



CITY COUNCIL AGENDA REPORT

MEETING DATE: APRIL 7, 2009

ITEM NUMBER:

SUBJECT: APPEAL OF PLANNING APPLICATION PA-08-23
758/ 760 VICTORIA STREET AND 2199 RALEIGH AVENUE

DATE: MARCH 25, 2009

FROM: DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MINOO ASHABI, AIA, SENIOR PLANNER
DONALD D. LAMM, AICP, DEV. SVS. DIRECTOR

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI
(714) 754-5610

RECOMMENDATION:

Adopt a resolution to reverse or modify Planning Commission's decision to approve Planning Application PA-08-23, a conditional use permit that allows renovation of an existing church campus and a variance from maximum allowable building height (27 feet required, 30 feet proposed).

Important note: The proposed project includes recent modifications involving:

- (a) Retention of the existing single-family residence on Raleigh Avenue
- (b) Reduction of the originally proposed new construction project to meet the maximum 0.25 FAR requirement.
- (c) Reduction in building height from 33 feet to 30 feet, although a variance is still required.
- (d) Modified vehicle access at Congress Street gate for ingress only when school is in session from 7:30 AM to 3:30 PM, Monday through Friday.

BACKGROUND:

Property Location:

The Christ Lutheran Church is located at 758 and 760 Victoria Street bounded by Congress Avenue on the north, Victoria Street on the south and residential properties and a church on the east and west. The project site also includes a recently acquired property at 2199 Raleigh Avenue. The entire project site is 4.547-acres (*Attachment 1*).

The church site is currently developed with a sanctuary, parsonage, day care, playing fields, preschool classes, and nine primary school classrooms. The property at 2199 Raleigh Avenue is currently developed with a single family residence. The properties are located within the Single Family Residential (R1) zoning district.

Previous Actions:

On January 26, 2009, Commission held a public hearing and on a 5-0 vote approved the proposed project.

On February 2, 2009, an appeal application to City Council was filed by the property owner at 2195 Raleigh Avenue.

On February 17, 2009 the City Council public hearing was continued to March 3, 2009 to allow adequate public noticing of the appeal application.

On March 3, 2009, Council held a public hearing for the project. Ten residents spoke in opposition of the project and expressed concerns on the following issues:

- Demolition of the house at 2199 Raleigh Avenue – Most neighbors opposed demolition of the house at the corner of Raleigh Avenue and Congress Street in that the house was part of the residential fabric of the neighborhood and the proposed open space use was incompatible with other residences. The neighbors also expressed the potential safety and privacy issues associated with the proposed open space.
- Traffic on Congress Street and adjacent residential streets – Several residents complained on the school peak-hour traffic specifically in the morning and its negative impact on residential streets. Most residents requested closing the Congress Street access during school hours.
- On-street parking – A few residents noted that on-street parking was used by church members and parents walking their children to school which reduced the on-street parking that should be available to residents.
- Noise – Two residents complained about early Sunday morning noise and loud speakers during outdoor events held by the church.
- Construction traffic – Two residents requested that construction traffic be restricted on Congress Street and allowed only through Victoria Street.

Council continued the public hearing to April 7, 2009 on a 5-0 vote to allow staff to work with the church on a compromise proposal retaining the residential structure at 2199 Raleigh Avenue, and including a seven-foot wall across the property line between the church and residents. The applicant was also requested to work with adjacent property owners and hold a community meeting providing an opportunity for the residents to express their concerns

The Minutes of the March 3, 2009, City Council meeting is included as *Attachment 5*.

The March 3, 2009 City Council staff report can be accessed on line at:

<http://www.ci.costa-mesa.ca.us/council/agenda/2009-03-03/030309PA0823Appeal.pdf>

Additionally, Council requested a copy of the original 1994 conditional use permit approved for the church. Planning Application PA-94-07 is provided for reference as *Attachment 6*.

Community Meeting:

On March 16, 2009, a community meeting was hosted by the applicant at the project site. Approximately thirty people attended the meeting. Also present were Mayor Pro Tem Wendy Leece and Senior Planner Minoo Ashabi, and a facilitator hired by the applicant.

The majority of the attendees expressed that the house at 2199 Raleigh should remain in place. Others expressed concern about the traffic on Congress Street and inadequate height of block wall along the easterly property line. Ingress to and egress from the project site currently occur at the Congress Street gate. The applicant indicated that the proposed project would include a revised circulation plan to address traffic concerns. However, the applicant also indicated that Congress Street gate will be needed for approximately four weeks in the summer of 2009 during demolition when the Victoria Street access will be used for construction staging. The applicant requested that the residents work with the church for this transitional time. Minutes of the meeting prepared by the applicant is attached for your reference (*Attachment 7*).

Revised Plans:

In response to community concerns and to meet the required Floor Area Ratio (FAR), the applicant revised the proposal and plans as follows (*Attachment 2- Revised Plans, Attachment 3- Revised Planning Application Summary Table and Attachment 8- Revised Proposal Letter*):

- ***Plan revision reflects retention of the single-family residence at 2199 Raleigh to address concerns regarding noise, safety, and privacy.*** Residents were concerned with the proposed demolition of the home on this corner lot. They believed that the future open space area would be an attractive nuisance for noisy gatherings of children or church goers or create other safety/privacy related problems.
- ***Plan revision is consistent with General Plan with regard to the maximum 0.25 FAR.*** Given that the residence on Raleigh Avenue was to remain, the new construction activity for the overall project had to be reduced in size by 1,400 square feet compared to the original proposal. The revised plans result in a net increase of 3,647 square feet. In compliance with the Zoning Code's definition of gross floor area, the 0.25 FAR accounts for the approximate square footage of the structure on Raleigh Avenue, excluding the garage area.
- ***Plan revision limits the Congress Street gate to vehicle ingress only during school time to address noise/traffic concerns.*** Modified access at Congress Street gate shall be ingress only when school is in session from 7:30 AM to 3:30 PM, Monday through Friday. The applicant has also indicated that morning traffic will be patrolled by school staff and volunteers to ensure that a safe drop off area

is provided and the traffic is flowing. With the proposed improvements, vehicles will have full on-site circulation to enter and exit from Victoria Street.

- ***Plan revision includes increasing the height of the existing block wall along the eastern perimeter of the property to address noise/privacy concerns.*** Replacing the entire length of block wall fence which is approximately 600 linear feet is not possible at this time due to budget constraints of the project. Due to concerns raised by the residents of the homes abutting the eastern boundary of the site, the applicant is proposing to increase the height of the existing block wall, thereby creating a minimum 7-foot high block privacy wall as measured from the finished grade of church property. A condition of approval is added to ensure that the modified block wall will be uniform in height, quality, and appearance to the satisfaction of the Development Services Department.
- ***Plan revision lowers the proposed building height from 33 feet to 30 feet, although a variance is still required (30 feet proposed, 27 feet allowed).*** The original proposal included a second floor "Youth Loft". Construction of the loft required increasing the ridge height at the building to 33 feet, which required approval of a variance. Since the Youth Loft has been removed from the proposal, the highest roof height is at the two-story administration building which is centrally located in the church campus and will not have any potential impacts to the adjoining residences.

Public Comments:

Other than views expressed at the March 3, 2009 City Council meeting and the community meeting on March 16, 2009, a letter was submitted on March 24, 2009 by Mr. Ken Carr (*Attachment 9*).

ALTERNATIVES CONSIDERED:

Since the applicant has modified the original proposal, an alternative related to upholding the Planning Commission's approval of the project is not applicable.

Council may consider the following alternatives:

1. **Modify the Planning Commission's approval of Planning Application PA-08-23 (including CUP and variance) by approving the applicant's revised plan.** Council may find that the revised plan, as presented by the applicant, adequately address the neighbors' concerns regarding privacy, noise, traffic, and the retention of the house at 2199 Raleigh Avenue. This alternative corresponds to the draft resolution contained in *Attachment 4A*.
2. **Reverse the Planning Commission's decision and deny Planning Application PA-08-23 (including CUP and variance).** If denied, the applicant would not be able to submit a similar request for six months. This alternative corresponds to the draft resolution contained in *Attachment 4B*.

ENVIRONMENTAL DETERMINATION:

The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), CEQA Guidelines, and the City's environmental processing procedures. Pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines, this project is exempt from CEQA.

FISCAL REVIEW:

Fiscal review is not required.

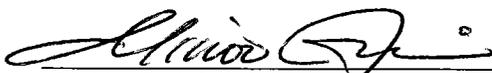
LEGAL REVIEW:

The attached resolutions were reviewed and approved by the City Attorney's office as to form.

CONCLUSION:

As directed by Council, the church held a community meeting to identify the neighbors' concerns. As a result, the applicant made several significant changes to the proposed project, including a plan to retain the house at 2199 Raleigh and downscale the new construction project by 1,400 square feet to adhere to the maximum 0.25 FAR requirement, increasing the height of privacy walls, and limiting access at the Congress Street gate.

Staff believes that the revised plans and recommended conditions address most of the neighbors' concerns, and the applicant has fulfilled Council's request to consider the issues raised by the adjoining residents.


MINOO ASHABI, AIA
Senior Planner


DONALD D. LAMM, AICP
Deputy City Mgr. – Dev. Svs. Director

- Attachments:
- 1 – Location Map
 - 2 – Revised Plans (elevations and landscape plans under separate cover)
 - 3 – Revised Planning Application Summary
 - 4 – City Council Resolutions
 - 5 – Minutes of March 3, 2009, City Council Meeting
 - 6 – July 21, 1994, Planning Commission Report and Traffic study
 - 7 – March 16th Community Meeting Minutes - provided by applicant
 - 8 – March 24, 2009 letter from applicant -Church/School Newsletters
 - 9 – Letter from Ken Carr

cc: City Manager
Assistant City Manager
City Attorney
Public Services Director
City Engineer
City Clerk
Staff (4)
File (2)

Terry D. Jacobson
J7 Architecture
1470 Jamboree Road, Suite 200
Newport Beach, CA 92660

Christ Lutheran Church
760 Victoria St.
Costa Mesa, CA 92627

Jerry Simpson
2195 Raleigh Avenue
Costa Mesa, CA 92627

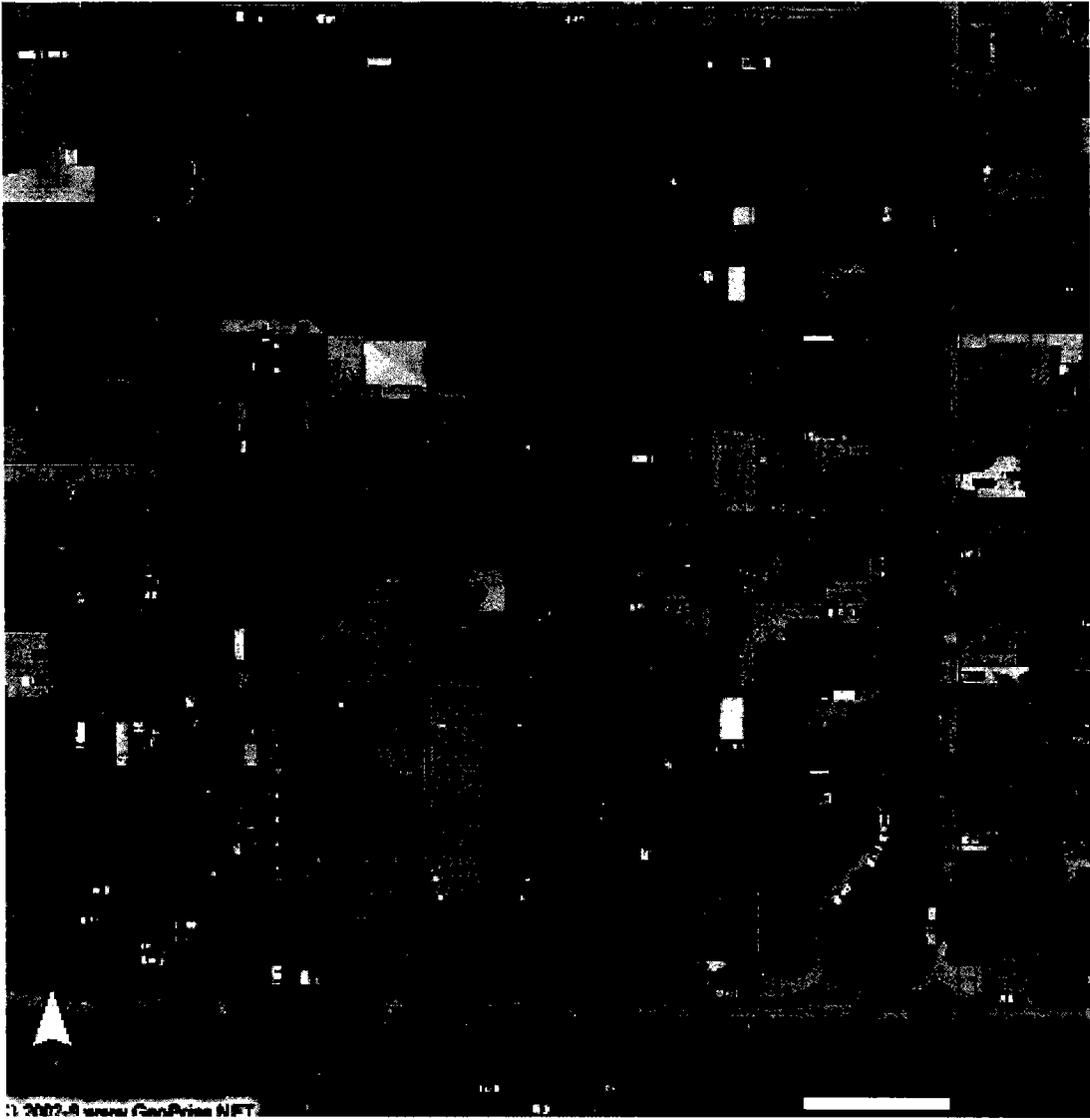
Mr. Kenneth Carr
2229 Raleigh Avenue
Costa Mesa, CA 92627

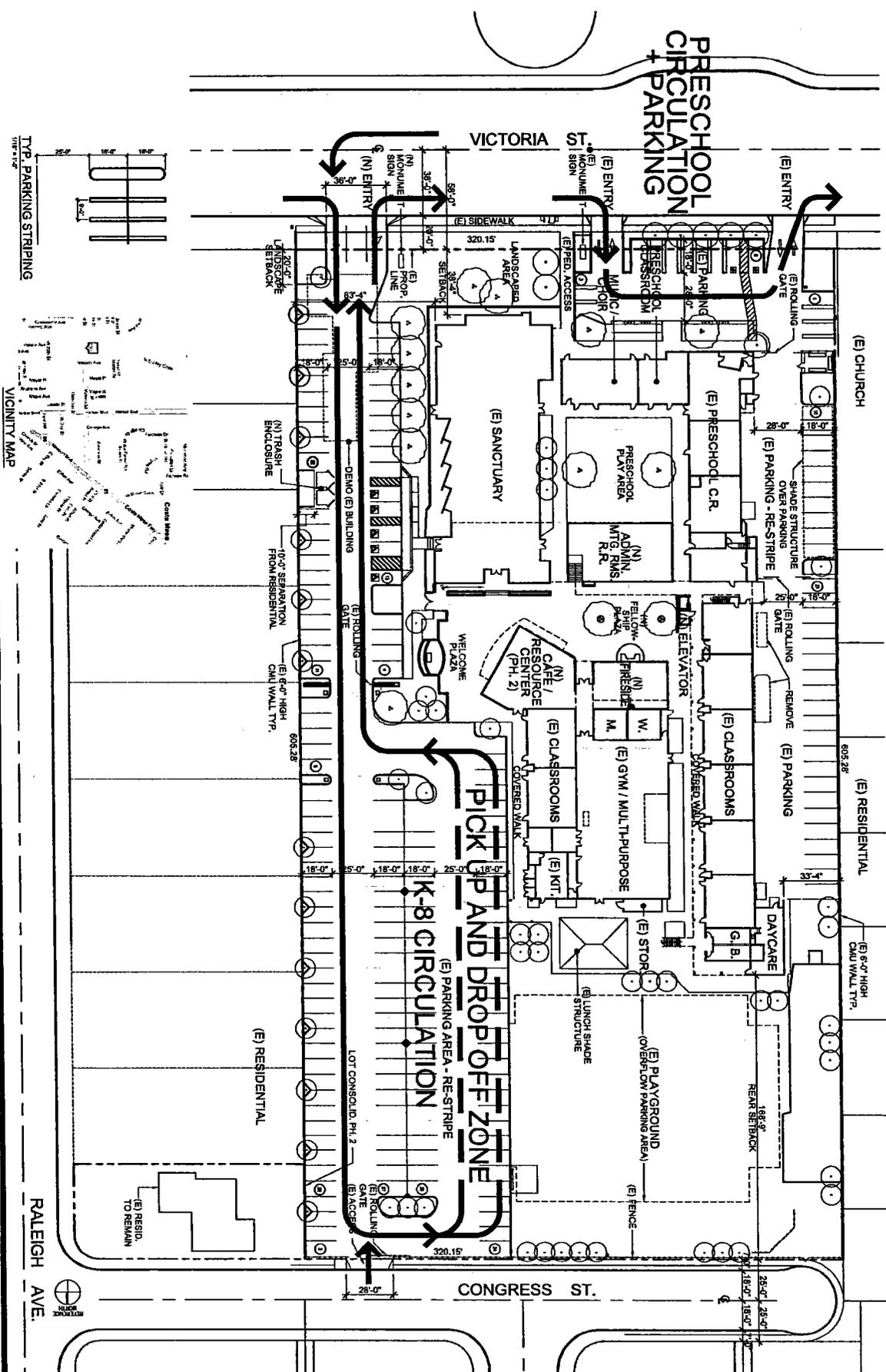
Donald R. Elmore
2209 Wallace Avenue
Costa Mesa, CA 92627

File: 040709A0823Appeal	Date: 032509	Time: 3:30 p.m.
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PA-08-23
760 Victoria Street and
2199 Raleigh Avenue

