

## 3.0 Parking Analysis

### 3.1 Parking Demand Based on City's Parking Code

The City of Costa Mesa Zoning Code defines the nonresidential parking standards on Table 13-89. For the retail land use, four parking spaces per 1,000 square feet are required with a minimum of 6 spaces. Under **Scenario 1**, the City code requires 40 parking spaces to be provided for a 9,990 square-foot retail area on the first floor. The project site plan proposes a total of 44 parking spaces. This is more than the City's requirements. **Scenario 2** assumes that the 4,320-square-foot basement is part of the retail square uses. For a total 14,310 square foot building area, the code requires 58 parking spaces. The project proposes 44 on-site parking spaces. About 14 additional on-site parking spaces are needed, which may not be feasible due to the site limitation. **Scenario 3** forecasts parking demand using the parking demand rate that is calculated based on the similar site study. The similar site study is discussed in the following section.

### 3.2 Similar Site Parking Demand Survey

In order to accurately forecast the parking demand of the proposed project, three Walgreen stores were surveyed on a typical weekday (Thursday) and a Saturday between 11:00 am and 9:00 pm. Table 1 lists the three similar sites with the proposed project.

Table 1 – Similar Site Parking Survey

Similar Sites	Location	City	County	Survey Date and Time Period	Square Footage
1	4935 Warner Ave	Huntington Beach	Orange	August 11, 2011, Thur. August 13, 2011, Sat.	13,871
2	1301 E. 17th St	Santa Ana	Orange	August 11, 2011, Thur. August 13, 2011, Sat.	14,490
3	1715 N. Bristol St.	Santa Ana	Orange	August 11, 2011, Thur. August 13, 2011, Sat.	11,560
Project Site	1726 Superior Avenue	Costa Mesa	Orange	n/a	14,310

Tables 2 through 4 present the weekday parking demand survey conducted on Thursday, August 11, 2011 from 11:00 am to 9:00 pm. Tables 5 through 7 present the parking demand survey conducted on Saturday, August 13, 2011 from 11:00 am to 9:00 pm.

**Table 2 – Parking Survey for 4935 Warner Avenue, Huntington Beach (Weekday)**

	Inv.	11:00		12:00		13:00		14:00		15:00		16:00	
		#	% (1)	#	%	#	%	#	%	#	%	#	%
Regular	60	12	20%	14	23%	17	28%	15	25%	18	30%	14	23%
Handicap	4	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%
Other Land Use Vehicles	-	0	-	0	-	0	-	0	-	0	-	0	-
Drive Thru		2	-	1	-	1	-	0	-	1	-	2	-
	<b>64</b>	<b>15</b>	<b>23%</b>	<b>15</b>	<b>23%</b>	<b>18</b>	<b>28%</b>	<b>15</b>	<b>23%</b>	<b>19</b>	<b>30%</b>	<b>16</b>	<b>25%</b>
	Inv.	17:00		18:00		19:00		20:00		21:00		Average	Average
		#	%	#	%	#	%	#	%	#	%	#	Utilization
Regular	60	13	22%	13	22%	12	20%	10	17%	8	13%	13	22%
Handicap	4	0	0%	1	25%	0	0%	1	25%	1	25%	0	9%
Other Land Use Vehicles	-	0	-	6	-	3	-	0	-	0	-	1	-
Drive Thru		1	-	0	-	1	-	1	-	0	-	1	-
<b>TOTAL<sup>(2)</sup></b>	<b>64</b>	<b>14</b>	<b>22%</b>	<b>14</b>	<b>22%</b>	<b>13</b>	<b>20%</b>	<b>12</b>	<b>19%</b>	<b>9</b>	<b>14%</b>	<b>15</b>	<b>23%</b>

Note: (1) % of Occupancy (Occupied parking / Available Parking Spaces)

