52	37	0.26	0.28	0.29	*
ER	0	0	0	0	66	28	0				
WL	2	0	3400	0	138	14	11	0.04	0.04	0.05	*
WT	3	0	5100	0	629	30	11	0.15	0.16	0.16	*
WR	0	0	0	0	126	9	14				
NORTH/SOUTH CRITICAL SUMS =								0.33	0.34	0.37	0.00
EASTWEST CRITICAL SUMS =								0.30	0.32	0.34	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.68	0.71	0.76	0.00
LOS =								B	C	C	

ICU SPREADSHEET FILE NAME W & B

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / BEACH BLVD.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	2	0	3400	0	229	29	0	0.07	0.08	0.08	*
NT	4	0	6800	0	2002	194	0	0.32	0.35	0.35	*
NR	0	0	0	0	153	6	38				
SL	2	0	3400	0	117	23	47	0.03	0.04	0.06	*
ST	4	0	6800	0	1746	162	0	0.26	0.28	0.28	*
SR	1	0	1700	0	145	25	0	0.09	0.10	0.10	
EL	2	0	3400	0	241	25	0	0.07	0.08	0.08	*
ET	3	0	5100	0	1000	40	38	0.24	0.25	0.26	*
ER	0	0	0	0	216	23	0				
WL	2	0	3400	0	205	34	58	0.06	0.07	0.09	*
WT	3	0	5100	0	854	35	58	0.20	0.21	0.23	*
WR	0	0	0	0	145	22	71				
NORTH/SOUTH CRITICAL SUMS =								0.35	0.39	0.41	0.00
EASTWEST CRITICAL SUMS =								0.30	0.32	0.35	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.70	0.76	0.81	0.00
LOS =								B	C	D	

ICU SPREADSHEET FILE NAME W & B

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / NEWLAND ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP				
NL	1	0	1700	0	63	4	26	0.04	0.04	0.05	*				
NT	2	0	3400	0	332	28	0	0.13	0.14	0.14	*				
NR	0	0	0	0	126	5	0								
SL	1	0	1700	0	260	11	0	0.15	0.16	0.16	*				
ST	2	0	3400	0	566	67	0	0.19	0.21	0.22	*				
SR	0	0	0	0	88	6	22								
EL	1	0	1700	0	36	4	7	0.02	0.02	0.03	*				
ET	3	0	5100	0	1408	57	15	0.29	0.30	0.30	*				
ER	0	0	0	0	52	3	8								
WL	1	0	1700	0	63	12	0	0.04	0.04	0.04	*				
WT	3	0	5100	0	689	41	49	0.15	0.16	0.17	*				
WR	0	0	0	0	62	4	0								
ICU SPREADSHEET FILE NAME								NORTH/SOUTH CRITICAL SUMS =				0.28	0.30	0.30	0.00
W & N								EASTWEST CRITICAL SUMS =				0.33	0.34	0.34	0.00
N = NORTHBOUND, S = SOUTHBOUND								CLEARANCE =				0.05	0.05	0.05	0.00
E = EASTBOUND, W = WESTBOUND								ICU VALUE =				0.66	0.69	0.69	0.00
L = LEFT, T = THROUGH, R = RIGHT								LOS =				B	B	B	
N.S. = NOT SIGNALIZED															
LOS = LEVEL OF SERVICE															
* DENOTES CRITICAL MOVEMENTS															

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / NEWLAND ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	1	0	1700	0	106	8	27	0.06	0.07	0.08	*
NT	2	0	3400	0	780	85	0	0.26	0.28	0.28	*
NR	0	0	0	0	90	9	0				
SL	1	0	1700	0	172	7	0	0.10	0.11	0.11	*
ST	2	0	3400	0	577	66	0	0.20	0.22	0.23	*
SR	0	0	0	0	95	4	23				
EL	1	0	1700	0	105	5	34	0.06	0.06	0.08	*
ET	3	0	5100	0	1174	47	78	0.25	0.26	0.28	
ER	0	0	0	0	102	4	41				
WL	1	0	1700	0	155	17	0	0.09	0.10	0.10	*
WT	3	0	5100	0	1205	61	52	0.28	0.29	0.30	*
WR	0	0	0	0	207	8	0				
NORTH/SOUTH CRITICAL SUMS =								0.36	0.39	0.39	0.00
EAST/WEST CRITICAL SUMS =								0.34	0.36	0.38	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.75	0.80	0.82	0.00
LOS =								C	C	D	