Christ Lutheran Church





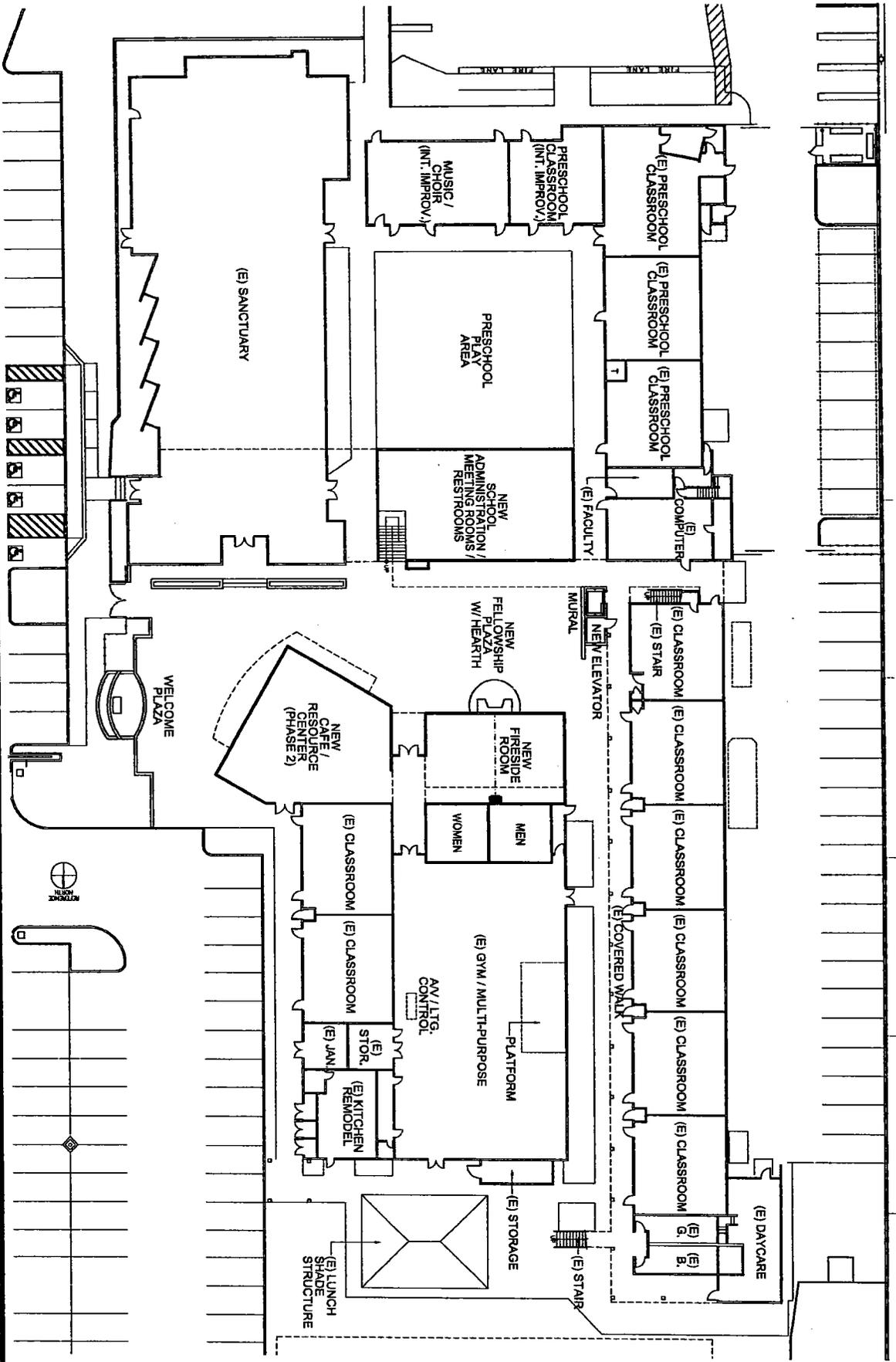
CHRIST LUTHERAN CHURCH
 760 VICTORIA
 COSTA MESA, CALIFORNIA

J7 Architecture
 Creating Space, Inspiring People

SCHOOL CIRCULATION PLAN

PROJECT NO.: 07007
 DATE: 03/24/08
 SCALE: 1"=20'
 SHEET NO.: 14



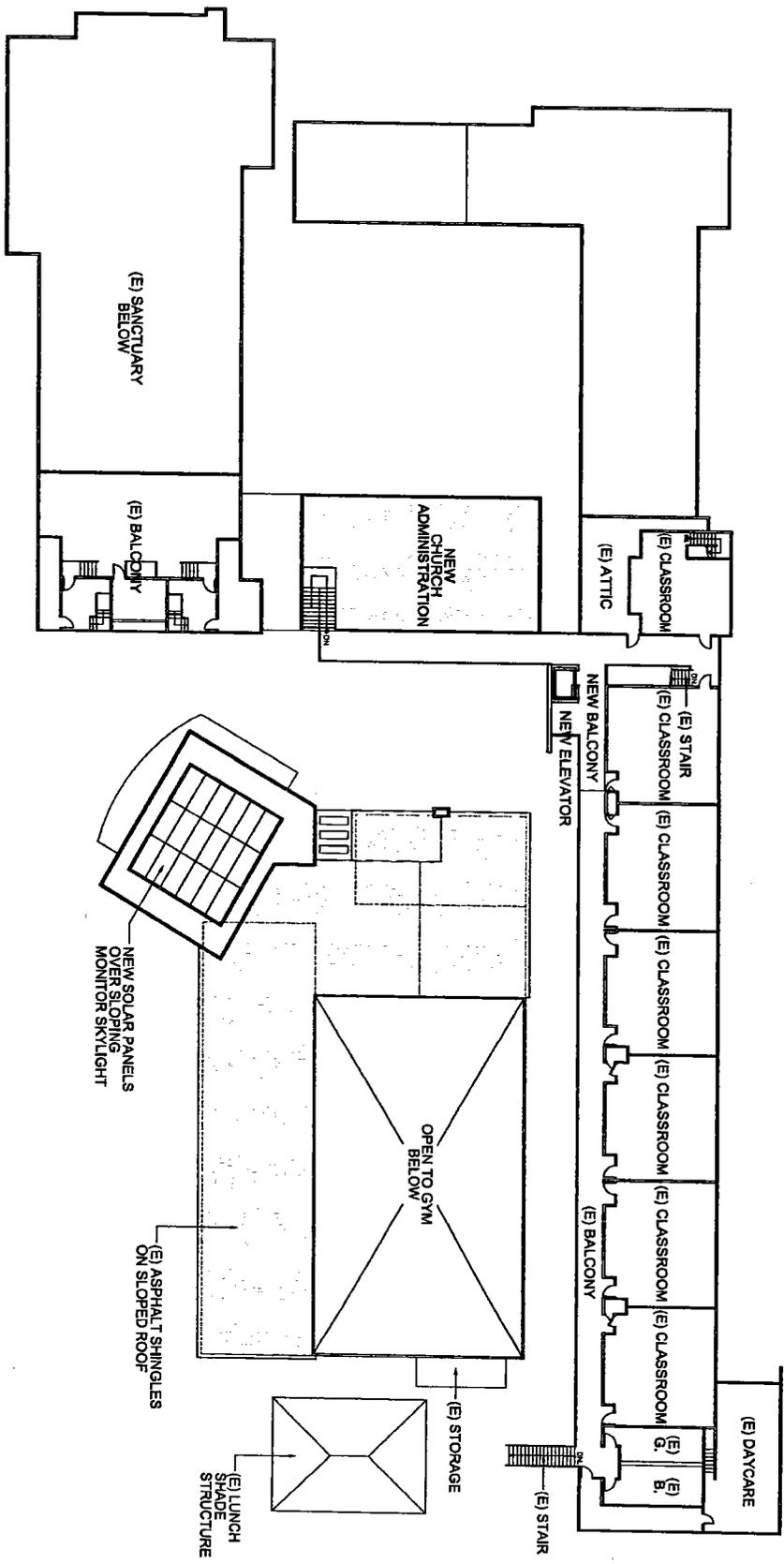


CHRIST LUTHERAN CHURCH
 780 VICTORIA
 COSTA MESA, CALIFORNIA



**FIRST FLOOR PLANS AND
 PARTIAL SITE PLAN**

PROJECT NO.: 07007
 DATE: 03/7/09
 SCALE: 3/32"=1'-0"
 SHEET NO.: 2



CHRIST LUTHERAN CHURCH
 760 VICTORIA
 COSTA MESA, CALIFORNIA

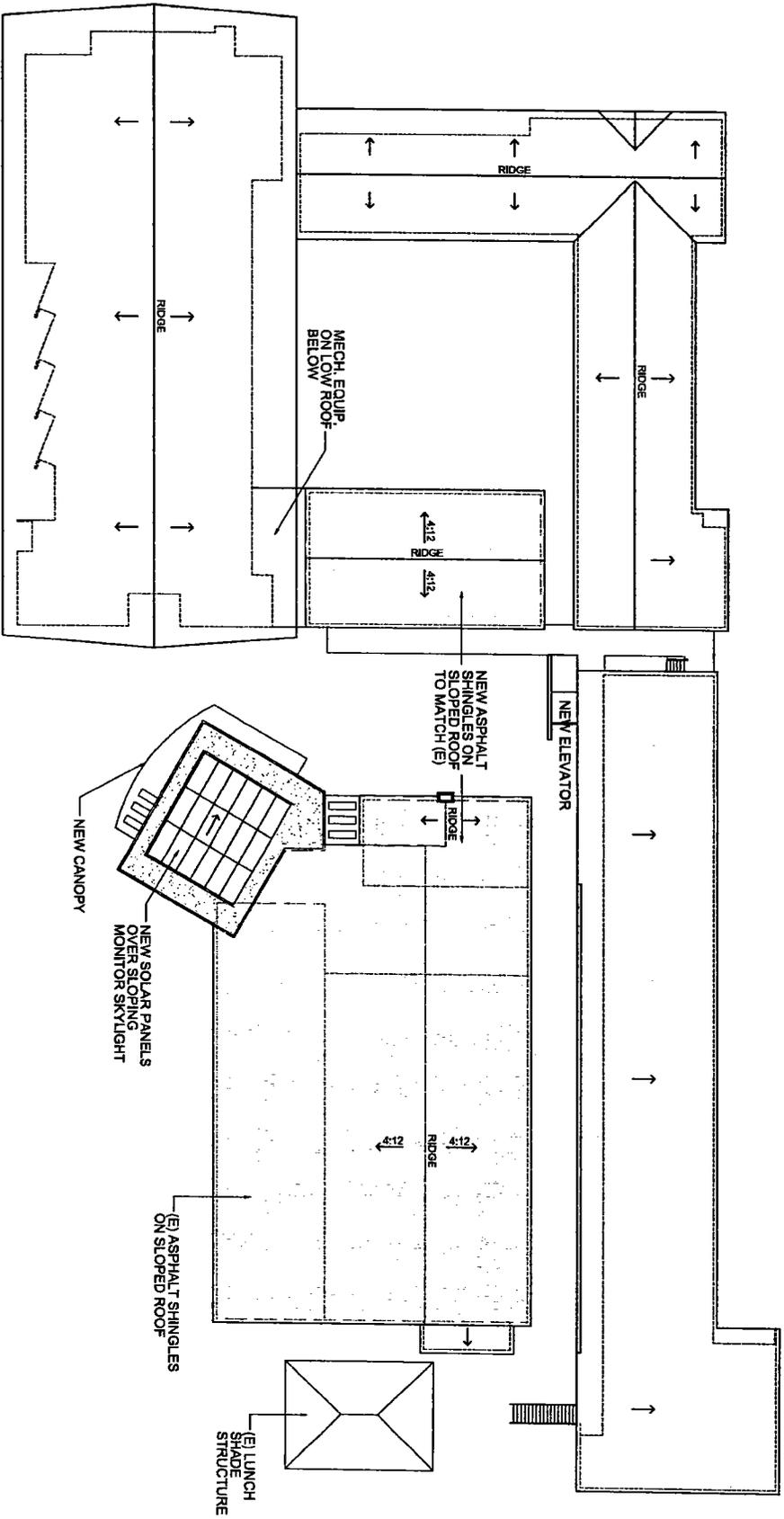


J. Architecture
 Creating space, inspiring people.
 14175 Greenwood Road, Suite 200
 Irvine, CA 92618
 949.453.7272

SECOND FLOOR PLANS

PROJECT NO.: 07007
 DATE: 03/17/09
 SCALE: 3/32"=1'-0"
 SHEET NO.: 3



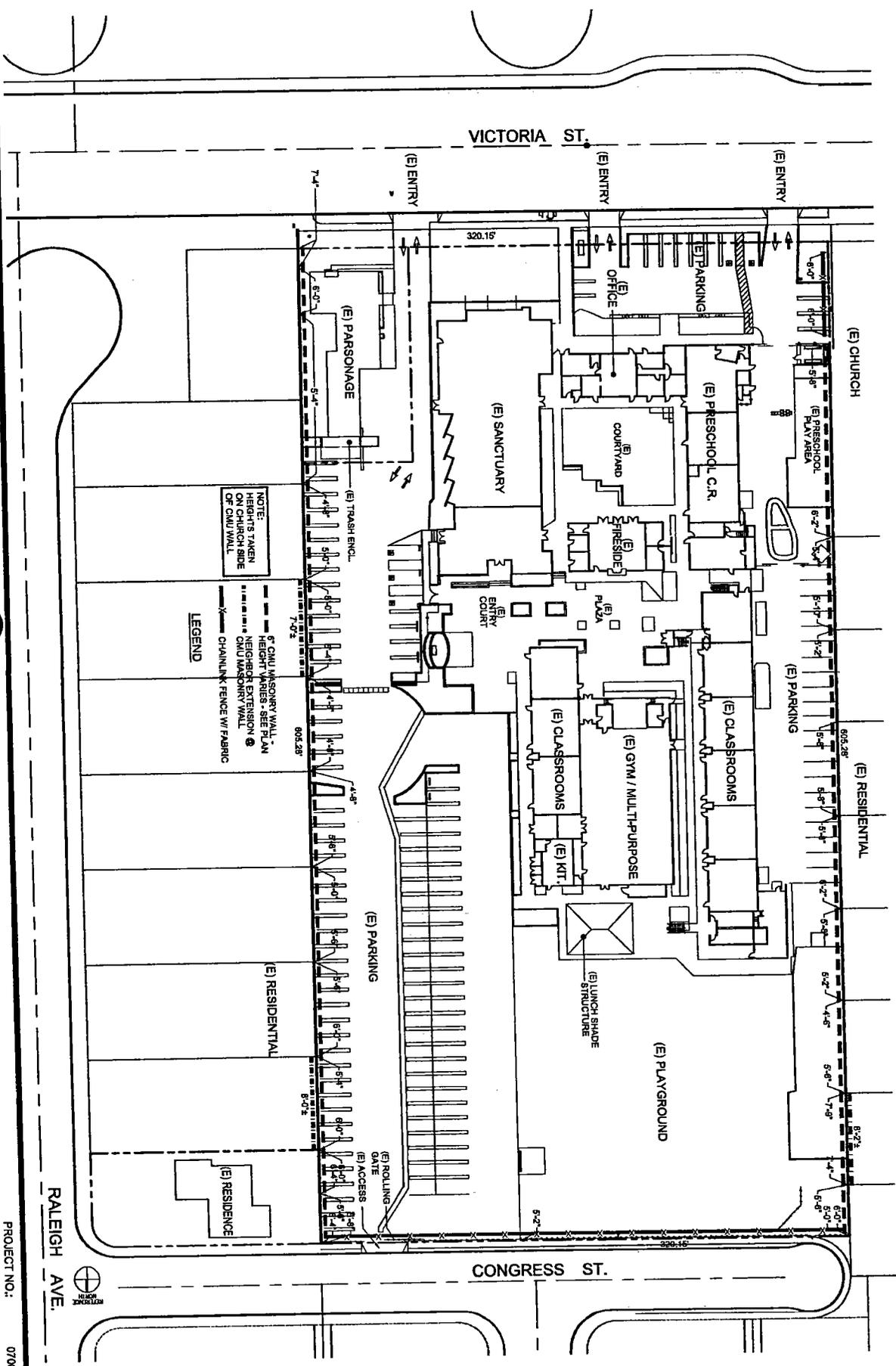


CHRIST LUTHERAN CHURCH
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 COSTA MESA, CALIFORNIA

J7 Architecture
 Creating space. Inspiring people.
 11000 Wilshire Blvd., Suite 200
 Culver City, California 90230
 310.307.5287 FAX 310.307.5281

ROOF PLAN

PROJECT NO.: 07007
 DATE: 03/17/09
 SCALE: 3/32"=1'-0"
 SHEET NO.: 4



CHRIST LUTHERAN CHURCH
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 COSTA MESA, CALIFORNIA

J7 Architecture
 1470 Canyon Blvd, Suite 202
 Newport Beach, CA 92660
 949.440.1111
 www.j7architecture.com

WALL / FENCE
EXISTING CONDITIONS

PROJECT NO.: 07007
 DATE: 03/17/09
 SCALE: 1"=20'
 SHEET NO.: 0

NOTES:
 HEIGHTS TAKEN
 ON CHURCH SIDE
 OF CMU WALL

LEGEND

- 6" CMU MASONRY WALL - HEIGHT VARIES - SEE PLAN
- - - - - NEIGHBOR'S EXTENSION
- CMU MASONRY WALL
- X CHAINLINK FENCE W/ FABRIC

PLANNING APPLICATION SUMMARY

Location: 758 and 760 Victoria Street Application Number: PA-08-23
2199 Raleigh Street

Request: Conditional Use Permit for renovation and addition to a church campus with a variance from building height requirements.

SUBJECT PROPERTY:

SURROUNDING PROPERTY:

Zone: <u>Single Family Residential (R1)</u>	North: <u>R1 and R2 MD - Residential</u>
General Plan: <u>Medium Density Residential MDR</u>	<u>R1- Residential and commercial</u>
Lot Dimensions: <u>320' X 605' feet</u>	South: <u>R1 - Residential</u>
Lot Area: <u>4.37 sq. ft.</u>	East: <u>R2 MD - Residential and church</u>
	West: <u>R2 MD - Residential and church</u>

Existing Development: Church and school campus including a parsonage, sanctuary, classrooms, preschool and day care, playing fields, gymnasium, administration offices and fireside building

DEVELOPMENT STANDARD COMPARISON

<u>Development Standard</u>	<u>Required/Allowed in R1 zone</u>	<u>Proposed/Provided</u>
Lot Area	6,000 sq. ft.	4.37 acres (phase 1) 4.547 (phase 2)
Floor Area Ratio (Phase 1)	Maximum 0.25 (47,590 S.F.)	0.25 (47,500 100 S.F.)
Floor Area Ratio (Phase 2)	Maximum 0.25 (49,517 S.F.)	0.25 (49,517 S.F.)
Open Space	40%	41.9 41%
Building Height	2 stories/27 feet	33-30 feet ¹
Building Setbacks: (Victoria considered front)		
Front	20 ft.	20 ft.
Side (left/right)	5 ft.	38 ft.
Rear	20 ft.	168 ft.
Parking:		
682 fixed seats – 1 space/3 seats	227 spaces	278 including 68 overflow spaces ²
Interior Landscaping (parking lot)	5,675 S. F.	6,000 S. F.
Block Wall Height	6 feet	6 feet
¹ Variance from maximum allowable height requested,		
² Overflow parking approved by City Council in 1975.		
Final Action	Planning Commission	
CEQA Review	Exempt, Class 32, Infill Development	

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA MODIFYING THE PLANNING COMMISSION'S APPROVAL OF PLANNING APPLICATION PA-08-23 FOR 758/760 VICTORIA AND 2199 RALEIGH AVENUE

THE CITY COUNCIL OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Terry Jacobson of J7 Architecture, as authorized agent for property owners, Christ Lutheran Church, for the real property located at 758/760 Victoria Street and 2199 Raleigh Avenue, in an R1 Zone;

WHEREAS, Planning Application PA-08-23, as modified by the applicant, includes a Conditional Use Permit to construct a net increase of 3,647 square feet for a new two-story administration office, a new fireside building, and a café/resource center, and a variance from the maximum allowable building height to construct a two-story structure with an overall height of 30 feet. The proposed project will not exceed a maximum 0.25 FAR;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on January 26, 2009 to allow for public comment on the proposed project and with all persons having been given the opportunity to be heard both for and against the proposed project;

WHEREAS, on January 26, 2009, the Planning Commission approved Planning Application PA-08-23, subject to conditions of approval;

WHEREAS, the original proposal approved by the Planning Commission on January 26, 2009 involved a Conditional Use Permit to demolish an existing house and new construction for a net increase of 3,569 square feet for a new two-story administration office, a new fireside building, a café/resource center and a youth loft, and a variance from the maximum allowable building height to construct a two-story structure with an overall height of 33 feet;

WHEREAS, on February 2, 2009, Planning Commission's decision was appealed by a resident to the City Council;

WHEREAS, on February 17, 2009, the City Council continued the public hearing to March 3, 2009 to allow proper public noticing of the appeal application;

WHEREAS, on March 3, 2009, a duly noticed public hearing was held by the City Council to allow for public comment on the proposed project and with all persons having been given the opportunity to be heard both for and against the proposed project.