(2) Total = Regular Parking + Handicapped Parking + Drive-Thru Vehicles

**Table 3 – Parking Survey for 1301 E 17th St, Santa Ana (Weekday)**

	Inv.	11:00		12:00		13:00		14:00		15:00		16:00	
		#	% <sup>(1)</sup>	#	%	#	%	#	%	#	%	#	%
Regular	69	20	29%	17	25%	16	23%	23	33%	23	33%	16	23%
Handicap	3	1	33%	0	0%	1	33%	0	0%	1	33%	1	33%
Other Land Use Vehicles	-	0	-	0	-	4	-	1	-	0	-	3	-
Drive Thru		0	-	1	-	8	-	4	-	8	-	7	-
	<b>72</b>	<b>21</b>	<b>29%</b>	<b>18</b>	<b>25%</b>	<b>25</b>	<b>35%</b>	<b>27</b>	<b>38%</b>	<b>32</b>	<b>44%</b>	<b>24</b>	<b>33%</b>
	Inv.	17:00		18:00		19:00		20:00		21:00		Average #	Average Utilization
		#	%	#	%	#	%	#	%	#	%		
Regular	69	15	22%	11	16%	15	22%	15	22%	13	19%	17	24%
Handicap	3	1	33%	0	0%	0	0%	0	0%	0	0%	0	15%
Other Land Use Vehicles	-	1	-	4	-	0	-	0	-	0	-	1	-
Drive Thru		5	-	5	-	7	-	8	-	0	-	5	-
<b>TOTAL<sup>(2)</sup></b>	<b>72</b>	<b>21</b>	<b>29%</b>	<b>16</b>	<b>22%</b>	<b>22</b>	<b>31%</b>	<b>23</b>	<b>32%</b>	<b>13</b>	<b>18%</b>	<b>22</b>	<b>31%</b>

Note: (1) % of Occupancy (Occupied parking / Available Parking Spaces)

(2) Total = Regular Parking + Handicapped Parking + Drive-Thru Vehicles

**Table 4 – Parking Survey for 1715 N. Bristol, Santa Ana (Weekday)**

	Inv.	11:00		12:00		13:00		14:00		15:00		16:00	
		#	% <sup>(1)</sup>	#	%	#	%	#	%	#	%	#	%
Regular	53	8	15%	13	25%	12	23%	13	25%	14	26%	20	38%
Handicap	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other Land Use Vehicles	-	7	-	4	-	7	-	5	-	3	-	6	-
Drive Thru		3		1		2		2		6		3	
	55	11	20%	14	25%	14	25%	15	27%	20	36%	23	42%
	Inv.	17:00		18:00		19:00		20:00		21:00		Average #	Average Utilization
		#	%	#	%	#	%	#	%	#	%		
Regular	53	19	36%	14	26%	14	26%	12	23%	14	26%	14	26%
Handicap	2	0	0%	0	0%	1	50%	0	0%	0	0%	0	5%
Other Land Use Vehicles	-	3	-	0	-	0	-	0	-	0	-	3	-
Drive Thru		4		2		8		2		0		3	
<b>TOTAL<sup>(2)</sup></b>	<b>55</b>	<b>23</b>	<b>42%</b>	<b>16</b>	<b>29%</b>	<b>23</b>	<b>42%</b>	<b>14</b>	<b>25%</b>	<b>14</b>	<b>25%</b>	<b>17</b>	<b>31%</b>

Note: (1) % of Occupancy (Occupied parking / Available Parking Spaces)

(2) Total = Regular Parking + Handicapped Parking + Drive-Thru Vehicles

**Table 5 – Parking Survey for 4935 Warner Avenue, Huntington Beach (Weekend)**

	Inv.	11:00		12:00		13:00		14:00		15:00		16:00	
		#	% <sup>(1)</sup>	#	%	#	%	#	%	#	%	#	%
Regular	60	11	18%	10	17%	12	20%	9	15%	17	28%	16	27%
Handicap	4	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%
Other Land Use Vehicles	-	0	-	0	-	0	-	0	-	0	-	0	-
Drive Thru	-	3	-	1	-	3	-	1	-	1	-	2	-
	64	14	22%	12	19%	15	23%	10	16%	18	28%	18	28%
	Inv.	17:00		18:00		19:00		20:00		21:00		Average	Average
		#	%	#	%	#	%	#	%	#	%	#	Utilization
Regular	60	10	17%	16	27%	10	17%	11	18%	6	10%	12	19%
Handicap	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	2%
Other Land Use Vehicles	-	0	-	6	-	6	-	5	-	3	-	2	-
Drive Thru	-	5	-	0	-	0	-	1	-	0	-	2	-
<b>TOTAL<sup>(2)</sup></b>	64	15	23%	16	25%	10	16%	12	19%	6	9%	13	21%