ICU SPREADSHEET FILE NAME W & N |

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / MAGNOLIA ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX + OTHER + PROJECT V/C	EX + OTHER + PROJECT V/C_W_IMP
NL	1	2	1700	3400	70	4	4	0.04	0.04	0.05	0.02
NT	3	3	5100	5100	774	39	0	0.18	0.18	0.18	0.18
NR	0	0	0	0	120	7	0				
SL	2	2	3400	3400	419	19	0	0.12	0.13	0.13	0.13
ST	2	2	3400	3400	764	46	0	0.22	0.24	0.24	0.24
SR	1	1	1700	1700	146	11	6	0.09	0.09	0.10	0.10
EL	2	2	3400	3400	175	7	2	0.05	0.05	0.05	0.05
ET	4	4	6800	6800	1655	67	10	0.26	0.27	0.27	0.27
ER	0	0	0	0	92	4	1				
WL	2	2	3400	3400	111	9	0	0.03	0.04	0.04	0.04
WT	3	3	5100	5100	828	39	34	0.16	0.17	0.18	0.18
WR	1	1	1700	1700	40	2	0	0.02	0.02	0.02	0.02
NORTH/SOUTH CRITICAL SUMS =								0.30	0.31	0.31	0.31
EAST/WEST CRITICAL SUMS =								0.29	0.31	0.31	0.31
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.64	0.67	0.67	0.67
LOS =								B	B	B	B

ICU SPREADSHEET FILE NAME

W & M

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / MAGNOLIA ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	1	2	1700	3400	200	8	5	0.12	0.12	0.13	0.06
NT	3	3	5100	5100	1057	63	0	0.25	0.27	0.27	0.27
NR	0	0	0	0	233	14	0				
SL	2	2	3400	3400	310	13	0	0.09	0.10	0.10	0.10
ST	2	2	3400	3400	1192	69	0	0.35	0.37	0.37	0.37
SR	1	1	1700	1700	212	13	7	0.12	0.13	0.14	0.14
EL	2	2	3400	3400	300	12	10	0.09	0.09	0.09	0.09
ET	4	4	6800	6800	1260	51	54	0.21	0.22	0.23	0.23
ER	0	0	0	0	186	8	7				
WL	2	2	3400	3400	149	16	0	0.04	0.05	0.05	0.05
WT	3	3	5100	5100	1327	64	36	0.26	0.27	0.28	0.28
WR	1	1	1700	1700	127	5	0	0.07	0.08	0.08	0.08
NORTH/SOUTH CRITICAL SUMS =								0.47	0.49	0.50	0.43
EASTWEST CRITICAL SUMS =								0.35	0.36	0.37	0.37
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.87	0.90	0.92	0.85
LOS =								D	D	E	D

ICU SPREADSHEET FILE NAME

W & M

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

NORTH/SOUTH CRITICAL SUMS =

EASTWEST CRITICAL SUMS =

CLEARANCE =

ICU VALUE =

LOS =

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: AM PEAK HOUR
 INTERSECTION: SLATER AVE. / NEWLAND ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	1	0	1700	0	97	5	0	0.06	0.06	0.06	*
NT	2	0	3400	0	441	30	15	0.15	0.16	0.16	
NR	0	0	0	0	57	8	0				
SL	1	0	1700	0	93	5	2	0.05	0.06	0.06	
ST	2	0	3400	0	528	56	5	0.18	0.19	0.19	*
SR	0	0	0	0	67	4	0				
EL	1	0	1700	0	37	3	0	0.02	0.02	0.02	*
ET	2	0	3400	0	766	34	0	0.26	0.27	0.27	*
ER	0	0	0	0	119	5	0				
WL	1	0	1700	0	41	27	0	0.02	0.04	0.04	*
WT	2	0	3400	0	367	17	0	0.12	0.12	0.12	*
WR	0	0	0	0	29	2	6				
NORTH/SOUTH CRITICAL SUMS =								0.24	0.25	0.25	0.00
EAST/WEST CRITICAL SUMS =								0.28	0.31	0.31	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.57	0.61	0.61	0.00
LOS =								A	B	B	