WHEREAS, City Council continued the public hearing to April 7, 2009, to allow the applicant to hold a community meeting and develop a plan that would address concerns of the neighborhood;

WHEREAS, On April 7, 2009, the City Council held a public hearing and considered Planning Application PA-08-23 as modified, including the following: (a) Retention of the existing single-family residence on Raleigh Avenue, (b) Reduction of the originally proposed construction project to meet the maximum 0.25 FAR requirement excluding the residential site, (c) Reduction in building height from 33 feet to 30 feet, although a variance is still required, (d) Modified access at Congress Street gate to ingress only during morning pick-up and afternoon drop-off when school is in session from 8:15 AM to 3:00 PM, Monday through Friday;

WHEREAS, the proposed project as modified has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City environmental procedures, and is considered an exempt activity under CEQA Guidelines Section 15332, Class 32, related to infill development;

BE IT RESOLVED that the City Council hereby **MODIFIES THE PLANNING COMMISSION'S APPROVAL** Planning Application PA-08-23, with respect to the revised project and the property described above.

BE IT FURTHER RESOLVED that the City Council does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the Staff Report for Planning Application PA-08-23, based on the evidence in the record and the findings contained in Exhibit "A, "and upon applicant's compliance with each and all of the conditions contained in Exhibit "B", as well as with compliance of all applicable federal, state, and local laws. Should any material change occur in the operation, or should the applicant fail to comply with the conditions of approval, this

Resolution, and any recommendation for approval herein contained, shall be deemed null and void.

PASSED AND ADOPTED this 7th day of April, 2009.

ALLAN R. MANSOOR
Mayor of the City of Costa Mesa

ATTEST:

APPROVED AS TO FORM:

City Clerk of the City of Costa Mesa

City Attorney

EXHIBIT "A"**FINDINGS (APPROVAL)**

- A. The information presented substantially complies with Costa Mesa Municipal Code Section 13-29(g)(2) in that the proposed use is substantially compatible with developments in the same general area. Granting the conditional use permit will not be detrimental to the health, safety and general welfare of the public or other properties or improvements within the immediate vicinity. Specifically, the maximum 0.25 Floor-Area-Ratio for an institutional use in the Low Density Residential General Plan designation shall not be exceeded. Additionally, the number of students remains the same and the improvements provide for a modernized church campus. A total of 410 students including preschool students were authorized in February 14, 1994 with approval of PA-94-07.
- B. The proposed project complies with Costa Mesa Municipal Code Section 13-29(e) because:
- a. The proposed development and use is compatible and harmonious with uses both onsite as well as those on surrounding properties. Specifically, the proposed expansion will modernize the appearance and use of church buildings without increasing number of students.
 - b. Safety and compatibility of the design of the buildings, parking areas, landscaping, luminaries, and other site features including functional aspects of the site development such as automobile and pedestrian circulation have been considered. The proposed new driveway on Victoria Street will improve ingress and egress to the site and provide better on-site circulation. In addition, the single-family detached residence at 2199 Raleigh Avenue will remain and retain its residential use compatible with other residences in the neighborhood.
 - c. The planning application is for a project-specific case and does not establish a precedent for future development.
- C. The information presented substantially complies with Section 13-29(g)(1) of the Costa Mesa Municipal Code:
- a. Because of special circumstances (lot size/width and location) applicable to the property, the strict application of the maximum building height requirement (27 ft. required, 30 ft. proposed) would deprive the property owner of privileges enjoyed by owners of other property in the vicinity under identical zoning classification. The proposed building height of 30 feet although more than the maximum allowable building height of 27 feet, it is compatible with other on-site buildings and situated in a central location more than 100 feet from property lines.
 - b. The variance granted shall be subject to such conditions as will assure that the deviations authorized shall not constitute a grant of special privileges inconsistent with the limitation upon other properties in the vicinity and zone in which the property is situated.

- c. The granting of the variance will not allow a use, density, or intensity which is not in accordance with the General Plan designation, as amended.
- D. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City environmental procedures, and has been found to be exempt from CEQA under Section 15332, Class 32.
- E. The project, as conditioned, is consistent with Chapter XII, Article 3, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code in that the development project's traffic impacts will be mitigated (a) at all affected intersections (b) by the payment of traffic impact fees.

EXHIBIT "B"

CONDITIONS OF APPROVAL

- Plng. 1. Prior to issuance of a demolition permit for Phase 2 improvements, a Lot Line Adjustment shall be approved and recorded to merge three parcels located at 758/760 Victoria Street and 2199 Raleigh Avenue.
2. All conditions of approval for ZE-74-103, PA-86-101, PA-92-25, and PA-94-07 remain in effect unless amended hereto.
3. The applicant shall remove any illegal and non-conforming signs on the property within 14 days of the effective date of this approval. Banner signs shall be in conformance with the requirements of Cost Mesa Municipal Code.
4. The conditions of approval and code provisions of PA-08-23 shall be blueprinted on the face of the site plan as part of the plan check submittal package. The project shall comply with these requirements.
5. The subject property's ultimate finished grade level may not be filled/raised unless necessary to provide proper drainage, and in no case shall it be raised in excess of 30 inches above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable on-site storm water flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official prior to issuance of any grading or building permits. Such alternatives may include subsurface tie-in to public storm water facilities, subsurface drainage collection systems and/or sumps with mechanical pump discharge in-lieu of gravity flow. If mechanical pump method is determined appropriate, said mechanical pump(s) shall continuously be maintained in working order. In any case, development of subject property shall preserve or improve the existing pattern of drainage on abutting properties. No cross lot drainage to adjacent properties shall be allowed.
6. Upon completion of demolition and grading activities and prior to construction of Phase 1 improvements, the applicant shall work with adjacent property owners in the repair, refinish, replacement, and/or construction of a 7-foot high block wall along the eastern perimeter of the project site, abutting the residential properties on Raleigh Avenue. Applicant shall increase the height of the existing wall to a minimum height of seven feet (as measured from finished grade at church property) by means of a one-foot wood screen atop the existing wall, additional block, or other means as acceptable by the Planning Division. The finished wall shall feature consistent quality, design, appearance, and plaster treatment throughout the course of the wall and shall also be consistent in appearance with the block wall along the westerly property line. The applicant shall work with the adjacent property owner(s) to prevent side-by-side walls. The chain link fencing and mesh green-screen along Congress Street shall be secured and maintained in a good condition at all times.
7. To the fullest extent possible, the landscape plan shall feature 24-inch box trees and 5-gallon shrubs that exceed the minimum size

- requirements of trees and shrubs as described in the City's landscaping standards to the satisfaction of the Development Services Director. The landscape plan shall be approved prior to issuance of building permits. The existing mature tree on Victoria Street shall be retained in its current location if determined feasible. Relocation or replacement of the tree shall occur under the direction of the Planning Division and Public Services Department as deemed appropriate.
8. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, design modifications, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process, or in the requirement to modify the construction to reflect the approved plans.
 9. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts shall be permitted.
 10. There shall be minimal nighttime lighting, primarily security purposes, of the common areas. Any lighting under the control of the applicant shall be directed in such a manner so as to not unreasonably interfere with the quiet enjoyment of the nearby residences abutting the project site.
 11. The property located at 2199 Raleigh Avenue shall be retained and used as a single-family residence. No other church or school functions shall occur at this site.
 12. Access at the Congress Street gate shall be for vehicle ingress only while school is in session, from 7:30 AM to 3:30 PM, Monday through Friday. Exceptions: Vehicle ingress and egress at the Congress Street gate may occur on Saturday and Sunday for church related activities and/or special events, or as needed for permitted construction activity.
 13. Demolition permits for any existing structures shall be obtained and all work and inspections completed prior to final building inspections. Applicant is notified that written notice to the Air Quality Management District may be required ten (10) days prior to demolition.
 14. All backflow prevention devices, transformers, and other utility or ground-mounted equipment shall not be located in any landscaped setback visible from the street, except when required by applicable uniform codes, and shall be screened from view, under the direction of Planning Staff. The applicant shall show method of screening for all ground-mounted equipment (backflow prevention devices, Fire Department connections, electrical transformers, etc.) on the initial working plans.
 15. Construction, grading, materials delivery, equipment operation or other noise-generating activity shall be limited to between the hours of 7 a.m. and 8 p.m., Monday through Friday, and between the hours of 8 a.m. and 6 p.m. on Saturday. Construction is prohibited on Sundays and Federal holidays. Exceptions may be made for activities that will not generate noise audible from off-site, such as painting and other quiet interior work.

16. All accessory and temporary structures shall be removed from parking areas. Parking lots shall be open and accessible at all times that the school and church is in operation to prevent overflow parking to adjacent residential streets.
17. All landscaped areas shall be separated from paved vehicular areas by 6-inch high continuous Portland Cement Concrete (PCC) curbing. The applicant shall install additional 15-gallon trees along Congress Street and the easterly parking area for screening to the greatest extent possible subject to final approval by the Planning Division.
18. All on-site utility services shall be installed underground.
19. Installation of all utility meters shall be performed in a manner so as to obscure the installation from view from any place on or off the property. The installation vault, wall cabinet, or wall box under the direction of the Planning Division. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division. All roof-mounted equipment is prohibited.
20. Five (5) sets of detailed landscape and irrigation plans shall be required as part of the project plan check review and approval process. Three (3) sets shall be provided to the representative water agency and two (2) set shall be submitted to the Planning Division for review. Plans shall be approved by the water agency with two (2) approved sets forwarded by the applicant to the Planning Division for final approval prior to issuance of building permits.
21. Existing mature trees shall be retained wherever possible. Should it be necessary to remove existing trees, the applicant shall submit a written request and justification to the Planning Division. A report from a California licensed arborist may be required as part of the justification. Replacement trees shall be of a size consistent with trees to be removed and may be required on a 1:1 basis. This requirement shall be completed under the direction of the Planning Division.
22. Two (2) sets of landscape and irrigation plans, approved by both the water agency and the Planning Division, shall be attached to two of the final building plan sets.
23. Landscape and irrigation plans shall meet the requirements set forth in Costa Mesa Municipal Code Sections 13-103 through 13-108 as well as irrigation requirements set forth by the water agency. Consult with the representative water agency. Mesa Consolidated Water District, Engineering Division, (949) 631-1291.
24. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
- Trans. 25. Full mitigation of off-site traffic impacts at the time of issuance of Building Permit by submitting to the Planning Division the required Traffic Impact Fee pursuant to the prevailing schedule of charges adopted by the City Council. The Traffic Impact Fee is calculated based upon the average daily trip generation rate of 9.11 trip ends per TSF for the proposed project and includes a credit for any previously existing use. At the current rate the Traffic Impact Fee is established at \$5,792.00. The Traffic Impact Fee will be recalculated at the time of issuance of Building Permit based

- upon any changes in the prevailing schedule of charges adopted by the City Council and in effect at that time.
- Eng. 26. Maintain the public right-of-way in a "wet-down" condition to prevent excessive dust and promptly remove any spillage from the public right-of-way by sweeping or sprinkling.
 - Fire 27. If the Group E Occupancy area exceeds 20,000 sq. ft. fire sprinklers will be required per CFC Section 903.2-2.1.
 - 28. A manual and automatic fire alarm system will be required with an occupant load over 50 or more than one classroom or one or more rooms used as day care purposes as per CFC 907-.2.3.
 - 29. Panic hardware shall be required for Group E occupancy if occupant load is over 50 as per CFC 1008.1.9.
 - Play Areas 30. Stationary play equipment shall be located on turf, sand, or other treated surface to the satisfaction of the Development Services Director. Outdoor play areas shall include a combination of both hard and soft surfaces.
 - 31. Playground equipment should demonstrate compliance to State of California Playground Safety Regulations R-39-97, (California Code of Regulations Title 22, Division 4, Chapter 22) available from Barclay's California Code of Regulations (800) 888-3600. State safety regulations are based on the ASTM F1487-98 Standard Consumer Safety Performance Specification of Playground Equipment for Public Use and the Consumer Production Safety Commission Handbook for Public Playground #325, both available from the California Department of Health Services, (916) 654-0381.
 - 32. Prior to building permit issuance, the applicant shall submit a final playground plan for review and approval, which includes detailed playground specifications of manufactured play equipment. The playground plan shall depict safety fall zones, safety surfacing materials and construction specifications, manufacturer and model numbers of equipment and equipment deck heights. On a project-specific basis, the Development Services Director shall require that the playground plan adequately serve the anticipated number of users and their activities.
 - 33. Prior to occupancy, the applicant shall submit a letter stating that the play equipment installation has been inspected by a person authorized by the manufacturer, that the equipment has been installed per manufacturer's specifications, and that it complies with the minimum playground safety regulations adopted by the State of California (California Code of Regulations, Title 22, Division 4, Chapter 22).
 - 34. All nighttime school activities in the outdoor play yard areas shall be subject to review and approval by the Development Services Director.
 - 35. There shall be no nighttime lighting, except for security purposes, of outdoor play areas after school hours. Any lighting under the control of the applicant shall be directed in such a manner so as to not unreasonably interfere with the quiet enjoyment of nearby residences.
 - 36. The outdoor play area shall be enclosed with a six-foot high fence or wall with a lock or latching device that is not accessible to children. All fences or walls shall provide for safety with controlled points of access.

- PIng. 37. The variance approved for the increased building height (overall height
Comm of 30 feet) shall only apply to proposed building and not the entire
project site.
- City 38. Prior to issuance of demolition permit, the applicant shall submit for
Council review and approval a Construction Management Plan. This plan shall
feature methods to minimize disruption to residential communities through
specified measures such as construction parking and vehicle access and
specific staging areas. Haul routes must be approved by the Engineering
Division and ensure that access on Congress Avenue is minimized to
the greatest extent possible.

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA REVERSING THE PLANNING COMMISSION'S DECISION BY DENYING PLANNING APPLICATION PA-08-23 FOR 758/760 VICTORIA AND 2199 RALEIGH AVENUE

THE CITY COUNCIL OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Terry Jacobson of J7 Architecture, as authorized agent for property owners, Christ Lutheran Church, for the real property located at 758 and 760 Victoria Street and 2199 Raleigh Avenue, in an R-1 Zone;

WHEREAS, Planning Application PA-08-23, as modified by the applicant, includes a Conditional Use Permit to construct a net increase of 3,647 square feet for a new two-story administration office, a new fireside building, a café/resource center and a youth loft, and a variance from the maximum allowable building height to construct a two-story structure with an overall height of 30 feet. The proposed project will not exceed a maximum 0.25 FAR;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on January 26, 2009 to allow for public comment on the proposed project and with all persons having been given the opportunity to be heard both for and against the proposed project;

WHEREAS, on January 26, 2009, the Planning Commission approved Planning Application PA-08-23, subject to conditions of approval;

WHEREAS, on February 2, 2009, Planning Commission's decision was appealed by a resident to the City Council;

WHEREAS, on February 17, 2009, the City Council continued the public hearing to March 3, 2009 to allow proper public noticing of the appeal application;

WHEREAS, on March 3, 2009, a duly noticed public hearing was held by the City Council to allow for public comment on the proposed project and with all persons having been given the opportunity to be heard both for and against the proposed project;

WHEREAS, on March 3, 2009, the City Council continued the public hearing to April 7, 2009, to allow the applicant to hold a community meeting and develop a plan that would address concerns of the neighborhood;

WHEREAS, pursuant to Public Resources Code Section 2180 (b)(5) and CEQA Guidelines Section 15270(a) CEQA does not apply to this project because it has been rejected and will not be carried out.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit "A", the City Council hereby **REVERSES THE PLANNING COMMISSION'S DECISION AND DENIES** Planning Application PA-08-23 with respect to the property described above.

PASSED AND ADOPTED this 7th day of April, 2009.

ALLAN R. MANSOOR
Mayor of the City of Costa Mesa

ATTEST:

APPROVED AS TO FORM:

City Clerk of the City of Costa Mesa

City Attorney

FINDINGS (DENIAL)

- A. The use does not comply with Costa Mesa Municipal Code Section 13-29(e) because:
- The use is not compatible and harmonious with uses that exist in the general neighborhood.
 - The use is not consistent with General Plan.
 - The cumulative effects of all planning applications have been considered.
- B. The information presented does not comply with Costa Mesa Municipal Code Section 13-29(g)(2) in that the proposed use is not compatible with developments in the same general area. Granting the conditional use permit will be detrimental to the health, safety and general welfare of the public and other properties or improvement within the immediate vicinity.
- C. The Costa Mesa City Council has denied Planning Application 08-23. Pursuant to Public Resources Code Section 2180 (b)(5) and CEQA Guidelines Section 15270(a) CEQA does not apply to this project because it has been rejected and will not be carried out.
- D. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

Ayes: Mayor Allan R. Mansoor, Mayor Pro Tem Wendy Leece, Council Member Eric R. Bever, Council Member Katrina Foley, Council Member Gary Monahan

Noes: None.

Absent: None.

2. PUBLIC HEARING: Appeal of Planning Commission's determination regarding Planning Application PA-08-23, for J7 Architecture, authorized agent for Christ Lutheran Church, for renovation of an existing church campus, including demolition of 6,180 square feet (parsonage, residential structure, classroom, fireside) and 9,749 square feet of new building addition containing a two-story administration office, café, and a youth lounge for a net increase of 3,569 square feet and a variance from maximum allowable height (27 feet required, 33 feet proposed) for the properties located at 758 and 760 Victoria Street and 2199 Raleigh Avenue in an R-1 zone (Single-Family Residential District). Environmental determination: exempt.

Senior Planner Mino Ashabi summarized the staff report and along with Development Services Director Donald Lamm responded questions from the City Council regarding proposed removal of the house at 2199 Raleigh Avenue, the CUP process that was followed, rezoning of the property, conditions of approval, outdoor activities, and open space requirements.

Jerry Simpson, Costa Mesa, appellant, commented that the church is growing, that the City is making exceptions, that the church is devaluing the neighborhood with the noise, traffic and the demolition of the house on Raleigh Avenue. He expressed his opposition to the demolition of a home for a parking lot.

Thomas Jacobson, J7 Architecture, rebutting the previous speakers comments pointed out that the church was looking to expand the ministry opportunities to the community, that they were not expanding the physical buildings, and that the plan proposed adding more parking to the location. He shared that it was a phased project and of the intent for the property located on Raleigh Avenue. He responded to question from the Council regarding site parking, and fence height. Council Member Bever suggested increasing the fence height to 7-feet, to allow a variance to open space, future plans for increasing parking, and supported the using of Victoria Street for traffic ingress and egress.

Discussion amongst the Council and staff ensued regarding the possibility of continuing of the item for review of alternatives. Mr. Jacobson supported a continuance.

