
TO: Planning Commission, City of Huntington Beach
FROM: Brookfield Residential
DATE: September 20, 2021

SUBJECT: Responses to Comments and Questions during Planning Commission Study Session regarding the Proposed Gisler Residential Development (21141 Strathmoor Lane)

1) Does the project require signals be added on Brookhurst St. or is a signal required at the intersection of Effingham Dr. and Brookhurst Street?

- The City approved traffic study for the Gisler residential project has determined that traffic signals will not be required at the intersection of Brookhurst St. and Effingham Dr or along Brookhurst Street. The project's transportation engineer has examined multiple factors to determine the need for the installation of new traffic signals related to the project. During the project's traffic analysis, the first step is to perform signal warrant analysis consistent with the Manual on Uniform Traffic Devices (MUTCD). AM and PM peak hour warrants were run for Effingham/Brookhurst. Based on this criteria Effingham/Brookhurst does not meet the signal warrant criteria. The second step is to determine if there are any safety concerns with the design of the intersection. Review of accident report data compiled from January 2016 through January 2021 via the Statewide Integrated Traffic Records System (SWITRS) shows no collisions at this location that could be correctable via signalization. Existing sight lines at the intersection were examined and are considered adequate. The transportation engineer also performed a gap analysis, which was conducted at the intersection of Brookhurst Street at Effingham Drive to further examine the need for a signal. The gap analysis determined that the existing gaps along Brookhurst Street are considered adequate to accommodate the forecasted Existing Plus Project traffic volumes for both eastbound left-turn and right-turn movement from Effingham Drive. Therefore, based on the above, a signal is not recommended at this location.

2) Is a single access point to the new community sufficient? Would an entrance off Bluefield Drive (where the emergency access is located) be appropriate?

- A single access point into the Gisler community off Strathmoor Lane was recommended after the Brookfield's initial consultations with Huntington Beach City Staff during the preliminary plan review process. Furthermore, the site plan configuration with a single access point off Strathmoor Lane and emergency access at Bluefield Drive has been presented to neighbors during 3 virtual neighborhood meetings over the past 12 months and discussed during one-on-one meetings with Gisler's neighbors at their homes. Additionally, by nature of a "T" intersection at "A" Street and Strathmoor Lane, there will be a natural calming effect on vehicles to and from the community.

While the new Gisler community will bring 85 new homes to the neighborhood, 7 homes front Strathmoor Lane, and 78 homes will be accessed via Street "A" from Strathmoor Lane. The proposed single site access is consistent with another similarly sized and more recent residential development on the Former Lamb School site off Yorktown Avenue, where 80 homes were accessed through a single entry. Moreover, the single access point

for 78 homes is well below the 150-unit threshold set by the Orange County Fire Authority in the agency's Fire Master Plans for Commercial and Residential Development that is commonly referenced during site planning in regards to life safety. The emergency access point at Bluefield Drive is appropriate for a driveway and is well suited to provide access to the new community should the main entry be blocked. Further analysis conducted by the project's transportation engineer, has determined that one access point is sufficient for a development of this size, with the Strathmoor Lane entry point having adequate sight lines and being anticipated to operate at a level of service A. Along the northern and western edges of the Gisler site, there are 4 cul-de-sacs that have not been considered as secondary access points as the property at the top of each cul-de-sac is privately owned by the adjacent neighbors. The property is also privately owned at the Bluefield emergency access point and it does not meet City street design standards for a public street right-of-way, but would allow for the emergency access driveway.

3) How high are the retaining walls throughout the site and describe the proposed condition at the northwest corner of the neighborhood? Has the Applicant met with adjacent property owners to Lot 25?

- Along the northern and western edges of the new community, the proposed retaining wall heights are from 0' to 2', excluding Lot 25 at the northwest corner of the site, where the retaining wall increases to the 4.4' for a limited section due to the new community's high point being located in the northwest corner to provide positive drainage to the proposed storm drain extension in Effingham Drive in the southeast corner of the site, while also maintaining the minimum slopes required across the community's proposed streets. The wall's maximum height is accentuated by the low point in the adjacent public street and sidewalk at the intersection of Volante Drive and Inferno Lane, which is a few feet lower than the front and side yards of the existing homes.