ICU SPREADSHEET FILE NAME S&N

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PROJECT OPENING DAY
 INTERVAL: PM PEAK HOUR
 INTERSECTION: SLATER AVE. / NEWLAND ST.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+OTHER +PROJECT V/C	EX.+OTHER +PROJECT V/C-W_IMP
NL	1		1700	0	137	7	0	0.08	0.08	0.08	*
NT	2		3400	0	735	85	16	0.23	0.27	0.28	
NR	0		0	0	63	37	0				
SL	1		1700	0	42	3	10	0.02	0.03	0.03	
ST	2		3400	0	619	55	24	0.21	0.22	0.23	*
SR	0		0	0	85	4	0				
EL	1		1700	0	128	5	0	0.08	0.08	0.08	*
ET	2		3400	0	623	25	0	0.22	0.23	0.23	
ER	0		0	0	137	6	0				
WL	1		1700	0	101	23	0	0.06	0.07	0.07	
WT	2		3400	0	735	30	0	0.25	0.26	0.26	*
WR	0		0	0	114	5	7				
NORTH/SOUTH CRITICAL SUMS =								0.29	0.30	0.31	0.00
EAST/WEST CRITICAL SUMS =								0.33	0.34	0.34	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.67	0.69	0.70	0.00
LOS =								B	B	B	

ICU SPREADSHEET FILE NAME

S&N

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

APPENDIX C.1

BUILDOUT ICU WORKSHEETS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: AM PEAK HOUR
 INTERSECTION: HEIL AVE. / BEACH BLVD. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	G.P. + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	2	1700	3400	196	0	1	0.12	0.12	0.12	0.06
NT	4	4	6800	6800	2188	0	12	0.33	0.33	0.33	0.33
NR	0	0	0	0	72	0	0				
SL	1	2	1700	3400	191	0	0	0.11	0.11	0.11	0.06
ST	4	4	6800	6800	2707	0	39	0.44	0.44	0.44	0.44
SR	0	0	0	0	251	0	0				
EL	1	1	1700	1700	178	0	0	0.10	0.10	0.10	0.10
ET	2	2	3400	3400	366	0	0	0.16	0.16	0.16	0.16
ER	0	0	0	0	173	0	4				
WL	1	1	1700	1700	114	0	0	0.07	0.07	0.07	0.07
WT	2	2	3400	3400	433	0	0	0.18	0.18	0.18	0.18
WR	0	0	0	0	190	0	0				
NORTH/SOUTH CRITICAL SUMS =								0.56	0.56	0.56	0.50
EAST/WEST CRITICAL SUMS =								0.28	0.28	0.28	0.28
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.89	0.89	0.89	0.83
LOS =								D	D	D	D

ICU SPREADSHEET FILE NAME FH&B.3

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

NORTH/SOUTH CRITICAL SUMS =
 EAST/WEST CRITICAL SUMS =
 CLEARANCE =
 ICU VALUE =
 LOS =

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: PM PEAK HOUR
 INTERSECTION: HEIL AVE / BEACH BLVD. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	GP + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	2	1700	3400	242	0	7	0.14	0.14	0.15	0.07
NT	4	4	6800	6800	3177	0	61	0.48	0.48	0.49	0.49
NR	0	0	0	0	81	0	0				
SL	1	2	1700	3400	213	0	0	0.13	0.13	0.13	0.06
ST	4	4	6800	6800	2978	0	41	0.47	0.47	0.48	0.48
SR	0	0	0	0	241	0	0				
EL	1	1	1700	1700	180	0	0	0.11	0.11	0.11	0.11
ET	2	2	3400	3400	492	0	0	0.22	0.22	0.22	0.22
ER	0	0	0	0	257	0	5				
WL	1	1	1700	1700	47	0	0	0.03	0.03	0.03	0.03
WT	2	2	3400	3400	481	0	0	0.19	0.19	0.19	0.19
WR	0	0	0	0	190	0	0				
NORTH/SOUTH CRITICAL SUMS =								0.61	0.61	0.63	0.55
EAST/WEST CRITICAL SUMS =								0.30	0.30	0.30	0.30
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.96	0.96	0.98	0.90
LOS =								E	E	E	D