MOTION: Continue the item to allow staff to work with the church to bring back a proposal that is agreeable for its renovation plans, leave the parcel at 2199 Raleigh Avenue as an R-1 parcel with the structure to remain and

require a seven-foot wall across the back property lines, between the residents and the church property. Moved by Council Member Gary Monahan, seconded by Council Member Katrina Foley.

Council Member Foley requested the maker of the motion to require that a community meeting would be held. Council Member Monahan agreed.

Mayor Mansoor commented on the alternative conditions relative to the installation of the block-wall and the approval of the "haul routes" to be brought back for consideration; felt that the church should consider improving landscaping along Congress Street; that an access plan in the church property was needed to address construction truck traffic suggesting it enter from Victoria Street, and to address the concern of the neighborhood regarding the bell on Sunday morning.

Council Member Bever asked the conditions of approval that were referenced in the Exhibit "B" relative to previous site projects would be attached when brought back for review.

Don Elmore, Costa Mesa, recommended that the wire fencing along Congress Street and plastic tarp be taken down, commented that the parking is difficult every time the church holds a function and that there is a problem with speeders along the street.

Shawn Coakely, Costa Mesa, complained of the green fencing and the tarp suggesting its removal and that the traffic into the church property should ingress from Victoria Street.

Jerry Hornbuckle, Costa Mesa, suggested that the entrances Raleigh Avenue to the Church property from foot and auto traffic should be closed from the Congress Avenue.

Speaker (name inaudible), Costa Mesa, requested that the church redirect the traffic and parking to another location and suggested the Church to invite the residents of the surrounding neighborhoods to the functions.

Ken Carr, Costa Mesa, noted that during the church's previous expansion in 1995 there was a traffic problem identified at that time. He pointed out the parking impacts to the neighborhood; felt that the parking lot is under utilized and supported traffic and parking plan for the site.

Beth Refakes, Costa Mesa, supported a meeting with the neighbors with a report of results of that meeting to council, a reduction in the intensity of the use of the site, suggested the making of announcements to inform the congregation on the parking, to provide people to direct traffic as well as signage on the property.

Martha Ramirez, Costa Mesa, commented that the morning traffic makes it unsafe, suggested traffic be routed through the Victoria Street entrance, and did not support demolishing the home.

Gale Galarza, Costa Mesa, supported the proposed height of the fence around the property. She did not support the removal of the house on Raleigh, noted the problems with traffic, and commented that it was important that the integrity of the neighborhood be left intact.

Amy (last name not given), Costa Mesa, reported that the traffic speeding along Congress Avenue needs to be addressed.

Mr. Jacobson requested that a city representative act as a facilitator of the proposed community meeting. The Mayor and City Council Member Foley responded that someone could be on hand to help answer technical questions but the goal of meeting was the communication between the church and the neighbors.

Council Member Monahan commented that he would like the money for the appeal refunded and requested that the request be brought back to Council.

Mr. Simpson expressed appreciation to the Council for listening to the neighbors and for not demolishing the house.

MOTION: Continue the item to allow staff to work with the church to bring back a proposal that is agreeable for its renovation plans, leave the parcel at 2199 Raleigh Avenue as an R-1 parcel with the structure to remain; require a seven-foot wall across the back property lines, between the residents and the church property; and that a community meeting be held involving the neighbors for input on the proposal.

Moved by Council Member Gary Monahan, seconded by Council Member Katrina Foley.

The motion carried by the following roll call vote:

Ayes: Mayor Allan R. Mansoor, Mayor Pro Tem Wendy Leece, Council Member Eric R. Bever, Council Member Katrina Foley, Council Member Gary Monahan

Noes: None.

Absent: None.

RECESS: The Mayor declared the meeting recessed at 9:10 p.m.

AFTER RECESS: The Mayor reconvened the meeting at 9:25 p.m.

As recommended by the City Attorney the previous item was reopened in order to clarify the motion of the continuance. Discussion ensued amongst the Council and staff relative to the time frames in bringing back

the public hearing before Council.

Council Member Monahan suggested continuing the hearing to the meeting of April 7, 2009.

Council Member Foley suggested continuing the public hearing for the 45 days noting it would provide more time to work out the details before coming back to Council.

MOTION: Continue the public hearing to the meeting of April 21, 2009.
Moved by Council Member Katrina Foley. Motion died for lack of second.

**MOTION: Continue the public hearing to the meeting of April 7, 2009, at 7:00 p.m.
Moved by Council Member Gary Monahan, seconded by Mayor Pro Tem Wendy Leece.**

Council Member Foley noted that she would be absent from the April 7, 2009 Council meeting and felt the decision should include the full Council.

The motion carried by the following roll call vote:

Ayes: Mayor Allan R. Mansoor, Mayor Pro Tem Wendy Leece, Council Member Eric R. Bever, Council Member Katrina Foley, Council Member Gary Monahan

Noes: None.

Absent: None.

Council Member Foley requested the church notify the residents of the continuation of the hearing.

VIII. OLD BUSINESS

1. From the meeting of January 20, 2009, review of stop-sign requests for Broadway/Westminster Avenue and 20th Street/ Fullerton Avenue.

Transportation Services Manager Raja Sethuraman presented the staff report providing statistical data that illustrated that the locations did not warrant stop signs. He along with Public Services Director Peter Naghavi responded to questions of the City Council regarding the "down side" of putting a stop sign at the requested locations, liability, effectiveness in addressing traffic complaints, safety issues, traffic calming alternatives, cut through traffic and funding.

Council Member Monahan commented on his support of the stop signs at the requested locations. Mayor Pro Tem Leece expressed her concern of approving the installation due to the data provided. Council Member Foley encouraged traffic calming solutions instead of the installation of the signs at this time.

David Stiller, Costa Mesa, expressed his support the 4-way stop sign in both locations. He read statistics regarding speed limits that are often exceeded by

PLANNING DIVISION STAFF REPORT

AGENDA NO. 97

SITE LOCATION 760 Victoria Street

APPLICATION NO. PA-94-07

AP # 422-412-39

MANDATORY ACTION DATE 7/21/94

APPLICANT Christ Lutheran Church
(Owner of Record)

AUTHORIZED AGENT Thomas E. Steinfeld

ADDRESS David Struck

ADDRESS 2182 Raleigh Avenue

760 Victoria Street

Costa Mesa CA 92627

Costa Mesa CA 92627

Applicant is reminded that all ordinances and regulations governing the use of the land or building(s) to which this application pertains must be complied with whether specified herein or not.

Carol Proctor

PREPARED BY Associate Planner

DATE PREPARED January 20, 1994

LAST UPDATE February 10, 1994

REQUEST:

Conditional Use Permit to add 7,780 square feet of new classrooms and daycare facility to an existing church and school site (Christ Lutheran Church).

STAFF RECOMMENDATION:

Approve, subject to conditions.

FINAL COMMISSION ACTION: February 14, 1994

Approved by adoption of Planning Commission Resolution PC-94-13, based on analysis and information contained in the Planning Division Staff Report and findings contained within Exhibit A, subject to conditions contained within Exhibit B.

(5-0)

APPLICANT NOTIFIED ns DATE February 17, 1994

CITY OF COSTA MESA, 77 FAIR DRIVE, COSTA MESA, CA 92628-1200 (714) 754-5245



I. DESCRIPTION

A. Subject and Surrounding Property

See Planning Action Summary.

B. Request

Conditional Use Permit to add 7,780 square feet of new classrooms and a day care facility to an existing church and school site (Christ Lutheran Church).

D. Background

This 4.3-acre site has been a church site for many years. Building records indicate that some of the existing structures on the Christ Lutheran Church site were constructed in 1957. In the last 37 years, the church facilities have expanded as membership grew. Classrooms, gymnasium, meeting rooms and office areas were built to fulfill church needs and activities.

In 1975, City Council approved a reduction in parking for construction of additional facilities for the church and school (ZE-74-103). Although 194 spaces were required based on the sanctuary, 148 spaces were permitted by the Variance, with overflow parking (including the 46-space deficit) located on the northerly playing field. This parking Variance is still in effect.

II. PROJECT DESCRIPTION

The applicant proposes a 2-story, 1,540 sq. ft. day care facility, restrooms, and classrooms above an existing classroom building. Total square footage to be added would be approximately 7,780 square feet. Although a majority of the addition would be located above the existing one-story classroom building, the day care portion of the addition will occupy a portion of the existing play area. The school consists of approximately 350 children in grades kindergarten through 8th and preschool. After school activities and day care are also provided. Currently, all but two classes exist on site and are being conducted in other buildings. The additional classrooms would allow the 3rd, 4th and 5th grade classes to operate in the same location as the lower primary grade classes. Total class size increase is anticipated to be 60 students.

Since the site is zoned R1, (Single-family Residential), the expansion of a church or school facility is allowed only by approval of a Conditional Use Permit.

III. PLANNING STAFF ANALYSIS

The project site is primarily surrounded by residential property, with another church occupying the adjoining property to the west. The Christ Lutheran Church and school have operated at this site without incident for many years. Both uses appear to be compatible with the surrounding neighborhood.

The church site currently has a floor area ratio (FAR) of .20. As noted in the Planning Action Summary, the project proposal would increase the FAR to .24. This figure is less than the comparable .25 FAR maximum allowed for a moderate traffic generator use in a Neighborhood Commercial designation. The FAR for complementary commercial uses shall be the same as that for the Neighborhood Commercial land use designation, according to the 1990 General Plan. Based on this comparison, Staff believes that the proposal would not overbuild the site.

All development standards of the R1 zone would be satisfied. Parking for the church use would be satisfied because of the existing parking Variance. Furthermore, existing parking for the school, including the addition, should adequately serve both school and church needs because both operate at different times. The applicant proposes to modify several areas on the easterly side of the property to replace parking lost on the westerly side of the property.

Church and school uses are consistent with the Medium Density Residential designation of the property and the R1 and R2 zones because the General Plan considers them appropriate nonresidential uses in such designated areas.

IV. PLANNING STAFF RECOMMENDATION

Approve by adoption of Planning Commission Resolution, based on findings contained within Exhibit "A", subject to conditions contained within Exhibit "B".

V. PLANNING COMMISSION MEETING OF JANUARY 24, 1994

Concerns over increased traffic to and from the site were expressed by the Planning Commission as well as from several neighbors living near the school/church. Of major concern were routes taken by parents dropping off and picking up

their children and the amount of traffic this entailed. Neighbors contend that their neighborhood is being negatively impacted by traffic driving down Raleigh and/or Wallace Avenues to Congress where the school's rear access is, instead of using Victoria Street where there are three access points. They fear the expansion would add to the situation and requested the rear access be closed.

The authorized agent stated that the playing field was not currently being used for overflow parking. He indicated that the field would be used in the future during church services and he would work with Staff and the membership in that regard.

Also discussed by the agent was the closure of the rear gate. He stated that he did not want to do this but would instead encourage parents to use the Victoria Street driveways.

VI. PLANNING COMMISSION ACTION OF JANUARY 24, 1994

Planning Commission continued PA-94-07 to the meeting of February 14, 1994, (5-0) to allow for further review of the traffic issues.

VII. PLANNING COMMISSION MEETING OF FEBRUARY 14, 1994

Staff met with the authorized agent who stated that the school principal advised all parents in writing to be more considerate when driving through the residential neighborhood. The agent also informed Staff that the church will be submitting plans to the City for parking on the play field. The church will also be directing its members to use this overflow parking area instead of parking on the neighboring residential streets to the north. The applicant provided a schedule of when the front and rear gates are open and closed.

Staff conducted three morning and one afternoon trip counts at the school site, approximately 7:25 a.m. until 8:45 a.m. and 2:45 p.m. until 3:20 p.m. The results of those counts are noted on Exhibit "C". (Note that the figures indicate the number of vehicle trips [one way] and routes used, with "in" being the route used to the site and "out" referring to the route taken from the site.)

These traffic surveys reveal the peak drop-off period occurs between 8:10 a.m. and 8:30 a.m.

In discussing traffic concerns, specifically speeding and noise, with involved neighbors, Staff found that the amount of traffic on their streets is about the same, that there appears to be more consideration in terms of reduced speed and more concern for the neighborhood, but that there are still too many parents using Raleigh and Wallace Streets to access the school.

Based on the existing and proposed trips, the availability of three driveways from Victoria Street, and the concerns expressed by the neighbors, Planning Staff suggests consideration be given to minimizing the Congress Street access during school hours.

Traffic Engineering Division Analysis

Traffic Engineering Staff offer the following information concerning the proposed expansion of the Christ Lutheran Church.

Data developed by the Institute of Transportation Engineers has been utilized to determine trip generation for the elementary/middle school, Monday through Friday, and the church usage on Sunday.

<u>Average Trip Generation Rates:</u>	<u>Daily</u>	<u>A.M. Peak Hour</u>
Elementary/Middle School (Mon-Fri, per student)	1.03	0.23
Church (Sun, per 1,000 sq. ft.)	31.5	8.36

School Traffic Generation, Monday through Friday

Existing school attendance:	350 students (includes 45 in preschool/day care)
Existing average daily trips:	361 trips per day
Existing A.M. peak hour trips:	81 trips in A.M. peak hour

Proposed net addition of two classrooms:	60 students	<i>350</i>
Additional trips due to expansion:	62 trips per day	<i>60</i>
Additional A.M. peak hour trips:	14 trips in A.M. peak hour	<i>140</i>

Total daily trips with expansion:	423 trips per day
Total A.M. peak hour trips:	95 trips in A.M. peak hour

Church Traffic Generation, Sunday

Church sanctuary size:	10,075 square feet
Existing trips:	318 trips per day
A.M. peak hour trips:	85 trips in A.M. peak hour

Traffic impact fees are not applicable to this project. The Transportation System Management ordinance exempts schools from the requirement to pay impact fees.

A traffic study is also not required for this project. The Transportation System Management ordinance exempts projects that generate fewer than 100 trips in the peak hour from preparing a traffic study.

Elementary and middle schools are typically located within residential areas throughout Costa Mesa. Access to these schools through residential neighborhood streets is commonplace. Elementary school related traffic is not considered out of place in a residential neighborhood and the volumes stated above are not of a level to cause a negative impact to traffic safety. The increase in traffic due to the proposed expansion is negligible and, in and of itself, will not appreciably affect traffic safety on the adjacent residential streets. Transportation Services, therefore, does not recommend the closure of the access to Congress Street based upon project generated traffic.

Traffic Study

Residents would like to see the Congress Street access closed; Planning Staff suggests minimizing the use of this access and Traffic Engineering recommends this access remain open. Therefore, a recommended condition has been included to require a Traffic Study to analyze impacts created by closure of this access.

VIII PLANNING STAFF RECOMMENDATION

Approve by adoption of Planning Commission Resolution, based on findings contained within Exhibit "A", subject to conditions contained within Exhibit "B".

EXHIBIT "B"

CONDITIONS OF APPROVAL

- Plng. 1. The Conditional Use Permit herein approved shall be valid until revoked, but shall expire upon discontinuance of the activity authorized hereby for a period of 180 days or more. The Conditional Use Permit may be referred to the Planning Commission for modification or revocation at any time if the Conditions of Approval have not been complied with, if the use is being operated in violation of applicable laws or ordinances, or if, in the opinion of the Development Services Director or his designee, any of the findings upon which the approval was based are no longer applicable.
- ✓ 2. The trash enclosure proposed adjacent to the easterly property line shall be located elsewhere, away from the neighboring residences, under the direction of the Planning Division.
3. Except as necessary for drainage, existing grades at property lines shall be maintained.
4. A turn-around area shall be provided at the end of the westerly parking area. The turn-around shall be striped and marked for no parking.
- ✓ 5. A demolition permit for removing the block wall adjacent to the parsonage shall be obtained.
6. All new construction shall be architecturally compatible with regard to building materials, style, colors, etc. with the existing structure(s). Plans submitted for plan check shall indicate how this will be accomplished.
7. Any mechanical equipment such as air-conditioning compressors and duct work shall be screened from view. ^{8th} Two (2) sets of detailed landscape/irrigation plans per the requirements set forth in Costa Mesa Municipal Code Sections 13-263 through 13-266, shall be submitted for review and approval by the Planning Division prior to issuance of any building permits. These plans shall depict any changes made to existing landscaping and/or irrigation and to any new landscaping and irrigation. The two approved sets shall be attached to the two final building plan sets. Drought resistant vegetation together with a water conserving irrigation system shall be utilized. Landscaping shall be installed in accordance with the approved plan prior to release of utilities.
9. All compact parking spaces shall be clearly marked "compact" or "small car only".
10. Concrete wheel stops shall be installed 2' from the front edge of open parking spaces.
- to do* →

11. The overflow parking area on the playing field shall be made available for parking purposes during all church services. Parking stall and aisle plans for this area shall be submitted to the Planning Division for review and approval within 30 days of final Commission action. The applicant shall inform church members of the overflow parking area and encourage them to park ON SITE when attending church services.
12. If complaints are received by the Development Services Department concerning the inability to access the overflow parking area during church services in combination with street parking problems, this Planning Action may be brought back before the Planning Commission for consideration to asphalt the playing field (overflow parking area).
13. To analyze impacts of closing the Congress Street access, a Traffic Study shall be submitted, under the direction of the Transportation Services Division by June 1, 1994.
14. A copy of the conditions of approval for the Conditional Use Permit must be kept on premises and presented to any authorized City official upon request. New business/property owners shall be notified of conditions of approval upon transfer of business or ownership of land.
15. The Conditions of Approval and Ordinance or Code Provisions of Planning Action PA-94-07 shall be blueprinted on the face of the site plan.
16. The applicant is reminded that a "Special Requirements" inspection of the site will be required prior to the release of occupancy/utilities. This inspection includes confirmation that the Conditions of Approval and Code/Ordinance Provisions have been satisfied.
- Fire 17. The on-site hydrant shall be attached to the underground mains of the fire sprinkler system or installed to the standards of the Mesa Consolidated Water District and be dedicated along with repair easements to that agency.

ORDINANCE AND/OR CODE PROVISIONS

The following list of Federal, State, and local laws applicable to the project has been compiled by Staff for the applicant's reference.

- Plng. 1. All contractors and subcontractors must have valid business licenses to do business in the City of Costa Mesa. Final occupancy and utility releases will not be granted, and final inspections will not be granted until all such licenses have been obtained.
- (2.0) Parking stalls shall be double-striped in accordance with City standards.

3. Permits shall be obtained for all signs, including banners and other special event signing, according to the provisions of the Costa Mesa Sign Ordinance.
4. Three large trash/recycling bins currently located on required parking/aisle area shall be relocated within 7 days of final Planning Commission action, under the direction of the Planning Division.
- Bldg. 5. Comply with the requirements of the Uniform Building Code as to design and construction.
- Fire 6. The proposed building is an excessive distance from the street necessitating fire apparatus access and provisions of an on-site fire hydrant.
7. The required fire flow for the project, which is the amount of water necessary to combat a large fire, exceeds that which is available at the site.
8. Provide 1 Class A fire hydrant to be located as indicated on plans reviewed by the Fire Department.
9. The hydrant shall be installed and operable prior to the initiation of combustible construction.
10. Water improvement plans shall be approved by the Fire Department.
11. Provide fire extinguishers with a minimum rating of 2A to be located within 75 feet of travel distance from all areas. Extinguishers may be of a type rated 2A, 10BC as these extinguishers are suitable for all types of fires and are less expensive.
12. A Fire Department permit for a Place of Assembly is required.
13. Provide "Blue Dot" reflective markers for all on-site fire hydrants.
14. Provide 12" address numerals which conform to Fire Department standards with respect to size and location.
15. Provide State Fire Marshal approved and listed fire alarm system.