Note: (1) % of Occupancy (Occupied parking / Available Parking Spaces)

(2) Total = Regular Parking + Handicapped Parking + Drive-Thru Vehicles

**Table 6 – Parking Survey for 1301 E 17th St, Santa Ana (Weekend)**

	Inv.	11:00		12:00		13:00		14:00		15:00		16:00	
		#	% <sup>(1)</sup>	#	%	#	%	#	%	#	%	#	%
Regular	69	16	23%	15	22%	18	26%	23	33%	19	28%	19	28%
Handicap	3	0	0%	0	0%	3	100%	1	33%	0	0%	2	67%
Other Land Use Vehicles	-	1	-	2	-	2	-	2	-	3	-	3	-
Drive Thru	-	4	-	5	-	3	-	8	-	4	-	6	-
	<b>72</b>	<b>20</b>	<b>28%</b>	<b>20</b>	<b>28%</b>	<b>24</b>	<b>33%</b>	<b>32</b>	<b>44%</b>	<b>23</b>	<b>32%</b>	<b>27</b>	<b>38%</b>
	Inv.	17:00		18:00		19:00		20:00		21:00		Average	Average
		#	%	#	%	#	%	#	%	#	%	#	Utilization
Regular	69	12	17%	10	14%	10	14%	10	14%	6	9%	14	21%
Handicap	3	0	0%	0	0%	0	0%	0	0%	0	0%	1	18%
Other Land Use Vehicles	-	3	-	2	-	3	-	3	-	4	-	3	-
Drive Thru	-	3	-	1	-	2	-	1	-	0	-	3	-
<b>TOTAL<sup>(2)</sup></b>	<b>72</b>	<b>15</b>	<b>21%</b>	<b>11</b>	<b>15%</b>	<b>12</b>	<b>17%</b>	<b>11</b>	<b>15%</b>	<b>6</b>	<b>8%</b>	<b>18</b>	<b>25%</b>

Note: (1) % of Occupancy (Occupied parking / Available Parking Spaces)

(2) Total = Regular Parking + Handicapped Parking + Drive-Thru Vehicles

**Table 7 – Parking Survey for 1715 N. Bristol, Santa Ana (Weekend)**

	Inv.	11:00		12:00		13:00		14:00		15:00		16:00	
		#	% <sup>(1)</sup>	#	%	#	%	#	%	#	%	#	%
Regular	53	14	26%	7	13%	8	15%	11	21%	12	23%	12	23%
Handicap	2	0	0%	0	0%	1	50%	1	50%	0	0%	0	0%
Other Land Use Vehicles	-	1	-	1	-	0	-	1	-	0	-	0	-
Drive Thru	-	3	-	5	-	4	-	5	-	2	-	1	-
	<b>55</b>	<b>17</b>	<b>31%</b>	<b>12</b>	<b>22%</b>	<b>13</b>	<b>24%</b>	<b>17</b>	<b>31%</b>	<b>14</b>	<b>25%</b>	<b>13</b>	<b>24%</b>
	Inv.	17:00		18:00		19:00		20:00		21:00		Average	Average
		#	%	#	%	#	%	#	%	#	%	#	Utilization
Regular	53	11	21%	12	23%	6	11%	8	15%	7	13%	10	19%
Handicap	2	0	0%	0	0%	1	50%	0	0%	0	0%	0	14%
Other Land Use Vehicles	-	0	-	0	-	0	-	0	-	0	-	0	-
Drive Thru	-	3	-	0	-	0	-	0	-	0	-	2	-
<b>TOTAL<sup>(2)</sup></b>	<b>55</b>	<b>14</b>	<b>25%</b>	<b>12</b>	<b>22%</b>	<b>7</b>	<b>13%</b>	<b>8</b>	<b>15%</b>	<b>7</b>	<b>13%</b>	<b>12</b>	<b>22%</b>