ICU SPREADSHEET FILE NAME FH&B.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / GOLDENWEST ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	G.P. + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	2	0	3400	0	82	0	0	0.02	0.02	0.02	*
NT	3	0	5100	0	726	0	0	0.14	0.14	0.14	*
NR	1	0	1700	0	94	0	2	0.06	0.06	0.06	
SL	2	0	3400	0	353	0	4	0.10	0.10	0.11	*
ST	3	0	5100	0	711	0	0	0.15	0.15	0.15	*
SR	0	0	0	0	63	0	0				
EL	2	0	3400	0	234	0	0	0.07	0.07	0.07	*
ET	3	0	5100	0	1595	0	17	0.34	0.34	0.34	*
ER	0	0	0	0	121	0	0				
WL	2	0	3400	0	148	0	1	0.04	0.04	0.04	*
WT	3	0	5100	0	960	0	5	0.23	0.23	0.23	*
WR	0	0	0	0	197	0	1				
NORTH/SOUTH CRITICAL SUMS =								0.24	0.24	0.25	0.00
EAST/WEST CRITICAL SUMS =								0.38	0.38	0.38	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.67	0.67	0.68	0.00
LOS =								B	B	B	

ICU SPREADSHEET FILE NAME FW&GW.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE / GOLDENWEST ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	GP + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	2		3400	0	292	0	0	0.06	0.06	0.06	*
NT	3		5100	0	994	0	0	0.19	0.19	0.19	
NR	1		1700	0	51	0	2	0.03	0.03	0.03	
SL	2		3400	0	273	0	5	0.08	0.08	0.08	
ST	3		5100	0	1170	0	0	0.26	0.26	0.26	*
SR	0		0	0	151	0	0				
EL	2		3400	0	270	0	0	0.08	0.08	0.08	*
ET	3		5100	0	1041	0	18	0.25	0.25	0.25	
ER	0		0	0	216	0	0				
WL	2		3400	0	244	0	3	0.07	0.07	0.07	
WT	3		5100	0	1450	0	27	0.32	0.32	0.32	*
WR	0		0	0	172	0	7				
NORTH/SOUTH CRITICAL SUMS =								0.32	0.32	0.32	0.00
EAST/WEST CRITICAL SUMS =								0.40	0.40	0.40	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.77	0.77	0.77	0.00
LOS =								C	C	C	

ICU SPREADSHEET FILE NAME FW&GW.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / GOTHARD ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	G.P. + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	0	1700	0	197	0	0	0.12	0.12	0.12	*
NT	2	0	3400	0	681	0	0	0.22	0.22	0.22	
NR	0	0	0	0	70	0	9				
SL	1	0	1700	0	194	0	2	0.11	0.11	0.12	
ST	2	0	3400	0	690	0	0	0.26	0.26	0.26	*
SR	0	0	0	0	192	0	0				
EL	1	0	1700	0	179	0	0	0.11	0.11	0.11	*
ET	4	0	6800	0	1442	0	24	0.25	0.25	0.25	*
ER	0	0	0	0	234	0	0				
WL	1	0	1700	0	185	0	3	0.11	0.11	0.11	*
WT	4	0	6800	0	1008	0	7	0.18	0.18	0.18	*
WR	0	0	0	0	183	0	1				
NORTH/SOUTH CRITICAL SUMS =								0.38	0.38	0.38	0.00
EAST/WEST CRITICAL SUMS =								0.36	0.36	0.36	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.79	0.79	0.79	0.00
LOS =								C	C	C	

ICU SPREADSHEET FILE NAME

FW&G

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / GOTHARD ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	GP + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	0	1700	0	226	0	0	0.13	0.13	0.13	*
NT	2	0	3400	0	908	0	0	0.30	0.30	0.30	*
NR	0	0	0	0	119	0	9				
SL	1	0	1700	0	274	0	2	0.16	0.16	0.16	*
ST	2	0	3400	0	820	0	0	0.29	0.29	0.29	*
SR	0	0	0	0	179	0	0				
EL	1	0	1700	0	123	0	0	0.07	0.07	0.07	*
ET	4	0	6800	0	942	0	25	0.18	0.18	0.18	
ER	0	0	0	0	268	0	0				
WL	1	0	1700	0	75	0	14	0.04	0.04	0.05	
WT	4	0	6800	0	1449	0	37	0.24	0.24	0.25	*
WR	0	0	0	0	204	0	3				
NORTH/SOUTH CRITICAL SUMS =								0.46	0.46	0.46	0.00
EAST/WEST CRITICAL SUMS =								0.31	0.31	0.32	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.82	0.82	0.83	0.00
LOS =								D	D	D	