Traffic Study
for the
Christ Lutheran Church
School Expansion
in the
City of Costa Mesa

Prepared for:

Christ Lutheran Church
c/o Mr. Thomas Steinfeld, Architect
2182 Raleigh Avenue
Costa Mesa, CA 92627
(714) 646-8722

Prepared by:

Rock E. Miller and Associates
17852 17th Street, Suite 107
Tustin, CA 92680
(714) 573-0317

May, 1994

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INTRODUCTION

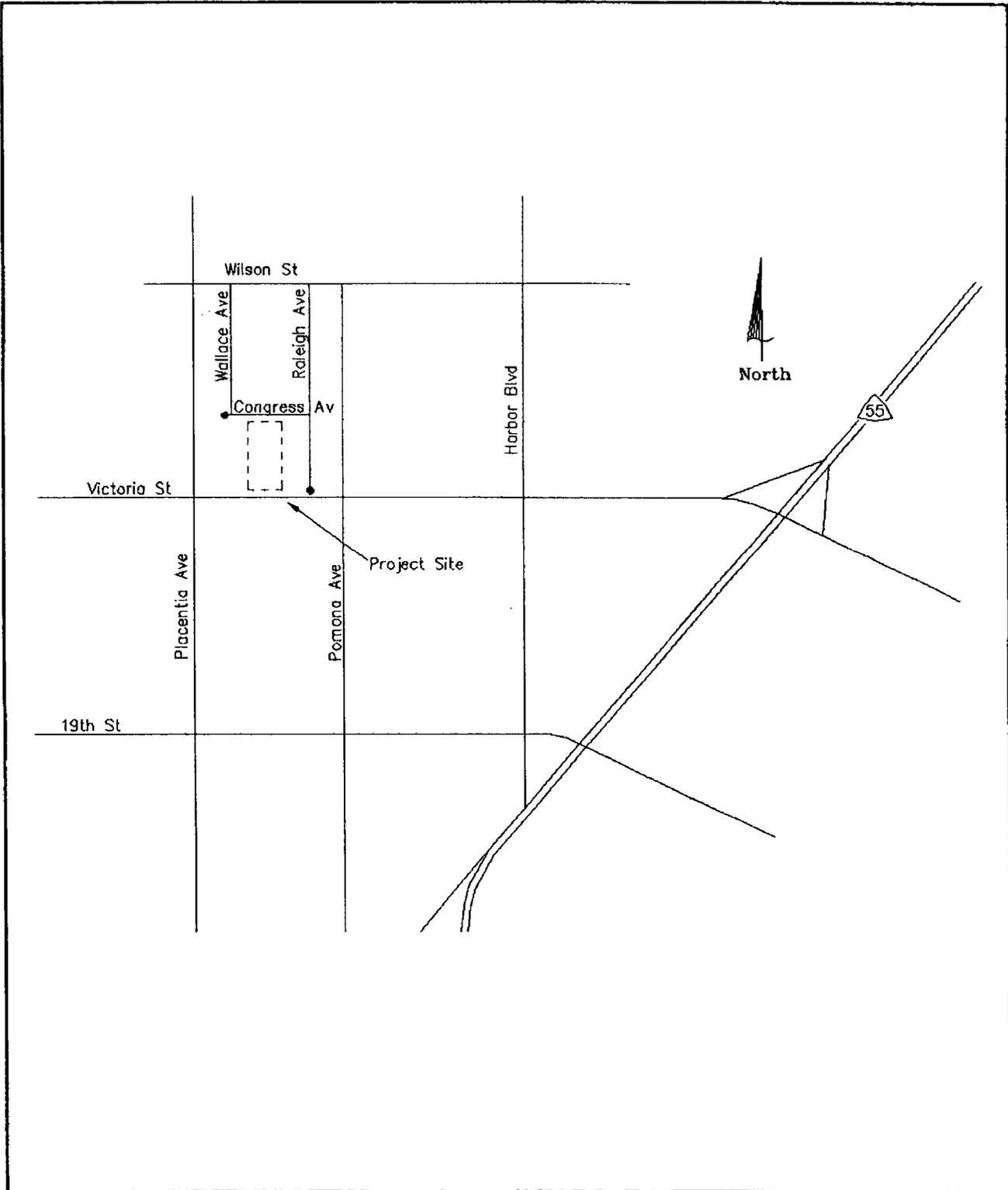
The Christ Lutheran Church has proposed to expand their existing private school, located on the church grounds in the City of Costa Mesa. The existing church/school is located on the north curb of Victoria Street between Raleigh Avenue and Placentia Avenue. The church parcel includes a rear driveway onto Congress Avenue. Motorists can gain access to Wilson Street from this driveway via Wallace Street or Raleigh Street.

The proposed expansion will consist of a 1,420 square foot first floor addition and a 6,360 square foot second floor addition. The total expansion will be 7,780 square feet. The total parking provided with the expansion will be 148 parking stalls.

The school expansion has already been approved by the City of Costa Planning Commission. At the Planning Commission hearing, area residents testified that the church was generating excessive traffic volumes onto Congress, Raleigh, and Wallace Streets via the rear entrance to the church parking lot. The Commission considered a requirement for the church to permanently close the rear entrance. This would require all traffic to use the Victoria Street accesses to the project.

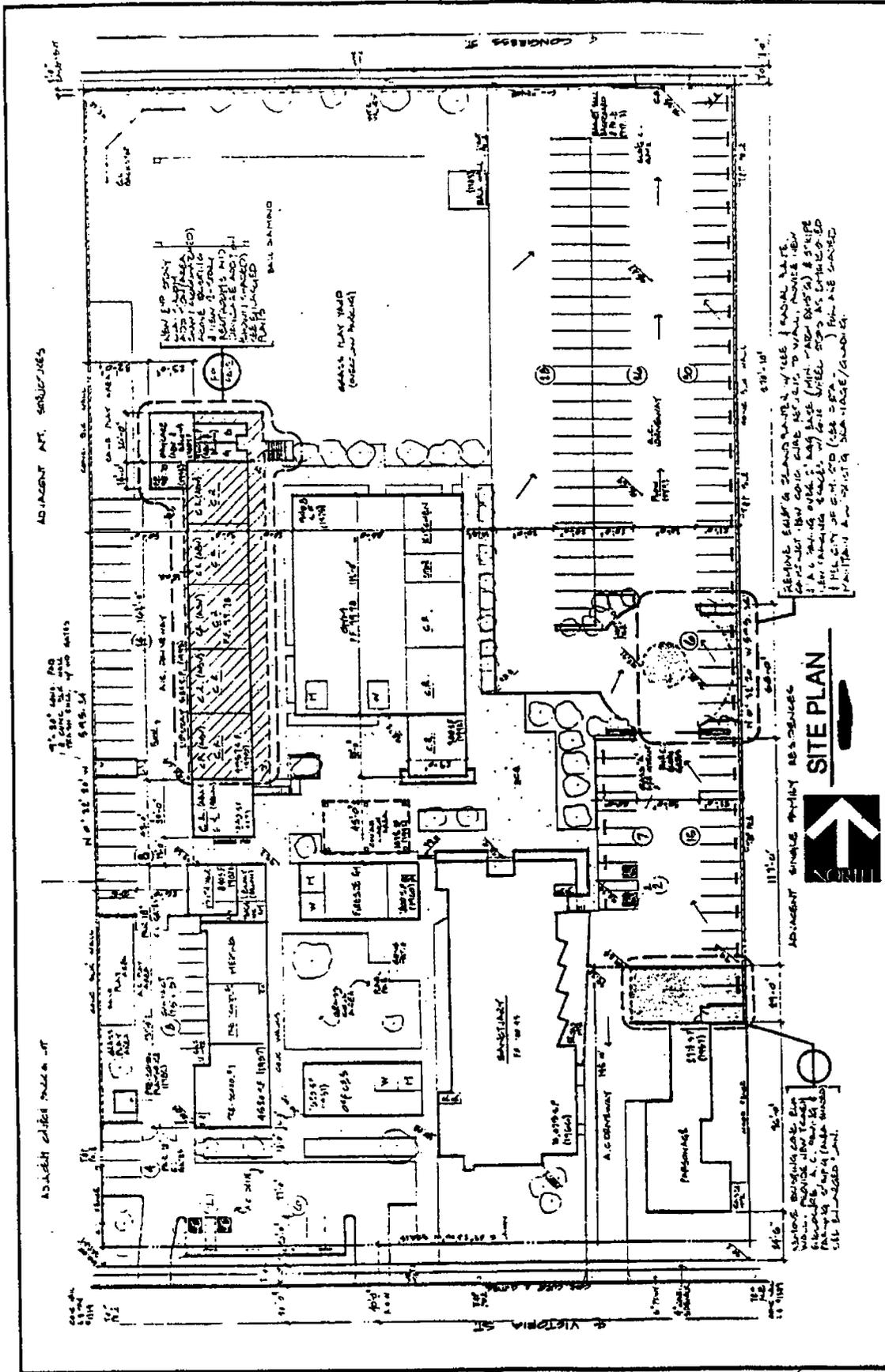
The Planning Commission included a Condition of Approval for the subject project to conduct a traffic study evaluating the need for the rear entrance and the effect of church traffic upon Congress, Raleigh, and Wallace Streets.

This traffic report has been prepared to address existing traffic conditions, project-related traffic generation, access implications for the site, and potential traffic impacts on the surrounding street system. Figure 1 is a vicinity map showing the location of the project and the surrounding relevant street system. Figure 2 depicts the project site plan.



Vicinity Map

FIGURE
1



FIGURE

2

Christ Lutheran Church School Expansion
Site Plan



EXISTING CONDITIONS

The site for the proposed Christ Lutheran Church Expansion consists of a 4.45 acre parcel of land located on the north curb of Victoria Street between Raleigh Avenue and Placentia Avenue in the City of Costa Mesa. A Lutheran Church and an existing church/school are currently located on the site. The school currently provides classes for kindergarten through 8th grade.

Access to the site is available from Victoria Street and from Congress Avenue. Access to Wilson Street can be gained from Congress Avenue via either Wallace Street or Raleigh Avenue.

The areas to the north and east of the site are developed with single family residential uses. This includes most of the frontages along Wallace Street, Raleigh Street, and Congress Avenue. Land uses to the northwest, west, and south of the project are primarily apartments.

Existing Roadway System

Streets in the site vicinity which could be potentially affected by the proposed project include Victoria Street, Congress Avenue, Wallace Avenue, Raleigh Avenue, and Wilson Street.

Victoria Street

Victoria Street is a four-lane arterial roadway running in a east-west alignment adjacent to and south of the project site. It is designated as a secondary arterial on the City Master Plan of Highways. The roadway is divided by a striped median providing turn pockets at intersections and a two-way left turn lane between street intersections east of Raleigh Avenue. A raised median is provided east of Placentia Avenue. The posted speed limit on the street is 35 mph.

Victoria Street provides circulation from the project vicinity to the State Route 55 Freeway, located about 1.5 miles east of the project site. It also provides inter-city access to Huntington Beach to the west. Traffic signals are provided along Victoria Street at Harbor Boulevard, Pomona Avenue, and Placentia Avenue in the project vicinity.

Victoria Street was widened from two lanes to four lanes within the past three years. This widening project included the construction of cul de sacs on Raleigh Street and many other streets which formerly intersected with Victoria Street. The Victoria Street project has caused changes in traffic circulation in the project vicinity.

Congress Avenue

Congress Avenue is two lane local residential street, running east/west along the north frontage of the site. It begins at a tee intersection with Raleigh Avenue and ends about 150 feet west of Wallace Avenue. It provides abutting access to single family homes across the street from the church. The church has a driveway on Congress Avenue. Congress Avenue also provides access to an apartment complex located northwest of the westerly end of the street. There is no posted speed limit, however the unposted 25 mph residential speed limit would apply to this street.

Wallace Avenue

Wallace Avenue is a two-lane local residential street extending from Congress Avenue north to Wilson Street. Wallace Avenue intersects with Congress Street opposite the church site, and west of the church driveway. It extends one block to the north to its intersection with Wilson Street. Wallace Street provides abutting access to single family homes.

The intersection of Congress Ave and Wallace Street is uncontrolled. The intersection of Wilson Street and Wallace Avenue is controlled by a stop sign for Wallace Avenue, while traffic on Wilson Street is not controlled at this location. The unposted 25 mph residential speed limit would apply to this street.

Raleigh Avenue

Raleigh Avenue is a two-lane local residential street, intersecting with Congress Street east of the church frontage. It intersects with Wilson Street about one-quarter mile northeast of the project site. It ends in a cul de sac near Victoria Street. This cul de sac was constructed in conjunction with the Victoria Street widening.

Raleigh Avenue provides abutting access to single family homes for its complete length. The intersection of Wilson Street and Raleigh Avenue is controlled by a stop sign for Raleigh Avenue. The intersection of Raleigh and congress is not controlled. The unposted 25 mph residential speed limit would apply to this street.

Wilson Street

Wilson Street is an arterial street traveling east-west one-quarter of a mile north of the project site. It is designated as a secondary arterial on the Master Plan of Arterial Highways, however it is not constructed to these standards. The roadway provides one lane in each direction divided by a two-way left turn lane between street intersections east of Placentia Avenue. Parking is prohibited and bike lanes are provided in the project vicinity.

Wilson Street provides circulation between neighborhoods as well as access to adjacent land uses. Wilson Street is controlled by traffic signals at Placentia Avenue and Harbor Boulevard. The posted speed limit is 35 mph.

Existing Traffic Volumes

Rock E. Miller and Associates arranged to collect existing weekday daily traffic volumes on Wallace Avenue and on Raleigh Avenue. These traffic counts also indicate hourly traffic volumes during the study time period. The counts were conducted for this study by an independent traffic counting specialist firm, Traffic Data Services of Santa Ana, California.

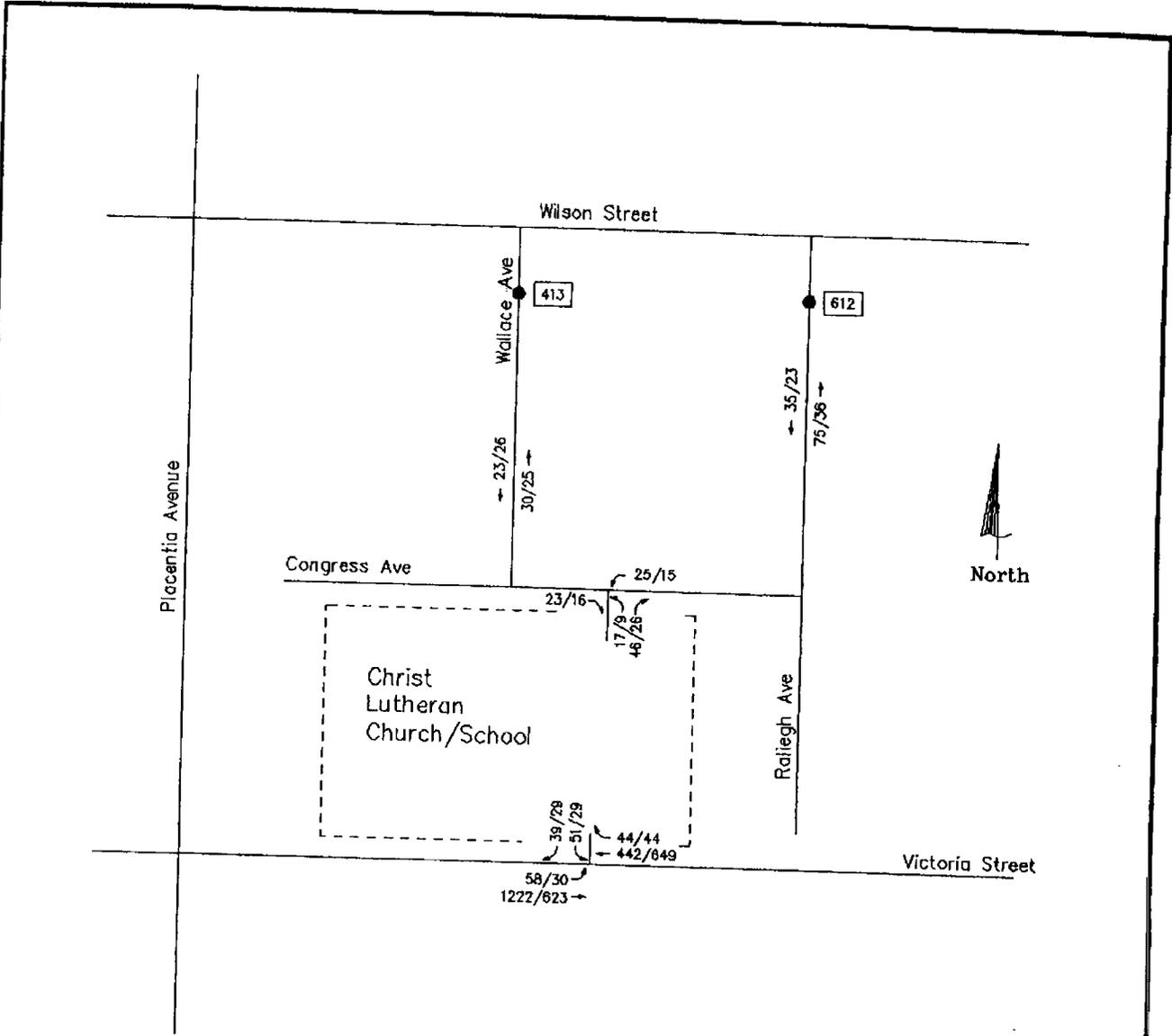
Rock E. Miller and Associates also collected peak-hour traffic data for the Church driveway intersections on Victoria Street and Congress Avenue. The traffic counts were taken during the weekday hours when the rear driveway to the church is open. Traffic counts were also taken on a Sunday morning during church services. The data was collected in April 1994. Figure 3 indicates the existing weekday daily and peak hour traffic volumes on study area roadways. Figure 4 shows Sunday peak hour traffic.

Sunday morning traffic counts were taken at the site entrances. 24-hour Sunday counts were estimated based upon weekday counts for Wallace Avenue and Raleigh Avenue. Traffic volumes on Sundays are normally approximately 25% lower than weekday counts on residential streets and on arterials which pass through residential areas.

Existing Traffic Conditions

The assessment of quality of existing traffic conditions is an important component of any traffic study. Quality of traffic flow is evaluated using the concept "Level of Service". This concept is defined within the Highway Capacity Manual, a publication of the Transportation Research Board, an arm of the Federal Highway Administration. Level of Service (LOS) is a report card scale ranging from A to F which describes the varying conditions on a roadway during a specific time interval of study. Brief definitions of Level of Service are found in Table 1.

Level of Service can be evaluated for roadway segments, intersections, or other features of the roadway system. It is customary in traffic studies to evaluate peak hour traffic conditions at intersections, because traffic problems will normally develop first and become most apparent at intersections.