Note: (1) % of Occupancy (Occupied parking / Available Parking Spaces)

(2) Total = Regular Parking + Handicapped Parking + Drive-Thru Vehicles

Most Walgreen stores share parking with other land uses, particularly in Orange County. However, the three selected similar sites have very limited parking spaces sharing with other land use. During the field survey, our surveyors identified the parked vehicles for other land uses within the Walgreen store's parking lots through observation and verbal communications with drivers. Those vehicles which parked in the Walgreen lots but serve other land uses are excluded from the Walgreen parking demand calculation. Since the proposed project will not provide a drive-thru window, the field survey counted the number of vehicles that used drive-thru. Those vehicles are included in the Walgreen parking demand calculation.

For the Walgreen Store located at 4935 Warner Avenue in the City of Huntington Beach, the maximum surveyed parking demand occurs from 3:00 pm to 4:00 pm on Thursday, occupying 19 parking spaces with a 30% parking occupancy rate.

For the Walgreen Store located at 1301 E 17th Street in the City of Santa Ana, the maximum surveyed parking demand occurs from 3:00 pm to 4:00 pm on Thursday, occupying 32 parking spaces with a 44% parking occupancy rate; and from 2:00 pm to 3:00 pm on Saturday, also occupying 32 parking spaces with a 44% occupancy rate.

For the similar site located at 1715 N. Bristol Street in the City of Santa Ana, the maximum surveyed parking demand occurs from 4:00 pm to 6:00 pm and from 7:00 pm to 8:00 pm on Saturday, occupying 23 parking spaces with a 42% parking occupancy rate.

Based on the above analysis, the second Walgreen store located on 17<sup>th</sup> Street in the City of Santa Ana represents the worst-case scenario for parking with a 44% occupancy rate. However, it is evident that the parking lot for this Walgreen store is well underutilized.

**3.3 Analysis of Parking Adequacy for the Proposed Project Site**

Based on the similar site survey, this study applied a 15% turnover factor to the observed peak hour parking demand to calculate the conservative parking demand. As shown in Table 8, the parking demand rate was calculated using the adjusted parking demand. Based on the three similar sites, the highest parking demand rate is 2.5 parking spaces for 1,000 square feet. If using this most conservative parking demand rate derived from the similar site surveys, the forecast parking demand for the proposed total 14,310 square-foot Walgreen, the needed parking spaces is only 36 stalls. The project site proposes 44 parking spaces which should be adequate to meet the parking needs.

**Table 8 – Forecast Parking Demand**

	Square Footage	Parking Supply (#)	Max. Observed Demand (#)	Max. Occupancy Rate	Adjusted Demand* (#)	# of Parking Spaces Required Per 1,000 s.f.
4935 Warner Ave	13,871	64	19	30%	22	1.6
1301 E. 17th St	14,490	72	32	44%	37	2.5
1715 N. Bristol	11,560	55	23	42%	26	2.3

Note: \* Adjusted Demand = Maximum Observed Parking Demand X (1+Turnover Factor). Turnover factor is 15% in this study.

**3.4 City Variance Requirement**

As identified in Costa Mesa Zoning Code Section 13-89.5. Reduction in Parking Requirements, a reduction in the amount of required parking is allowed where it can be shown that the required parking for a nonresidential land use will substantially exceed the demand of the actual use. The following conditions may be placed on the approval of the minor conditional use permit:

- (a) Allow such excess parking to be provided as landscaping, plazas, courtyards, or similar open space feature.
- (b) Require recordation of a land use restriction that restricts the future use of the property to ensure adequate parking availability.

Based on the similar site analysis above, the required parking rate for retail land use is much higher than the actual parking demand rate for a typical Walgreen store in Orange County. The parking demand rate calculated based on the similar site survey and turnover factor is recommended to justify the required parking supply of the project site.