ICU SPREADSHEET FILE NAME

FW&G

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: AM PEAK HOUR
 INTERSECTION: BEACH BLVD. / WARNER AVE. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	G.P. + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	2	2	3400	3400	264	0	0	0.08	0.08	0.08	0.08
NT	4	4	6800	6800	1975	0	0	0.31	0.31	0.31	0.29
NR	0	1	0	1700	129	0	37				0.10
SL	2	2	3400	3400	244	0	45	0.07	0.07	0.09	0.09
ST	4	4	6800	6800	2190	0	0	0.32	0.32	0.32	0.32
SR	1	1	1700	1700	361	0	0	0.21	0.21	0.21	0.21
EL	2	2	3400	3400	420	0	0	0.12	0.12	0.12	0.12
ET	3	3	5100	5100	1073	0	37	0.21	0.21	0.22	0.22
ER	1	1	1700	1700	450	0	0	0.26	0.26	0.26	0.26
WL	2	2	3400	3400	352	0	11	0.10	0.10	0.11	0.11
WT	3	3	5100	5100	829	0	11	0.16	0.16	0.16	0.16
WR	1	1	1700	1700	213	0	14	0.13	0.13	0.13	0.13
NORTH/SOUTH CRITICAL SUMS =								0.40	0.40	0.40	0.40
EASTWEST CRITICAL SUMS =								0.31	0.31	0.33	0.33
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.76	0.76	0.78	0.78
LOS =								C	C	C	C

ICU SPREADSHEET FILE NAME FB&W.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: PM PEAK HOUR
 INTERSECTION: BEACH BLVD. / WARNER AVE. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	GP + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	2	2	3400	3400	351	0	0	0.10	0.10	0.10	0.10
NT	4	4	6800	6800	2484	0	0	0.39	0.39*	0.39*	0.37*
NR	0	1	0	1700	160	0	38				0.12
SL	2	2	3400	3400	455	0	47	0.13	0.13*	0.15*	0.15*
ST	4	4	6800	6800	2504	0	0	0.37	0.37	0.37	0.37
SR	1	1	1700	1700	628	0	0	0.37	0.37	0.37	0.37
EL	2	2	3400	3400	644	0	0	0.19	0.19*	0.19*	0.19*
ET	3	3	5100	5100	613	0	38	0.12	0.12	0.13	0.13
ER	1	1	1700	1700	318	0	0	0.19	0.19	0.19	0.19
WL	2	2	3400	3400	848	0	58	0.25	0.25	0.27	0.27
WT	3	3	5100	5100	1013	0	58	0.20	0.20*	0.21*	0.21*
WR	1	1	1700	1700	417	0	71	0.25	0.25	0.29	0.29
NORTH/SOUTH CRITICAL SUMS =								0.52	0.52	0.54	0.52
EAST/WEST CRITICAL SUMS =								0.39	0.39	0.40	0.40
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.96	0.96	0.99	0.97
LOS =								E	E	E	E

ICU SPREADSHEET FILE NAME FB&W.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / NEWLAND ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	G.P. + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	1	1700	1700	116	0	26	0.07	0.07	0.08	0.08
NT	2	2	3400	3400	614	0	0	0.22	0.22	0.22	0.22
NR	0	0	0	0	128	0	0				
SL	1	1	1700	1700	85	0	0	0.05	0.05	0.05	0.05
ST	2	2	3400	3400	929	0	0	0.31	0.31	0.32	0.27
SR	0	1	0	1700	140	0	22				0.10
EL	1	1	1700	1700	99	0	7	0.06	0.06	0.06	0.06
ET	4	4	6800	6800	1498	0	15	0.23	0.23	0.24	0.24
ER	0	0	0	0	88	0	8				
WL	1	1	1700	1700	184	0	0	0.11	0.11	0.11	0.11
WT	4	4	6800	6800	1060	0	49	0.17	0.17	0.18	0.18
WR	0	0	0	0	91	0	0				
NORTH/SOUTH CRITICAL SUMS =								0.38	0.38	0.40	0.35
EASTWEST CRITICAL SUMS =								0.34	0.34	0.35	0.35
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.77	0.77	0.80	0.75
LOS =								C	C	C	C