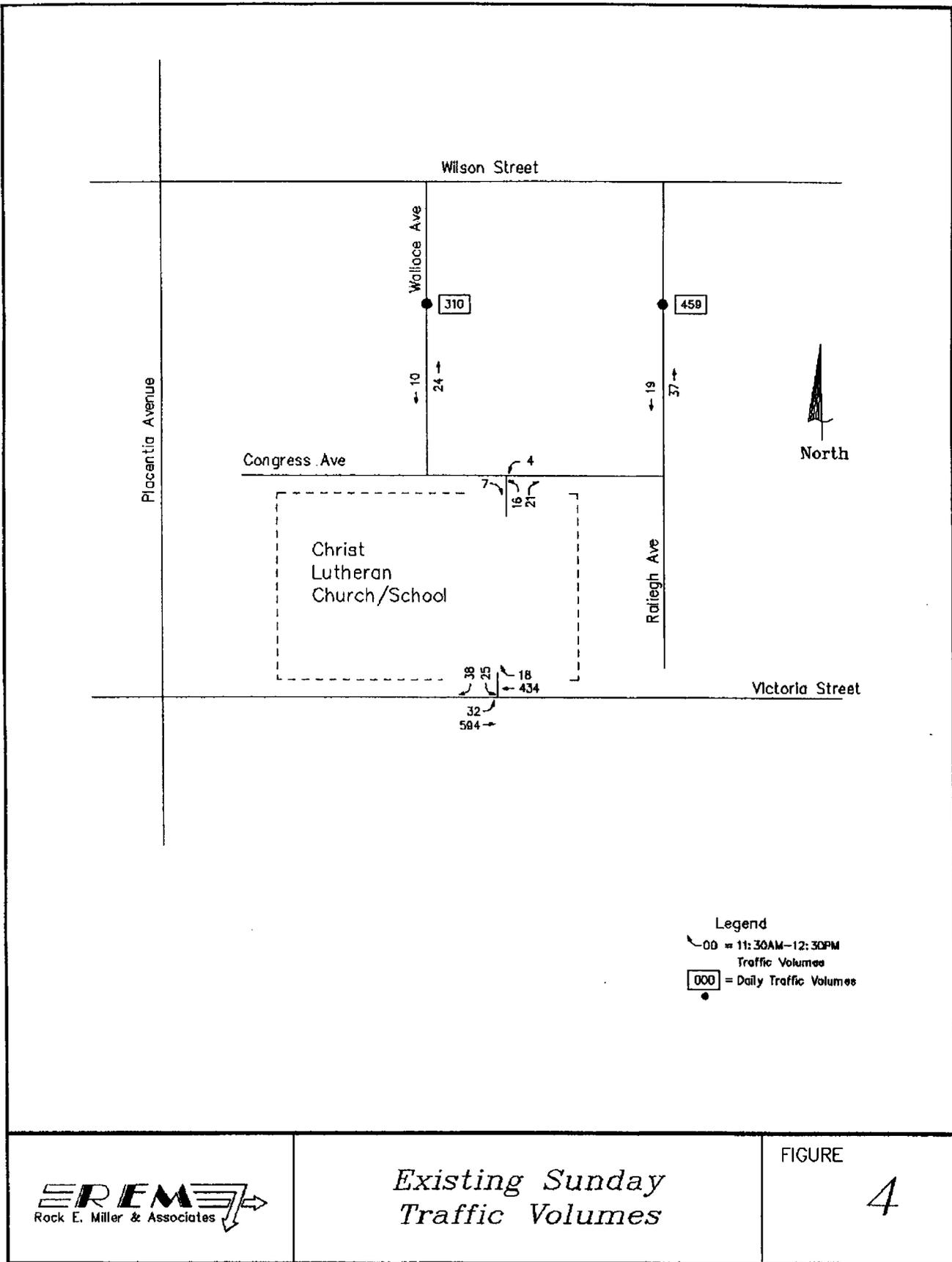


Legend
 00/00 = 7:45-8:45AM/2:45-3:45PM
 Traffic Volumes
 [000] = Daily Traffic Volumes



Existing Weekday
 Traffic Volumes

FIGURE
 3



*Existing Sunday
Traffic Volumes*

FIGURE

4

Table 1

LEVEL OF SERVICE DESCRIPTIONS

<u>Level of Service</u>	<u>Traffic Description</u>
A	Excellent, Light Traffic
B	Good, Light to Moderate Traffic
C	Moderate Traffic, with Insignificant Delay
D	Heavy Traffic, with Significant Delay
E	Severe Congestion and Delay
F	Failed, Indicated Levels Cannot Be Handled

Level of Service "D" is a widely accepted maximum allowable "standard" Level of Service during peak hours at signalized intersections. At this level most vehicles will clear the signalized intersection on the first available green signal. Mitigation measures are considered or required for traffic at levels of service poorer than Level of Service D.

Level of Service for signalized intersections is normally evaluated in Orange County by using the Intersection Capacity Utilization methodology, a regional adaptation of the Highway Capacity Manual. This indicator measures the portion of total intersection capacity which is required to service existing or projected traffic demands.

At stop controlled intersections, the methodology in the Manual provides for the calculation of a reserve capacity for each movement at the intersection. This indicator measures the number of additional vehicles which could complete a controlled traffic or turning movement based upon the existing or forecasted flow. Each controlled traffic movement has an associated Level of Service, and an average Level of Service can also be assessed for the entire intersection.

Level of Service is primarily intended to evaluate conditions experienced by motorists. This is normally related to the maximum vehicle carrying capacity of the roadway. This is not a proper measure for resident perception of traffic conditions on local residential streets. Two-lane residential streets can carry up to 10,000 vehicles per day or more with satisfactory motorist service, but most residents are comfortable with traffic conditions only at volumes of 1200 vehicles per day or less. The desirability or livability on these streets declines rapidly, however when the volume exceeds 1200 vehicles per day. Above 2000 vehicles per day, most all residents will find conditions undesirable. Most residents will become concerned with too many vehicles, frequent speeding, traffic noises, traffic dangers, and other factors which are a function of traffic volume.

Table 2 indicates threshold values used to determine the peak hour Level of Service at unsignalized intersections. The table also shows Level of Service for local streets for residential liveability.

Table 2
LEVELS OF SERVICE
Daily and Peak Hour Traffic Volumes

<u>Level of Service</u>	<u>Approach Stop Reserve Capacity</u> (Vehicles/Hour)	<u>Residential Environment</u> (Vehicles/Day)
A	Over 400	
B	300-399	0-1200
C	200-299	1200-1400
D	100-199	1400-1600
E	0-99	1600-1800
F	0 or less	1800-2000
		2000 and up

Table 3 presents an assessment of the existing Levels of Service for intersection on Victoria Street and for local streets in the project vicinity which may be affected by the proposed project. Intersection Conditions include the movement with the lowest Level of Service and the intersection average for all controlled movements

Table 3

EXISTING TRAFFIC CONDITIONS

PEAK HOUR INTERSECTION CONDITIONS

<u>Intersection</u>	<u>Reserve Capacity</u>	<u>Level of Service</u>
Victoria/East Driveway:		
Weekday AM		
SB Left	267	C
Average	458	A
Weekday PM		
SB Left	411	A
Average	595	A
Sunday		
SB Left	506	A
Average	689	A

DAILY TRAFFIC CONDITIONS

<u>Street Segment</u>	<u>Traffic Volume</u>	<u>Level of Service</u>
Wallace Avenue s/o Wilson:		
Weekday	413	A
Sunday	310	A
Raleigh Avenue s/o Wilson:		
Weekday	612	A
Sunday	459	A

Notes: NB = Northbound, etc. n/o = North of, etc.

PROJECT RELATED TRAFFIC

Project related traffic is defined as a traffic increase on any street which would occur only if the development is constructed. This traffic is forecasted based upon the total traffic generation expected for the site, and the distribution of this traffic onto the area circulation system.

Traffic Generation

Traffic generation is a measure or forecast of the number of trips which begin or end at the project site. All or part of these trips will result in traffic increases on the streets where they occur. Traffic Generation is a function of the extent and type of development proposed for the site.

Trip generation characteristics for common land uses are normally estimated based on rates published in the report, Trip Generation, Fifth Edition, published by the Institute of Transportation Engineers (ITE). This report indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings. The report includes limited traffic generation rates for a single private school, and this school included grades 9-12. These rates would not be appropriate for the proposed project during weekday peak hours. Rates for public schools are also not considered appropriate because there would be less walking access for a private school than for a neighborhood school.

Rock E. Miller and Associates conducted a site study of the existing school to determine its existing traffic generation. The study was performed by counting inbound and outbound traffic at all driveways for the study site during hours of peak traffic activity. Traffic generation rates were then established based upon the results of the site traffic counts and the existing floor area for the school. The driveway traffic counts are included in the study appendix.

Table 4 presents the traffic generation for the existing school, relevant generation rates for the school expansion, and the forecasted project-related traffic.

Table 4

TRIP GENERATION RATE SUMMARY
Schools

<u>Condition</u>	<u>Total Traffic</u>	<u>Traffic Generation</u>	<u>Expansion Traffic</u>
	Existing School	Trips per 1000 sq ft	Total Trips
24-Hours		18.00	140
AM Peak Total	303	7.84	61
AM Peak In	150	3.86	30
AM Peak Out	153	3.98	31
PM Peak Total	198	5.14	40
PM Peak In	105	2.70	21
PM Peak Out	93	2.44	19

Project Related Traffic for Existing Church and School

Traffic counts were taken during appropriate hours at all church/school access points, including the three driveways on Victoria Street and the driveway on Congress street. These counts allow a determination of the volume of traffic associated with existing uses on these streets. The weekday existing traffic volume for the school is 303 trips in the AM peak hour and 198 trips in the PM peak hour. The weekend traffic generation for the church is 113 trips total in the hour of outbound peak traffic.

Traffic Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes which will be utilized by project traffic. The potential interaction between the proposed land use and surrounding residential areas, employment opportunities, services, and regional access routes are considered to identify the routes where the project traffic will distribute.

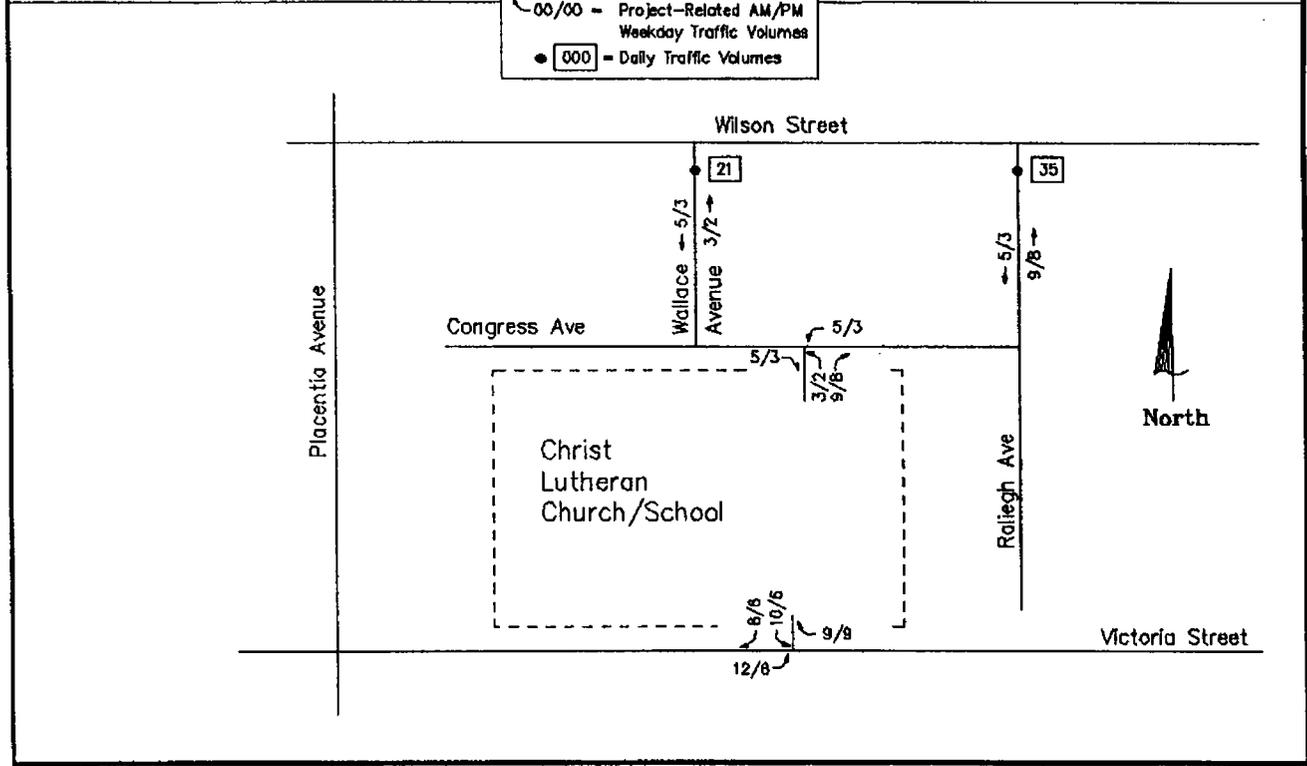
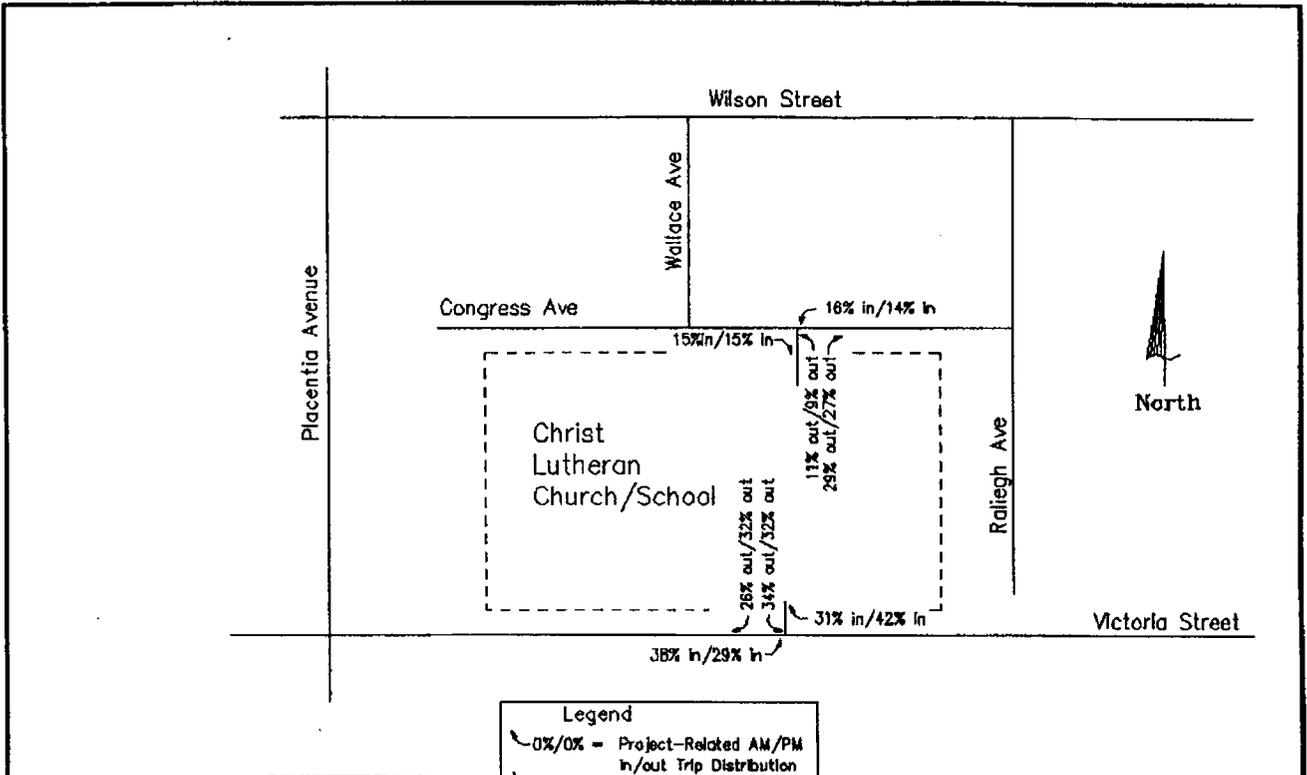
Turning movements were observed at each driveway during traffic counts. The regional distribution of approach and departure traffic was developed from the turning movements at the existing driveways. The distribution is as follows:

	Arrivals From		Departures To	
	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
Northwest via Wallace & Wilson	15%	15%	11%	9%
Northeast via Raleigh & Wilson	16%	14%	29%	27%
East via Victoria St.	38%	29%	34%	32%
West via Victoria St.	31%	42%	26%	32%

The anticipated trip distribution percentage for project related traffic is presented on Figure 5. This figure also presents the project-related traffic volume for the school expansion at various locations in the project vicinity.

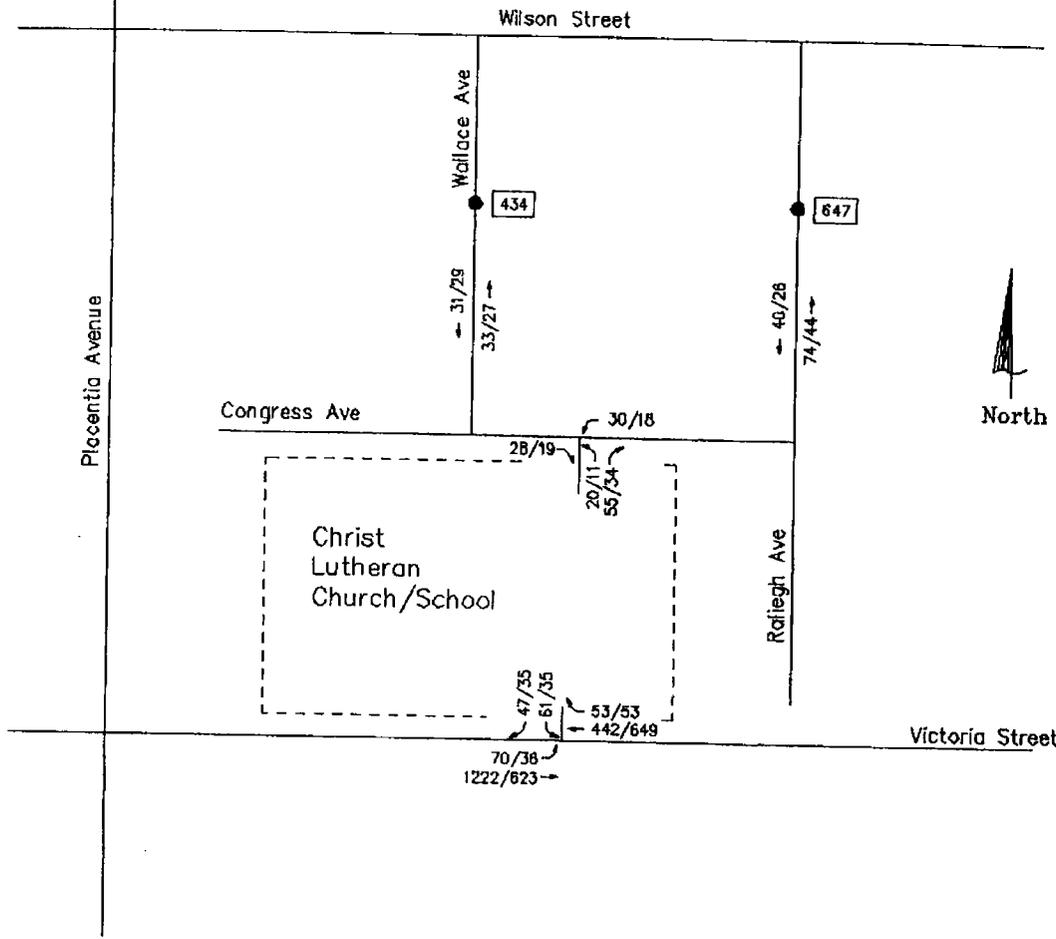
Figure 6 presents future traffic volumes, including traffic for the existing church, school, and the proposed school expansion.