## 4.0 Conclusion

Walgreen Co. is proposing a new Walgreen Store with a total 14,310 square-foot building area, including a 9,990-square-foot retail area on the first floor and a 4,320-square-foot basement. The project proposes a total of 44 parking stalls. The Costa Mesa Zoning Code defines the nonresidential parking standards on Table 13-89. For retail land uses, four parking spaces per 1,000 square feet are required with a minimum of 6 spaces. This study evaluated the parking adequacy for three scenarios:

- **Scenario 1:** calculate parking demand for a 9,990 square-foot retail area using the City code, as only the first floor is used as retail space.
- **Scenario 2:** calculate parking demand for a total 14,310 square-foot building area using the City code assuming basement part of the square footage requirements.
- **Scenario 3:** forecast parking demand using the maximum parking demand rate calculated based on the similar site survey and turnover factor.

Under the **Scenario 1**, the City code requires 40 parking spaces to be provided for the 9,990 square-foot retail area on the first floor. The project site plan proposes a total of 44 parking spaces. The proposed number of spaces exceeds City's requirements.

**Scenario 2** includes the 4,320-square-foot basement and requires 58 parking spaces for the total 14,310-square-foot building area. Based on Costa Mesa Zoning Code Section 13-89.5 Reduction in Parking Requirements, a variance is needed for a reduction of required parking.

Under **Scenario 3**, this study selected and surveyed three Walgreen stores in Orange County on a typical weekday (Thursday) and a Saturday between 11:00 am and 9:00 pm, and applied 15% turnover factor to the observed peak hour parking demand to calculate the conservative existing parking demand. The worst-case similar site for parking shows a 44% parking occupancy rate. All surveyed parking lots for Walgreen stores are underutilized. The parking demand rate was calculated based on similar site survey and a turnover factor. The forecast parking demand for the total of 14,310 square-foot building area would be 36 parking spaces using the parking demand rate derived from the similar site survey (2.5 spaces per 1000 square foot). The project site proposes 44 parking spaces which exceeds this requirement.

In conclusion, we recommend that the proposed number of parking spaces for the Walgreen store will be adequate to accommodate the anticipated parking demand.

**Traffic Impact Study  
For a Proposed Walgreens Store  
in the City of Costa Mesa**

**November 2011**

Prepared for:

Ms. Amy H. Ciolek, AIA  
Project Architect  
Walgreens Co.  
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Prepared by:



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Job No: JBI3089

November 23, 2011

Ms. Amy M. Ciolek, AIA  
Project Architect  
Walgreens Co.  
106 Wilmot Road, MS # 1640  
Deerfield, IL 60015

Subject: Traffic Impact Study for a Proposed Walgreens Store in the City of Costa Mesa

Dear Ms. Ciolek:

KOA Corporation is pleased to present the traffic impact study for the proposed Walgreens store in the City of Costa Mesa. The proposed project is located at 1726 Superior Avenue, at the northwest corner of Newport Boulevard (SR-55) and 17<sup>th</sup> Street in the City of Costa Mesa. The site is currently occupied by a vacant retail building.

The report is being submitted to you for review and processing. Please contact our office if you have any questions about the report, or if you need additional information to complete your submittal. If there are any comments that require response or revisions, please notify our office as soon as possible for prompt attention.

It has been a pleasure to prepare this study for Walgreens Co. and the City of Costa Mesa.

Sincerely,



Min Zhou, PE  
Principal

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## I. Introduction

Walgreens Co. is proposing a new Walgreens Store to be located at 1726 Superior Avenue, at the northwest corner of Newport Boulevard (SR-55) and 17<sup>th</sup> Street in the City of Costa Mesa. The site is currently occupied by a vacant retail building. Figure 1 provides a map of the project vicinity. Figure 2 provides the project site plan. The site plan shows a total 14,310 square-foot building area, including a 9,990-square-foot retail area on the first floor and a 4,320-square-foot basement. There is a proposed parking supply of 44 parking stalls.