ICU SPREADSHEET FILE NAME FW&N.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / NEWLAND ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	GP + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	1	1700	1700	250	0	27	0.15 *	0.15 *	0.16 *	0.16 *
NT	2	2	3400	3400	1252	0	0	0.39	0.39	0.39	0.39
NR	0	0	0	0	69	0	0				
SL	1	1	1700	1700	99	0	0	0.06	0.06	0.06	0.06
ST	2	2	3400	3400	1102	0	0	0.35 *	0.35 *	0.36 *	0.32 *
SR	0	1	0	1700	90	0	23				0.07
EL	1	1	1700	1700	137	0	34	0.08	0.08	0.10	0.10
ET	4	4	6800	6800	941	0	78	0.16 *	0.16 *	0.18 *	0.18 *
ER	0	0	0	0	138	0	41				
WL	1	1	1700	1700	485	0	0	0.29 *	0.29 *	0.29 *	0.29 *
WT	4	4	6800	6800	1917	0	52	0.31	0.31	0.32	0.32
WR	0	0	0	0	208	0	0				
NORTH/SOUTH CRITICAL SUMS =								0.50	0.50	0.52	0.48
EAST/WEST CRITICAL SUMS =								0.45	0.45	0.47	0.47
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								1.00	1.00	1.04	1.00
LOS =								E	E	F	E

ICU SPREADSHEET FILE NAME

FW&N.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: AM PEAK HOUR
 INTERSECTION: WARNER AVE. / MAGNOLIA ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	G.P. + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	2	0	3400	0	91	0	4	0.03	0.03	0.03	*
NT	3	0	5100	0	848	0	0	0.21	0.21	0.21	*
NR	0	0	0	0	220	0	0				
SL	2	0	3400	0	479	0	0	0.14	0.14	0.14	*
ST	2	0	3400	0	71	0	0	0.02	0.02	0.02	*
SR	1	0	1700	0	284	0	6	0.17	0.17	0.17	
EL	2	0	3400	0	115	0	2	0.03	0.03	0.03	*
ET	4	0	6800	0	1545	0	10	0.24	0.24	0.24	*
ER	0	0	0	0	53	0	1				
WL	2	0	3400	0	93	0	0	0.03	0.03	0.03	*
WT	4	0	6800	0	1006	0	34	0.15	0.15	0.16	*
WR	0	0	0	0	40	0	0				
NORTH/SOUTH CRITICAL SUMS =								0.35	0.35	0.35	0.00
EAST/WEST CRITICAL SUMS =								0.27	0.27	0.27	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.67	0.67	0.67	0.00
LOS =								B	B	B	

ICU SPREADSHEET FILE NAME FW&M.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

NORTH/SOUTH CRITICAL SUMS =
 EAST/WEST CRITICAL SUMS =
 CLEARANCE =
 ICU VALUE =
 LOS =

0.35	0.35	0.35	0.00
0.27	0.27	0.27	0.00
0.05	0.05	0.05	0.00
0.67	0.67	0.67	0.00
B	B	B	

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: PM PEAK HOUR
 INTERSECTION: WARNER AVE. / MAGNOLIA ST. - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	GP + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	2	0	3400	0	206	0	5	0.06	0.06	0.06	*
NT	3	0	5100	0	1052	0	0	0.26	0.26	0.26	
NR	0	0	0	0	273	0	0				
SL	2	0	3400	0	216	0	0	0.06	0.06	0.06	
ST	2	0	3400	0	1339	0	0	0.39	0.39	0.39	*
SR	1	0	1700	0	376	0	7	0.22	0.22	0.23	
EL	2	0	3400	0	119	0	10	0.04	0.04	0.04	*
ET	4	0	6800	0	957	0	54	0.15	0.15	0.16	
ER	0	0	0	0	36	0	7				
WL	2	0	3400	0	325	0	0	0.10	0.10	0.10	
WT	4	0	6800	0	1958	0	36	0.31	0.31	0.31	*
WR	0	0	0	0	125	0	0				
NORTH/SOUTH CRITICAL SUMS =								0.45	0.45	0.45	0.00
EASTWEST CRITICAL SUMS =								0.35	0.35	0.35	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.85	0.85	0.85	0.00
LOS =								D	D	D	