Table 5 presents forecasted future traffic volumes and traffic levels of service, including traffic related to the proposed school expansion. The table shows existing traffic conditions for comparison. The table does not indicate that the proposed project will have a substantial change in traffic conditions.



*Project-Related
Trip Distribution &
Traffic Volumes
For Gate Opened on Weekdays*

FIGURE
5



Legend
 ~~~~ = Future AM/PM  
 Weekday Traffic Volumes  
 [ ] = Daily Traffic Volumes



Future Weekday  
 Traffic Volumes  
 Rear Gate Open

FIGURE  
 6

Table 5  
FUTURE TRAFFIC CONDITIONS

| PEAK HOUR INTERSECTION CONDITIONS |                                                         |   |                                                       |   |
|-----------------------------------|---------------------------------------------------------|---|-------------------------------------------------------|---|
| <u>Intersection</u>               | Existing<br>Reserve Level of<br><u>Capacity Service</u> |   | Future<br>Reserve Level of<br><u>Capacity Service</u> |   |
| Victoria/East Driveway:           |                                                         |   |                                                       |   |
| Weekday AM                        |                                                         |   |                                                       |   |
| SB Left                           | 267                                                     | C | 251                                                   | C |
| Average                           | 458                                                     | A | 448                                                   | A |
| Weekday PM                        |                                                         |   |                                                       |   |
| SB Left                           | 411                                                     | A | 398                                                   | B |
| Average                           | 595                                                     | A | 585                                                   | A |
| Sunday                            |                                                         |   |                                                       |   |
| SB Left                           | 506                                                     | A | 506                                                   | A |
| Average                           | 689                                                     | A | 689                                                   | A |

| DAILY TRAFFIC CONDITIONS   |                                      |                            |                                    |                            |
|----------------------------|--------------------------------------|----------------------------|------------------------------------|----------------------------|
| <u>Street Segment</u>      | Existing<br>Traffic<br><u>Volume</u> | Level of<br><u>Service</u> | Future<br>Traffic<br><u>Volume</u> | Level of<br><u>Service</u> |
| Wallace Avenue s/o Wilson: |                                      |                            |                                    |                            |
| Weekday                    | 413                                  | A                          | 434                                | A                          |
| Sunday                     | 310                                  | A                          | 310                                | A                          |
| Raleigh Avenue s/o Wilson: |                                      |                            |                                    |                            |
| Weekday                    | 612                                  | A                          | 647                                | A                          |
| Sunday                     | 459                                  | A                          | 459                                | A                          |

Notes: NB = Northbound, etc. n/o = North of, etc.

## ALTERNATE FUTURE TRAFFIC CONDITIONS

The primary purpose of this traffic study is to evaluate the effect of closing the rear church driveway. This driveway is currently used by church and school traffic during the hours when the gate is open.

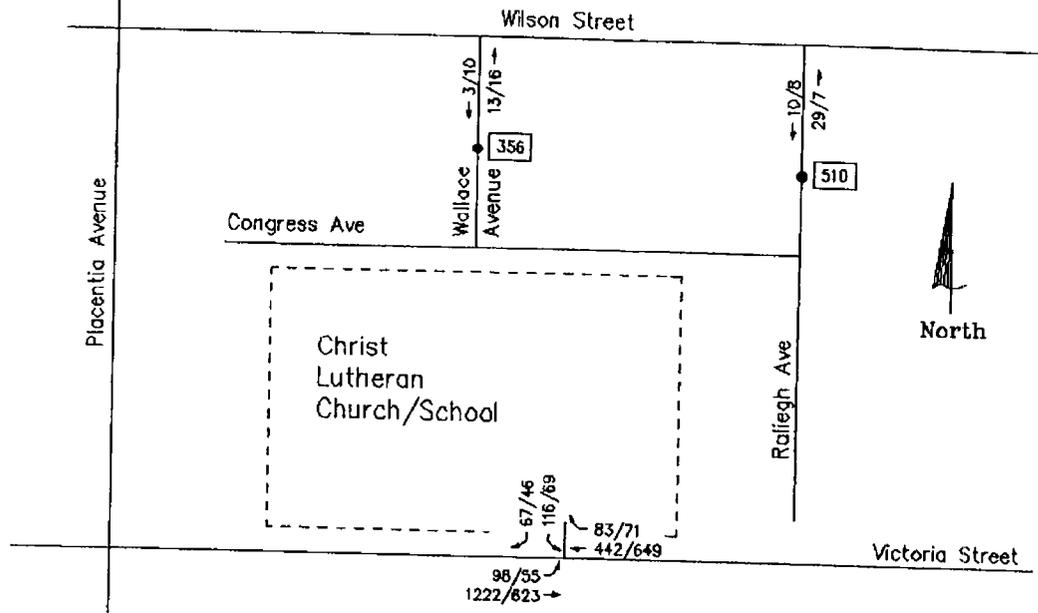
The rear gate is open weekdays only for approximately 90 minutes in the morning and in the evening, when most students are dropped off or picked up. The driveway is open also on Sundays, before, during, and after church services. It is closed during normal school hours, to provide a secure traffic-free play area for school students. It is occasionally open at other times, however traffic levels are significant only before and after school or church services.

The traffic volumes associated with use of the church rear driveway will redistribute to the driveways in the front of the church site. This will result in a reduction in church related traffic on Congress, Wallace, and Raleigh, and an increase in traffic on Victoria Street and driveways in front of the church. Figure 7 shows the anticipated future traffic volumes in the site vicinity if the rear church driveway is closed permanently. The figure includes both the weekday and the weekend forecast.

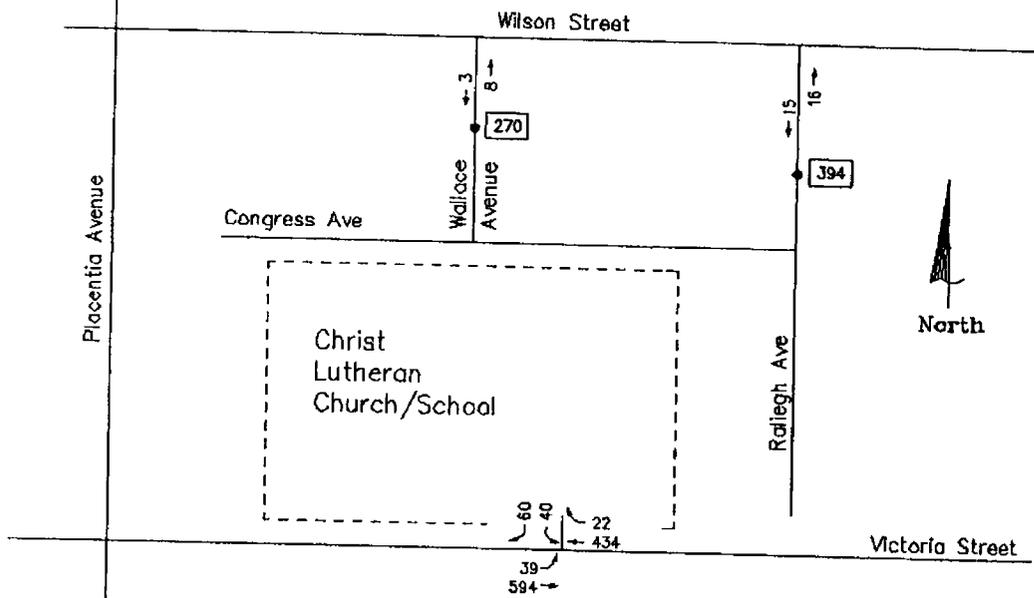
The traffic volumes on the residential streets north of the church are not substantially changed by the elimination of church traffic. This is because the volume of traffic associated with the church is not a substantial portion of all traffic on these streets.

Table 6 presents an assessment of the forecasted Levels of Service for the church driveway intersection on Victoria Street and for the local residential streets in the project vicinity.

# Weekday



# Sunday



Future  
Traffic Volumes  
With Rear Gate Closed

FIGURE

7

Table 6

FUTURE TRAFFIC CONDITIONS  
With the Rear Gate Closed

PEAK HOUR INTERSECTION CONDITIONS

| <u>Intersection</u>     | <u>Gate Open</u><br><u>Reserve Level of</u><br><u>Capacity Service</u> |   | <u>Gate Closed</u><br><u>Reserve Level of</u><br><u>Capacity Service</u> |   |
|-------------------------|------------------------------------------------------------------------|---|--------------------------------------------------------------------------|---|
| Victoria/East Driveway: |                                                                        |   |                                                                          |   |
| Weekday AM              |                                                                        |   |                                                                          |   |
| SB Left                 | 251                                                                    | C | 191                                                                      | D |
| Average                 | 448                                                                    | A | 390                                                                      | B |
| Weekday PM              |                                                                        |   |                                                                          |   |
| SB Left                 | 398                                                                    | B | 350                                                                      | B |
| Average                 | 585                                                                    | A | 532                                                                      | A |
| Sunday                  |                                                                        |   |                                                                          |   |
| SB Left                 | 506                                                                    | A | 481                                                                      | A |
| Average                 | 689                                                                    | A | 665                                                                      | A |

DAILY TRAFFIC CONDITIONS

| <u>Street Segment</u>      | <u>Existing</u><br><u>Traffic Level of</u><br><u>Volume Service</u> |   | <u>Future</u><br><u>Traffic Level of</u><br><u>Volume Service</u> |   |
|----------------------------|---------------------------------------------------------------------|---|-------------------------------------------------------------------|---|
| Wallace Avenue s/o Wilson: |                                                                     |   |                                                                   |   |
| Weekday                    | 434                                                                 | A | 356                                                               | A |
| Sunday                     | 310                                                                 | A | 270                                                               | A |
| Raleigh Avenue s/o Wilson: |                                                                     |   |                                                                   |   |
| Weekday                    | 647                                                                 | A | 510                                                               | A |
| Sunday                     | 459                                                                 | A | 394                                                               | A |

Notes: NB = Northbound, etc. n/o = North of, etc.

## TRAFFIC IMPACT ANALYSIS

The traffic impact of closing the rear driveway is evaluated by forecasting changes in traffic volumes and traffic conditions as a result of closing the gate, affecting existing and expanded school traffic, as well as church traffic.

The closure will not have a significant effect upon traffic volumes on Raleigh or Wallace Avenue. These street are currently a Level of Service A, and the traffic volume decrease will be less than 100 vehicles on each street.

The only significant traffic change occurs on Victoria Street in the weekday AM peak hour, if the gate on Congress Avenue is closed. The Level of Service for traffic exiting the church driveways will drop to Level of Service D.

## CONCLUSIONS

The Christ Lutheran Church operates a private school in the City of Costa Mesa. The site is located north of Victoria Street between Raleigh Avenue and Placentia Avenue. The church has proposed to expand the existing school by adding five (5) classrooms. The proposed expansion will consist of a 1,420 square foot first floor addition, and a 6,360 square foot second floor addition, for a total expansion of 7,780 square feet. A parking area with 148 parking stalls is proposed for all church and school uses.

The proposed church school expansion is forecasted to generate 140 daily trips on weekdays, including 61 trips in the AM peak hour of the facility and 40 trips in the PM peak hour of the facility. Sunday traffic generation will not be affected by the proposed school expansion.

The church has driveways on Victoria Street and a rear entrance on Congress Avenue. Motorists who use the rear entrance will travel on Wallace Street or Raleigh Street, two local residential streets. The closure of the back entrance on Congress Avenue is being considered and evaluated. If this option is exercised, all traffic now using the rear driveway will be required to use the front driveways. This includes traffic for the expansion, as well as the existing church and school.

Traffic conditions were evaluated on Raleigh Avenue and Wallace Avenue for existing conditions, future conditions, and future conditions with a closure of the rear driveway. Traffic conditions were also evaluated for the intersection of Victoria Street and the driveway which leads to the rear parking area for the church.

There will be a significant increase in traffic levels on the front driveway at Victoria Street, if the rear driveway is closed. The AM peak hour Level of Service will drop to Level of Service D under

this condition. This Level of service is marginally acceptable for a controlled intersection, however it may not be desirable for a driveway, particularly with a substantial amount of school-aged pedestrians in the vicinity.

There will be daily and peak hour traffic volume decreases on Wallace and Raleigh if the driveway is closed, approximately 100 vehicles per day. The existing Level of Service on these streets is Level A based upon traffic volume. The reduction in traffic associated with the school will not change the Level of Service.

Rock E. Miller and Associates does not find any major traffic issues associated with the closure of the rear driveway. Levels of Service will remain well within acceptable levels if the driveway remains open. Traffic congestion will increase at the front of the church if the driveway is closed, dropping to Level of Service D in the AM peak hour. The gate does cause church and school traffic to use local residential streets nearby, however the church is a "neighborhood" type church, and the traffic volumes involved are comparable to traffic generation for about ten residences.

We would recommend that the rear driveway remain open, based upon the study findings. This action will reduce traffic activity in front of the church and school, where many young children may be present. Traffic levels on Raleigh and Wallace will remain close to current levels, and neighborhood traffic Level of Service will not be measurable affected.

Christ Lutheran Church of Costa Mesa  
 Neighborhood Listening Meeting  
 In Response To Appeal of the  
 Christ Lutheran Church Master Plan  
 March 16, 2009

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In attendance at the meeting was Costa Mesa Mayor Pro Tem Wendy Leece and Planning Commission staff member Mino Ashabi.

A review of a list of individuals who attended the meeting reflected there were 24 neighbors that signed the list, however there were more individuals present who were not members of Christ Lutheran Church, and who apparently chose not to sign the list.

Following welcoming remarks by Pastor Mike Gibson, Kent Pimentel, an independent facilitator not associated with Christ Lutheran Church nor a Costa Mesa resident, was introduced. After his opening remarks, in which he encouraged communication of concerns and idea, Terry Jacobson, of J7 Architecture, was introduced. Terry made a presentation of the proposed Master Plan and Phase 1A. The floor was opened for questions, comments and observations.

The following is a list of questions (marked in plain face type) and comments (marked in Italics) made during the meeting, along with some of the explanations (marked in bold face) provided to those in attendance.

### TRAFFIC MATTERS

#### CONGRESS STREET GATE

- Is the Congress Street access required?
- Will the improved Victoria access preclude the need for Congress entrance?
- Can the Congress gate be closed but for Fire Department access?
- *Consider ways to encourage school car pooling, using Victoria*
- Can you connect the front parking lots and entrance to eliminate Congress access?
- *Close Congress*
- Can you close off the back gate and see how the traffic on Victoria is impacted?
- Is it possible to circulate entirely within your property using the east and west entrances of Victoria?
- Is it possible to eliminate the access from the neighborhood (Congress)?
- 

#### NEIGHBORHOOD TRAFFIC

- *Speeding and parking is not just the church/school issue*
- *It's not the weekend traffic – it's the school traffic that causes the problem – you are combining with Wilson and Estancia traffic*

---

Prepared by:



David Struck

Building Committee Secretary

Christ Lutheran Church of Costa Mesa  
Neighborhood Listening Meeting  
In Response To Appeal of the  
Christ Lutheran Church Master Plan  
March 16, 2009

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- *Construction traffic through neighborhood should not be allowed*
- *Would like to see alternative site circulation plans*
- *Would the school consider having a bus service?*
- *Why not have a u-shaped circulation plan using the west gate and exit onto Victoria?*
- *Why not use the grass area in front of the church to access the other two exits onto Victoria?*
- *Can the Victoria park be closed off to pedestrian through access? (Same security concerns for Raleigh property demolition)*

**In response to the questions and comments about the Congress Street entrance/exit, those present were advised that the gate is open as a result of a directive from the City of Costa Mesa. During a church building program in the 1990's a traffic survey determined that if all traffic exiting the church were directed onto Victoria, it would be detrimental to traffic flow on Victoria. A statement was made that while we cannot promise a complete closure of the gate, the hope was that by adding a third lane to the east property entrance/from Victoria, the traffic flow will improve and Victoria be used more heavily. The church will also encourage use of Victoria over driving through the neighborhood.**

**In addition, those attending were advised that the speeding problem has been recognized by the Church/School and steps have been taken to encourage school parents to slow down when driving in the neighborhood, as well as to use the current Victoria entrance. They were advised that continuing reminders will be provided to parents to encourage adherence to speed limits.**

**Those in attendance were advised that the general contractor has been advised that all construction traffic, per the directions of the City of Costa Mesa, must use the Victoria entrances/exits.**

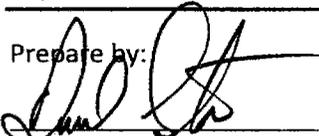
#### **FACILITIES USAGE**

- **What are the fundraisers needed to pay for all of this?**
- **Do you rent out facilities to outside groups, parties, etc?**

**Those in attendance were advised that the Church/School has only one major fundraising event each year, and that is the Fall Festival put on by the Parent Teacher League (PTL) of the school. In reference to fundraising for the building program, that has been conducted without any similar events. They were also advised that the premises are not rented out for events**

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Prepared by:



David Struck

Building Committee Secretary

Christ Lutheran Church of Costa Mesa  
Neighborhood Listening Meeting  
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**and that any smaller activities are continuing church related events. Outdoor movies will be reconsidered for their impact onto the neighborhood.**

**NOISE RELATED MATTERS**

- What is planned to mitigate noise along the eastern property line?
- *6 foot high fence is still not tall enough, 7 ½ to 8 feet*
- *The ground elevation slopes and changes throughout the length*
- *Height variance vs. neighbors privacy*
- What are the mitigating measures to address the sound?
- *The wall does not keep people from looking into, or throwing trash into, the yards*

**Those in attendance were advised that the Planning Commission has talked about possibly landscaping and stuccoing the current wall. This matter is currently being discussed with the Planning commission staff.**

**MASTER PLAN**

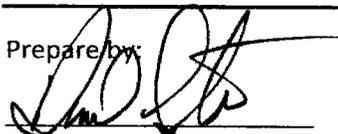
- It there anything an individual home owner can do to influence the city planning process?
- Where does the process go from here?
- How do we get resolution?
- What is the total extent of your Master Plan?
- Is your plan to buy more residential property?
- What is the sequence and timing of the Master Plan build-out?
- What is the process for a General Plan amendment?

**In regards to the specific process for Master Plan approval and General Plan amendment, a member of the Planning Commission staff was present and explained the processes involved. The appeal of the Master Plan will next be considered at the April 7<sup>th</sup> City Council meeting.**

**In regards to the potential purchase of additional property, the Church has no current plans to buy any additional homes along Raleigh. One of the church members present at the meeting advised that he resides on Raleigh and was talking to one of the neighbors about the Master Plan. During the conversation he commented to them that if they were interested in selling the church might consider a purchase of their property. The member also stated that he was not soliciting a purchase, as he could not speak for the church, but only mentioned the possibility "in passing".**

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Prepared by:



David Struck  
Building Committee Secretary

Christ Lutheran Church of Costa Mesa  
Neighborhood Listening Meeting  
In Response To Appeal of the  
Christ Lutheran Church Master Plan  
March 16, 2009

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The timing of the Master Plan build out is dependent upon the funds available. At this time, the first phase is based upon a 3 year giving cycle. It is not anticipated that any new capital campaigns would start for 5 years.

**2199 RALEIGH PROPERTY QUESTIONS/COMMENTS**

- What would be done with the Raleigh property if the house were demolished?
- If you didn't have the Raleigh property what would you be giving up?
- *Keep house*

Those in attendance were advised that the Church purchased the 2199 Raleigh property in order to obtain additional square footage to allow completion of the proposed Master Plan. The Church/School property currently consists of approximately 190,000 square feet and the building code/City requirements dictate that we can only use 25% of the square footage for actual building purposes. The proposed Master plan requires 26% of the 190,000 square feet, so buying the house and, later in the last phase of the Master Plan sequence, demolishing the house and adding the vacant land to our current property would give us the required square footage for the current proposed Master Plan.