There are two existing access points along Superior Avenue for the project site. The proposed project will use the existing access point at the northern end of the project site and relocate the second access point to the west side of the project site along Superior Avenue. The two access points will provide full access (right-in, right-out, left-in, and left-out) to the project site.

The purpose of the traffic study is to evaluate the potential traffic impacts of the proposed Walgreens Store. The existing conditions and the future conditions with and without the project for the identified study intersections are analyzed in this study.



**LEGEND**

-  Project Site
-  One-Way Street
-  Signalized Intersection
-  Un-Signalized Intersection



Not to Scale

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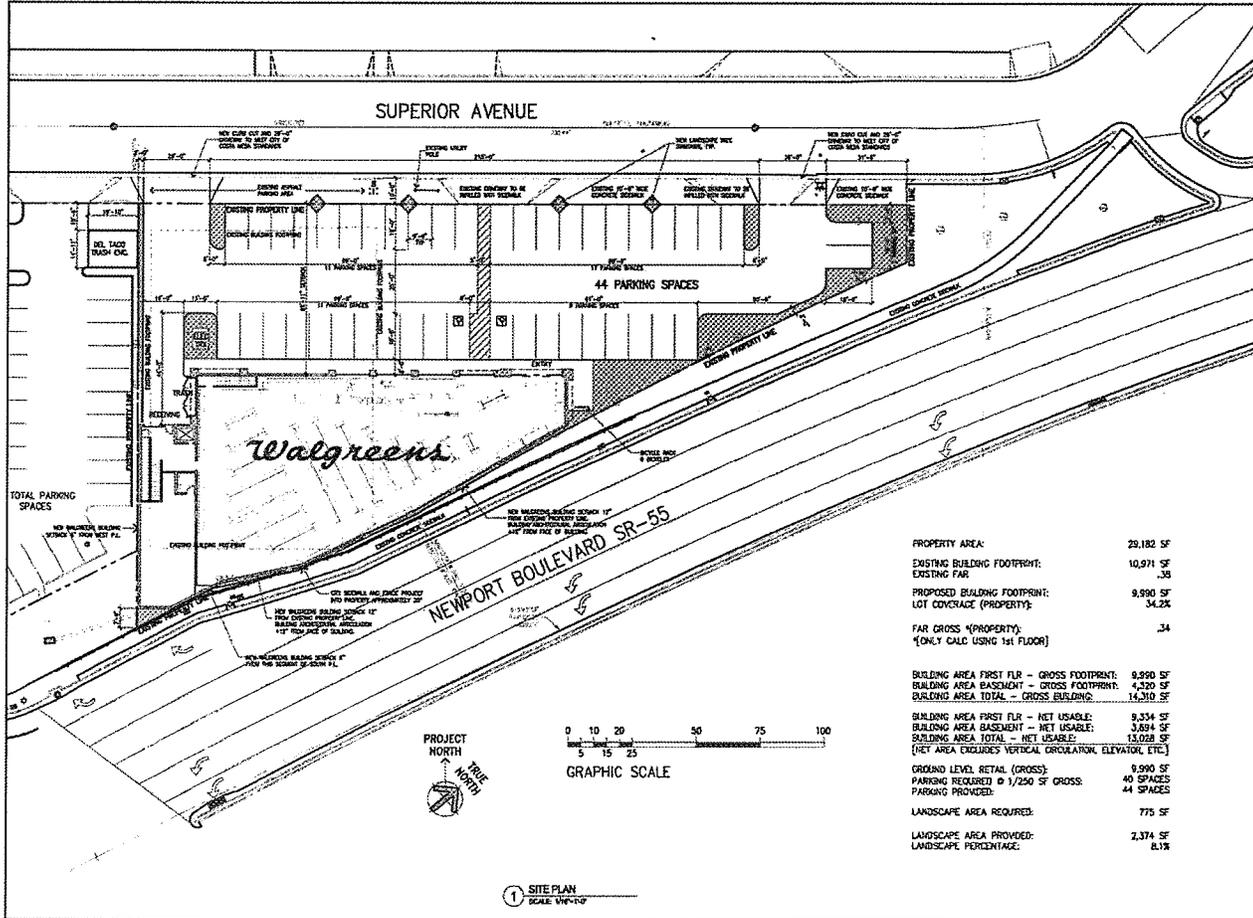
**KOA CORPORATION**  
PLANNING & ENGINEERING