ICU SPREADSHEET FILE NAME FW&M.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: AM PEAK HOUR
 INTERSECTION: SLATER AVE. / NEWLAND - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	G.P. + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	0	1700	0	152	0	0	0.09	0.09	0.09	*
NT	2	0	3400	0	663	0	15	0.22	0.22	0.23	*
NR	0	0	0	0	92	0	0				
SL	1	0	1700	0	120	0	2	0.07	0.07	0.07	
ST	2	0	3400	0	951	0	5	0.22	0.22	0.23	*
SR	0	0	0	0	99	0	0				
EL	1	0	1700	0	64	0	0	0.04	0.04	0.04	*
ET	2	0	3400	0	1002	0	0	0.33	0.33	0.33	*
ER	0	0	0	0	113	0	0				
WL	1	0	1700	0	38	0	0	0.02	0.02	0.02	*
WT	2	0	3400	0	438	0	0	0.14	0.14	0.15	*
WR	0	0	0	0	52	0	6				
NORTH/SOUTH CRITICAL SUMS =								0.31	0.31	0.32	0.00
EASTWEST CRITICAL SUMS =								0.35	0.35	0.35	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.71	0.71	0.72	0.00
LOS =								C	C	C	

ICU SPREADSHEET FILE NAME FS&N.3

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS

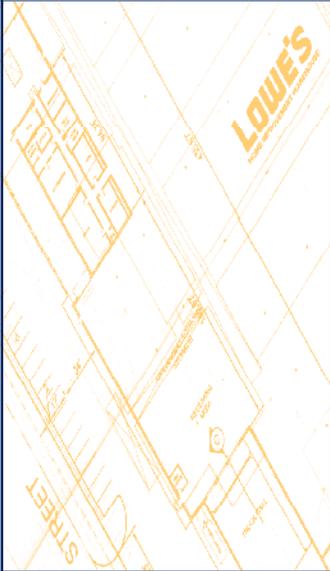
INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: LOWE'S - PHASE I (LOWE'S ONLY)
 INTERVAL: PM PEAK HOUR
 INTERSECTION: SLATER AVE. / NEWLAND - LONG RANGE

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	GENERAL PLAN VOLUME	OTHER VOLUME	PROJECT VOLUME	GENERAL PLAN V/C	GP + OTHER V/C	GP+OTHER +PROJECT V/C	GP+OTHER +PROJECT V/C-W_IMP
NL	1	0	1700	0	191	0	0	0.11	0.11	0.11	*
NT	2	0	3400	0	1046	0	16	0.33	0.33	0.33	*
NR	0	0	0	0	59	0	0				
SL	1	0	1700	0	69	0	10	0.04	0.04	0.05	*
ST	2	0	3400	0	749	0	24	0.25	0.25	0.26	*
SR	0	0	0	0	108	0	0				
EL	1	0	1700	0	119	0	0	0.07	0.07	0.07	*
ET	2	0	3400	0	718	0	0	0.26	0.26	0.26	
ER	0	0	0	0	160	0	0				
WL	1	0	1700	0	84	0	0	0.05	0.05	0.05	
WT	2	0	3400	0	756	0	0	0.25	0.25	0.26	*
WR	0	0	0	0	110	0	7				
NORTH/SOUTH CRITICAL SUMS =								0.37	0.37	0.38	0.00
EAST/WEST CRITICAL SUMS =								0.32	0.32	0.33	0.00
CLEARANCE =								0.05	0.05	0.05	0.00
ICU VALUE =								0.74	0.74	0.76	0.00
LOS =								C	C	C	

ICU SPREADSHEET FILE NAME FS&N.a

N = NORTHBOUND, S = SOUTHBOUND
 E = EASTBOUND, W = WESTBOUND
 L = LEFT, T = THROUGH, R = RIGHT
 N.S. = NOT SIGNALIZED
 LOS = LEVEL OF SERVICE
 * DENOTES CRITICAL MOVEMENTS



PCR SANTA MONICA

233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401

TEL 310.451.4488

FAX 310.451.5279

EMAIL info@pcrnet.com

PCR IRVINE

One Venture, Suite 150
Irvine, California 92618

TEL 949.753.7001

FAX 949.753.7002

EMAIL info@pcrnet.com