The neighborhood edges of the community have been thoughtfully designed, with increased rear yards along the western boundaries, including Lot 25 that provides for a northerly side yard setback increased to 15' and a westerly rear yard setback of 44', including the additional 5' of yard area being conveyed to the adjacent neighbors on Inferno Lane and Volante Drive. Due to the accentuated drop in height of the street at the intersection of Inferno Lane and Volante Drive, the conveyance of the 5' yard areas along the northern and western edges of Lot 25 has also presented the opportunity to further soften the northwest corner condition and set the proposed retaining wall 10' behind the back of the public sidewalk, while increasing the front yards landscaping opportunities for the adjacent property owners, with additional landscape screening in front of the wall.

Brookfield has met with the Lot 25 adjacent property owners at 21122 Inferno Lane and 9562 Volante Drive on multiple occasions and have arrived at the proposed northwest corner condition in consultation with City Staff. Both property owners have accepted Brookfield's proposal to convey 5' of Gisler school property to their respective lots, which are the areas identified as the lettered lots O and N on the Tentative Tract Map No. 19136. Brookfield has confirmed the acceptance of the conveyance with the 2 adjacent property owners to Lot 25, including the removal of the existing perimeter wall, connection of existing side yard walls/fences to the new perimeter wall and conveying the property in a finished grade condition. It is understood between Brookfield and the adjacent property owners that landscape improvements acceptable to homeowner would be completed, such as the

installation of trees along the public street frontage (future front yards of those homes) to provide screening of the new perimeter wall.

- Along the southern edge of the new community, the proposed retaining wall height ranges from 0' to 2.7' in the southwest corner at Lot 15, where the proposed pad elevation and the current finished elevation of the adjacent homes will be less than 1' elevation difference.

4) Request for developer to incorporate Gisler family name into the project to continue the legacy of an important figure in Huntington Beach history.

- Brookfield appreciates the suggestion from the Planning Commission to keep the Gisler name associated with neighborhood for future generations. We would propose including the Gisler family name in the name of one of the interior streets within the new community.

5) Have AYSO replacement fields been identified for the Gisler playing fields?

- As part of the community benefit package proposed for the Gisler Residential project, \$250,000 is being contributed by Brookfield towards a lighting replacement project on an alternative site located within the Huntington Beach City School District. To facilitate the identification of a replacement location, Brookfield has commissioned a feasibility study on behalf of the School District that will evaluate the opportunities and constraints for lighted playing fields at several locations. Light, noise, size and public access are being assessed to help determine the best option for the District and AYSO Region 56. This study is expected to be completed in the coming weeks.

Other public benefits provided by this project to the surrounding Gisler neighborhood and City of Huntington Beach are described below, which include the proposed improvements to Gisler Park that are in response to feedback we received during our neighborhood outreach efforts:

- Reconstruction of existing tot lot play area at Gisler Park, an 11.67-acre public park that is located immediately to the south of the project site. Playground improvements will include the complete replacement of the existing 3 small tot lot sand areas into a new combined play area that will feature new play equipment structures for multiple age ranges on a rubberized play surface. The reconstructed tot lot play area will also include new park benches and landscaping planter areas.
- Additional Gisler Park improvements will include the removal and replacement of over 3,500 LF of the existing walking path with a 10' wide natural grey concrete path along the entire length of the linear park. Replacement of concrete path will ensure walking paths are brought into compliance with the latest ADA/accessibility requirements at multiple park entry points. New walking path sections will be added in several areas to enhance pedestrian circulation across the park. City specified trash cans will replace existing metal trash cans throughout the park.
- The City parking lot serving Gisler Park will be completely reconstructed with a 2" grind and overlay and the replacement of the 2 driveway access points to the parking lot. The removal and replacement of the existing sidewalk, curb, gutter and new pavement to the centerline of Strathmoor Lane and Effingham Drive will be extended past the parking lot's southern driveway. The Moreton Bay Fig tree that was removed by the

City's contractor from the parking lot planter will be replaced by a new 48" box tree. The Development's shared boundary area with the City's parking lot will be landscaped along the perimeter wall to provide screening.

- Construction of a new 24-inch storm drain that will run for approximately 1,260 LF to tie into the existing storm drain east of the project site in Effingham Drive. And the entire width of Effingham Drive from Strathmoor Lane to Brookhurst Street will be resurfaced, with a 2" grind and overlay. The project will feature on-site water quality infrastructure located underground to detain peak storm flows and treat stormwater through a modular wetland system before being released into the public's downstream storm drain system. The project site currently drains easterly toward Strathmoor Lane either via sheet-flow or through four curb cores/under sidewalk culverts.
- The project will contribute \$1,517,845 towards the Quimby Act's In-Lieu Parkland Dedication Fee to the city.