City of Costa Mesa  
Proposed Walgreens Store TIS

Figure 1  
Project Vicinity Map

2000 VENICE BLVD #302  
 LOS ANGELES, CA 90005  
 TEL. 310.838.9966  
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**PERUZZI**  
 ARCHITECTS



PROPERTY AREA:	29,182 SF
EXISTING BUILDING FOOTPRINT:	10,971 SF
EXISTING FAR:	.38
PROPOSED BUILDING FOOTPRINT:	9,990 SF
LOT COVERAGE (PROPERTY):	34.2%
FAR GROSS (PROPERTY):	.34
*(ONLY CALC USING 1st FLOOR)	
BUILDING AREA FIRST FLR - GROSS FOOTPRINT:	9,990 SF
BUILDING AREA BASEMENT - GROSS FOOTPRINT:	4,240 SF
BUILDING AREA TOTAL - GROSS BUILDING:	14,230 SF
BUILDING AREA FIRST FLR - NET USABLE:	9,334 SF
BUILDING AREA BASEMENT - NET USABLE:	3,834 SF
BUILDING AREA TOTAL - NET USABLE:	13,028 SF
[NET AREA EXCLUDES VERTICAL CIRCULATION, ELEVATOR, ETC.]	
GROUND LEVEL RETAIL (GROSS):	9,990 SF
PARKING REQUIRED @ 1/250 SF GROSS:	40 SPACES
PARKING PROVIDED:	44 SPACES
LANDSCAPE AREA REQUIRED:	775 SF
LANDSCAPE AREA PROVIDED:	2,374 SF
LANDSCAPE PERCENTAGE:	0.1%

**Walgreens**

1726 SUPERIOR AVENUE  
 COSTA MESA, CA 92627

STORE NUMBER: 11652  
 STORE SIZE: 14,742 S.F.

2010 CREEBA

**SITE PLAN**  
**NO CALTRANS EASEMENTS**

Project No. 11652  
 Date: 10 OCTOBER 2011  
 Scale: 1/8"=1'-0"  
 Drawing: A0.1

13201 H\B13089 CH\_Walgreen Pkg\Traffic Study\Analysis\Figures\Project\_Site\_Plan.dwg

**KOA CORPORATION**  
 PLANNING & ENGINEERING

City of Costa Mesa  
 Proposed Walgreens Store TIS

Figure 2  
 Project Site Plan

## 2. Project Study Methodology

This chapter documents the methodologies and assumptions used to conduct the traffic impact analysis for the proposed project. This section contains the following background information:

- Study timeframes
- Project study area
- Capacity analysis methodologies

### **Study Timeframes**

This report presents an analysis of the intersection operating conditions during the weekday morning (7AM – 9AM) and evening (4PM – 6PM) peak hours for the following anticipated timeframes:

- Existing: Year 2011
- Near Term: Year 2012

The following scenarios have been analyzed:

- Existing Conditions (2011)
- Existing With Project Conditions
- Near Term Without Project Conditions
- Near Term With Project Conditions

### **Project Study Area**

Study intersections were determined during the initial scope of work process with the City staff. The study area consists of the following intersections:

- Superior Avenue at Anaheim Avenue
- Superior Avenue at 17<sup>th</sup> Street
- Newport Boulevard at 18<sup>th</sup>/Rochester Street
- Newport Boulevard at 17<sup>th</sup> Street

### **Analysis Methodologies**

This section presents a brief overview of traffic analysis methodologies and concepts used in this study. Street system operating conditions are typically described in terms of “level of service.” Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Levels of service range from Level A (free flow, little congestion) to Level F (forced flow, extreme congestion). A more detailed description of the concepts described in this section is provided in Appendix A of this document.