Those in attendance were also advised that the church would like to be able to keep the house. The building phase that would require the house demolition would occur much later in the Master Plan. The initial phase of construction, if approved, will be completed in late 2009.

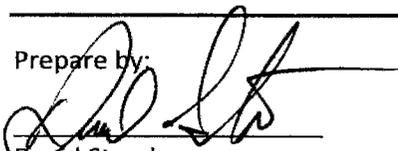
They were also advised that from a practical standpoint the current proposed Phase 1A hopefully will be approved to begin as soon as school is out to allow us to safely do much of the work without students on the campus. Those in attendance were advised that the initial work to improve the Victoria access, is anticipated to last about four weeks and will require the Church/School to use only the Congress gate as the Victoria entrance will be closed for construction.

**GENERAL**

- *Build a block wall along Congress*
- Since you are combining office space, can you demolish more space on campus to meet the F.A.R.?
- Is the City staff looking for options to amend the F.A.R.?

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Prepare by:



David Struck

Building Committee Secretary

Christ Lutheran Church of Costa Mesa  
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- Can the General plan amendment happen and still allow Phase 1A to start construction?
- Would you build a block wall along Congress instead of the chain link fence?
- *"I don't want the church to expand into our neighborhood (the camel's nose under the tent)"*
- What are the church's plans regarding radio and television?

In reference to the current fence along Congress, those in attendance were advised that the City of Costa Mesa Police Department has requested the ability to view the school property from the street however also indicated the current screening should also be installed. It was noted that some of the screening is in need of repair and those repairs will be made. In regards to a block wall, those in attendance were advised there are no plans to build a cement block wall along Congress.

In reference to radio and television broadcasts, those in attendance were advised there are no plans to engage in broadcasting where satellite dishes and other such equipment would be needed. They were advised that the church is researching, and preparing for, a multi-site ministry program where the service, or portions thereof, would be recorded with an in-house camera, placed on suitable media, and then replayed at a late time at a church being supported by Christ Lutheran at another site.

It was stated that the church, architect and City planning staff have met to look at ways to resolve the issues raised in the City Council meeting.

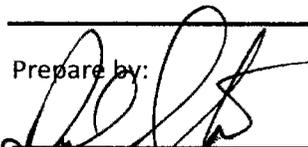
#### SCHOOL MATTERS

- Is the school limited to the number of students per class?
- Are you really not expanding enrollment?
- What is the current enrollment of the school?

Those in attendance were advised that the City does not regulate the classroom size as this is a private school, however the school does limit classroom size to assure quality education. They were advised there are current no plans to increase the overall school enrollment and we will stay within the capacity indicated in our entitlement.

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Prepare by:

  
David Struck

Building Committee Secretary



March 24, 2009

Minoo Ashabi, A.I.A., Senior Planner  
CITY OF COSTA MESA  
77 Fair Drive  
Costa Mesa, CA 92628

RE: Application PA-08-23 (Appeal)

Dear Minoo:

I am writing to you related to the Planning Commission Approval of the Master Plan for Christ Lutheran Church. The project was appealed to the City Council and, by their directive, a subsequent Neighborhood Outreach and Information Meeting was held on March 16<sup>th</sup>. The minutes of this meeting have been provided to you under separate cover. The following description outlines the proposed changes, adjustments, compromise solutions, etc. to address the neighborhood concerns:

#### **2199 Raleigh Property and F.A.R.**

The Church and neighborhood would both like to see the residence at 2199 Raleigh remain. After discussing various options the Church has elected to stipulate that this residence is to remain and to reduce the overall size of the Phase 2 portion of the Master Plan to maintain the .25 F.A.R. The exhibit with tabulation has been adjusted accordingly and provided to you.

It is also understood that the City is exploring the status of the Right of Way along Victoria to see if all or a portion of the easement can be made available to the Church. If so, a small adjustment could be made in the future to increase the allowable area for the increased property without going over the .25 F.A.R.

#### **Perimeter Fence / Wall**

Per your request we have created and provided an exhibit to illustrate the type and height of the perimeter fences on the east, west and north sides of the property. The easterly fence adjacent to the single family residential neighbors varies in height, in many cases below the required height for our condition.

The Church is proposing to raise the height of the fence to the required dimension of +6'-0" minimum along this entire east property line. We would like the flexibility to explore different options in this regard to include fence extensions of uniform and durable materials with the goal of utilizing the existing CMU wall as a part of the solution. This flexibility is needed since the replacement of the entire CMU wall would be cost prohibitive and a financial hardship.

The increased fence height will improve issues of privacy and noise for the neighbors.

The screening material along the fence at Congress will be replaced where torn and maintained in the future.

1470 Jamboree Road, Suite 200

Newport Beach, CA 92660

P 949.759.8587 F 949.759.9381

[www.J7architecture.com](http://www.J7architecture.com)

## **Site Circulation**

After analysis and alternative study, the Church and School have developed a proposed Traffic and Parking Management Plan. I have provided a copy of this Plan and a School Circulation Diagram. In this proposal there are a number of ideas and procedural features which, in combination, should reduce the impacts to the neighbors while maintaining a safe traffic flow for parents, students and congregation members.

Under this proposal the School will test the viability of the Congress gate being used for ingress only during limited A.M. and P.M. drop off and pick up hours. It would also be used by the Church for services. The objective will be to test this further restricted use and reduce the traffic through the residential streets wherever possible after the construction of Phase One is complete and the access from Victoria is improved. After consideration for safety of the preschool, school and after school children, it has been determined that a circulation pattern that uses access only from Victoria and circulates the perimeter of the campus is not viable. The Church and School would maintain an open communication with the City to discuss the realities of the options as they are tested.

The proposal is based on both on-site and off-site circulation flow and acknowledges the previous City traffic study. The goal is to test these ideas to find the best solution for both the Church/School and the neighborhood.

Construction traffic will be routed off of Victoria only. Residential streets will not be used for this purpose.

## **School Matters**

The enrollment capacity for the school is currently approved at 410 students. This figure includes preschool and elementary students. This number was a part of the PA-94-07 entitlement. As we have stated previously the school is currently well below this number and is not proposing to exceed this approval.

The Church and School remain committed to continue to work on community outreach. The dialogue which began will result in improved neighbor relations. They look forward to developing these communications and mutually beneficial solutions over the months and years ahead.

Thank you for your help in this matter,

Terry D. Jacobson, Architect  
J7 ARCHITECTURE, INC.

1470 Jamboree Road, Suite 200

Newport Beach, CA 92660

P 949.759.8587 F 949.759.9381

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# Christ Lutheran Church and School

## Proposed Parking & Traffic Management Plan

April 7, 2009

Motivated to reduce traffic on residential streets and maximize our on site parking capacities for the benefit of our neighbors, school families and congregants the Church and School are prepared to implement the following plan:

### Upon Completion of Proposed Phase One Building Project:

#### SCHOOL

##### 1. Test various options and changes to School Drop off and pick up procedures on Weekdays

- Introduce staggered drop off and pick up times for different grades
- Limit A.M. and P.M. egress to Victoria Street only.
- Limit turning action onto Victoria to a right only utilizing a new proposed lane access per Master Plan.
- Limit the use of Congress Street access for A.M. and P.M. ingress only.
- Implement on-site circulation plan with adequate queuing of cars.
- Create double drop off lanes
- Provide traffic directors and assistants to usher children safely to and from vehicles.
- Utilize westerly driveways and parking area on Victoria Street for Preschool drop off and pick up.
- Coordinate with City Staff as required to review any impacts and finalize a comprehensive solution based upon results of testing the options.

##### 2. Implement a safety awareness program for Parents

- Provide instructions to parents including Site Plan Diagram to clearly describe the procedure for drop off and pick up of students.
- Communicate monthly to parents with reminder of safety concerns and courtesy for adjacent neighbors

##### 3. Carpool program

- Create cooperative network for linking parents to encourage carpooling.
- Develop incentive program to reward carpool parents.

##### 4. Signage

- Place a caution sign at all driveway exits on church property to further remind drivers of traffic flow strategies and safety as they depart

## **CHURCH**

### **1. Implement a Parking Ministry:**

- Parking attendants will be informed and trained to direct traffic flow and maximize on site parking.
- They will identify cars with first time visitors and those with special needs, directing them to specially designated parking spaces for assistance.
- They will also welcome and direct cars with an exit strategy that minimizes traffic congestion and maximizes on site parking.
- These parking attendants will also remind cars as they leave our property to drive slowly out of respect for those living in our neighborhood.

### **2. Implement a safety awareness and courtesy program for Congregation**

- Make announcements orally and in writing (weekly bulletins and web site posting) for congregation to drive safely through residential neighborhoods.
- Encourage members to park within Church parking lots when ever possible to minimize residential street parking.

### **3. Signage**

- Place a welcome sign at all driveway entrances instructing cars with 1<sup>st</sup> time visitors or with special needs to turn on headlights so they can be identified and directed to designated parking areas.
- Place a caution sign at all driveway exits on church property to further remind drivers of traffic flow strategies and safety as they depart.

## News From Christ Lutheran!

March 19, 2009

### This Week @ Christ

Dr. Paul Maier will be our preacher this week during our Sunday morning worship services. The title of his message is, "No Myths, Fantasies, or Fables." It is part of our continuing focus on The Faith.

On Saturday, March 21st, Dr. Maier will present the seminar, "Christ and the Competition." The seminar takes place from 9:30-3:15. It is not too late to register - you just don't get a lunch with your registration. Registration is \$20 per person. To learn more about Dr. Maier and the seminar, click on this link

[Dr. Paul Maier](#)

I love being your Pastor. I'll see you in church!

**Pastor Mike**

### Neighborhood Listening Meeting

This past Monday night was our opportunity to spend the evening with our neighbors and listen to their input regarding our building plans and their impact on the community. It was a very positive time of listening, learning, questions and answers, and resulted in much improved relationships with our neighbors. We made arrangements for a neutral facilitator to guide the evening which was well received by the neighbors. Ms. Leece, Mayor Pro Tem for the Costa Mesa City Council was in attendance as was Mino Ashabi, Senior Planner with the City of Costa Mesa. They were able to assist in answering questions as well.

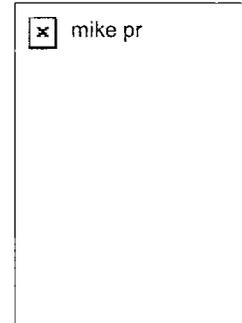
Three primary concerns were raised: 1. The planned removal of the house on Raleigh that we purchased to facilitate our future expansion (removal is not required until a later phase of the Master Plan). 2. Traffic and speeding through the neighborhood during school drop off times. 3. The noise that makes its way over the fence between us and the neighbors.

We believe that we have found an appropriate solution that will enable us to move forward with our Phase 1 project and retain the house - a blessing to all of us. I want to encourage everyone to slow down when driving through the neighborhood and make the streets safer for neighbors and our students and families. The fence and noise issue will continue to be addressed as we move forward.

We will appear before the City Council again on April 7th for, God willing, final approval for our project.

I had the privilege to sitting between Costa Mesa's Mayor and Mayor Pro Tem at the Orange Coast Mayor's Prayer Breakfast on Tuesday. We spoke about our project, the listening meeting, and celebrated the directions we're moving. I feel very positive about our next meeting with the City Counsel.

### Making Your Plans for HOLY WEEK?



***HOLY WEEK is just around the corner. I hope you are making your plans so that you don't miss a moment of Jesus' walk to the cross and the wonder of the empty tomb of Easter.***

***April 5th is Palm Sunday***

***April 9th, 7PM Maundy Thursday that remembers the giving of the Lord's Supper***

***April 10th, Noon-3PM Tre-Ore Afternoon Service that focuses on Jesus' words from the cross. Every half hour a new preacher.***

***Good Friday Evening Worship 7PM***

***April 12th Easter Easter Sunrise on the patio, 6:30 AM***

***Traditional Easter Worship at 8:30***

***Contemporary Easter Worship at 10:30***

***Easter Breakfast in the Gym after the Sunrise Service and between the two main services.***

**Christ Lutheran  
Church and School**

Thank you so much for your prayers on Monday - God certainly blessed! We'll keep you posted on the what happens next.

760 Victoria Street  
Costa Mesa, CA  
92627  
949-631-1611  
www.christcm.com

## Marriage Retreat

April 25-26 is the date for this year's Marriage Retreat. It will take place at the Embassy Suites, Temecula Valley Wine Country. Dr. Buddy Mendez, professor from Concordia University and a private practice psychologist, is the speaker. The retreat includes 1 night hotel stay, 2 meals and a great time away all for only \$240 a couple. Interested in participating?

Contact Noel Fairchild at <mailto:infairchild@christcm.com>

Email Marketing by



50th Anniversary Theme:  
"Reflect, Rejoice, Renew"

### Chapel Offerings

Leading us in chapel this week is Mr. Courvoisier's fifth grade class. Offerings this week will go to the Christ Lutheran School Scholarship Fund and community needs.

Mark your calendar.

#### Calendar Items April 2009

4.3-4.10.09 Christ Lutheran School "Fun" Raiser @ Ruby's

4.7.09 Skate Night at Fountain Valley Skating Center, 6:00-8:30 P.M.

4.9.09 Maundy Thursday, 11:45 dismissal

4.10.09 Good Friday; no school

4.13-17.09 Easter vacation

4.17.09 Wear jeans; bring a can of food

4.24.09 Jog-a-Thon Faculty In-service, 11:45 dismissal



Christ Lutheran School is a part of Christ Lutheran Ministries, partnering with parents to educate the whole child, spiritually, emotionally, socially, academically, and physically in a Christ-centered environment.

CHRIST LUTHERAN SCHOOL

# Connections

Connecting People to Jesus!

## From the Principal's Desk

**T**his week I am going to take just a couple minutes to update you on our building program and our community meeting with our neighbors on Raleigh, Congress, and Wallace Streets.

Earlier this year we received approval from the city planning commission for our construction project. After that approval happened the neighborhood filed an appeal, which sent it before the city council. The city council asked us to have a community meeting to listen to the neighbors concerns. That community meeting took place last Monday, March 16. The process goes back to the city council in April. We will have an update for you at that time.

Last Monday we had over 30 neighbors in our sanctuary expressing concerns they have regarding the building project and other concerns relating to living next to a church and school. It was a good meeting. Our purpose was to listen. One of their concerns that I feel we really need to address is speeding through the neighborhood. For the safety of our own families and the neighborhood, and besides that speeding is against the law, we need to address this issue.

From my observations, the majority of our parents use the north entrance to deliver their children during the morning. We will be looking at this issue now, during the construction process, and after the improved access to Victoria takes place after the construction is completed. In order to be good neighbors I would like you to do the following in the meantime:

1. Try to use the Victoria entrance if at all possible. A little inconvenience is worth the greater good for safety.
2. If you still use the north entrance you must drive the speed limit.
3. When you make the adjustments you may have to give yourself an extra 10 minutes in the morning and get everyone moving earlier than normal in your household.

(OVER)

Visit Our Website [www.christcm.com](http://www.christcm.com)



Christ Lutheran School  
760 Victoria Street  
Costa Mesa, CA 92627  
949-548-6866  
949-631-6224 FAX

I realize Victoria Street can be very busy. It is also difficult to turn left many times on Victoria. I have personally always made a right hand turn on Victoria, turn right on Placentia, and then turn right on Wilson to go east. It doesn't take me that much longer to go that way.

We will be gathering input from you as we proceed through the construction process. If you have any thoughts or ideas, please share them with me. This is a great opportunity to show our neighbors that we do care about their safety and their concerns. Let's see if we can immediately make a visible difference for them.

Thank you so much for your cooperation and your continued support.

Blessings on your week,

Richard Nordmeyer, Principal

March 23, 2009

Costa Mesa City Council  
77 Fair Drive  
P.O. Box 1200  
Costa Mesa, CA 92628

Re: Appeal of Planning Commission's determination regarding planning application PA-08-23, for J7 Architecture, authorized agent for Christ Lutheran Church, for the renovation of an existing school/church campus, continued to the April 7, 2009 City Council hearing.

Situation Summary: Impacts imposed by the school/church land use within our R-1 single family zone.

1. Past Expansion: Since 1957, the on-going expansion of the church campus has impacted our neighborhood, increasing noise and traffic, primarily from the addition of 14,280 sq. ft. of classroom facilities and 9,400 sq. ft. of fellowship accommodations\*, effectively doubling the size of the original campus.
2. Current School Operations: Current school operations include 305 students, with "Conditional Use Permit (CUP)" approval for the total of 410\*\*. There are currently a total of nineteen classrooms with a potential capacity of 30 – 35 students per classroom, yielding a total of 570 to 665 students. This is the existing capacity with no additional square footage and C.U.P. approval!
3. Future Operation: As our local public schools continue to degrade, the demand for private school capacity will increase. The church has proposed the addition of three more classrooms\*\*\*, compounding our problems by the possible addition of one hundred more students.
4. Conclusion: The problems that our neighborhood now lives with are potentially a fraction of what we can expect in the future unless the City of Costa Mesa can impose some "effective" restrictions. The church has not explored the development of on-site traffic circulation and access alternatives. Our neighborhood should not be violated for the convenience of church school traffic!

\* See page 41 'Planning Commission Agenda Report, January 9 2009'

\*\* See page 50 'Planning Commission Agenda Report, January 9, 2009' – "Current School Operation".

\*\*\*See page 50 'Planning Commission Agenda Report, January 9, 2009' – "Future (School) Operations".

Mitigation:

1. Revise on-site traffic circulation to maximize use of three existing driveways onto Victoria Street. Link east parking with west access points.
2. Restrict Congress Street (neighborhood) access gate to Sundays, annual festival and emergency vehicles only. Gate should be closed during the school week.
3. Extend height of existing concrete block wall along eastern property line to a minimum of seven feet above grade, measured from Raleigh Ave property side. Plaster for uniformity.
4. Coordinate with City to avoid the demolition of the residence at 2199 Raleigh Ave. Develop an alternative to the literal interpretation of the "floor area ratio" requirement for the proposed 3,500 sq. ft. expansion to the existing 47,500 sq. ft. campus.

Sincerely,

Kenneth L. Carr, Architect  
2229 Raleigh Ave., Costa Mesa, CA 92627