PLANNING COMMISSION AGENDA REPORT

MEETING DATE: JUNE 11, 2012 ITEM NUMBER: IX. 3

SUBJECT: GENERAL PLAN AMENDMENT GP-12-01 AND PLANNING APPLICATION PA-12-04 FOR PROPOSED WALGREENS PHARMACY
1726 SUPERIOR AVENUE

DATE: MAY 31, 2012

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MEL LEE, SENIOR PLANNER

FOR FURTHER INFORMATION CONTACT: MEL LEE, AICP (714) 754-5611
mel.lee@costamesaca.gov

PROJECT DESCRIPTION

The proposed project involves the following:

- Site specific General Plan amendment to exceed the maximum allowable Floor Area Ratio (FAR) (0.30 maximum FAR allowed; 0.49 FAR proposed).
- Demolish an existing 11,000 square-foot building (former Tower Records) and construct a new 14,310 square-foot Walgreens Store.
- Variance from building and landscaped setbacks (20 feet required; 0-18 feet proposed).
- Variance from interior parking area landscaping requirements (1,100 square feet required, 0 square feet proposed).
- Variance from maximum building height (30 feet allowed; 32 feet proposed).
- Minor conditional use permit to allow a reduction in required on-site parking spaces (57 spaces required; 44 spaces proposed).

APPLICANT

The applicant is Foothill Project Management, representing Walgreens Co., the property owner.

RECOMMENDATION

Recommend the following actions to City Council:

- Adopt resolutions to approve General Plan Amendment GP-12-01 and Planning Application PA-12-04, subject to conditions of approval.

Planning Application Summary

Location: 1726 Superior Avenue Application: GP-12-01 and PA-12-04

Request: Site specific general plan amendment for floor area ratio (0.30 max. allowed; 0.49 proposed); demolishing an existing 11,000 sq. ft. building (former Tower Records) and constructing a new 14,310 sq. ft. Walgreens Store; variance from building and landscaped setbacks (20 ft. req., 0-18 ft. proposed); variance from interior parking area landscaping req. (1,100 sq. ft. req., 0 sq. ft. proposed); variance from maximum building height (30 ft. allowed; 32 ft. proposed); minor cup for parking reduction (57 spaces req., 44 spaces prop.).

SUBJECT PROPERTY:

Zone: C2
General Plan: General Commercial
Lot Dimensions: Irregular
Lot Area: 29,182 SF
Existing Development: Commercial building (to be demolished) and surface parking

SURROUNDING PROPERTY:

North: (Across Superior) C2, Commercial Uses
South: C2, Commercial Uses
East: (Across Newport) C2, Commercial Uses
West: C2, Commercial Uses

DEVELOPMENT STANDARD COMPARISON

Development Standard	Required/Allowed	Proposed/Provided
Lot Size:		
Lot Width (Average)	120 FT	99 FT (1)
Lot Area	12,000 SF	29,182 SF
Floor Area Ratio (FAR):		
Maximum FAR	.30 (8,755 SF)	.49 (14,310 SF) (2)
Building Height:	2 Stories/30 FT	1 Story (w/Basement)/32 FT (3)
Interior Landscaping:	1,100 SF	0 SF (3)
Setbacks (Building):		
Front (Superior Ave.)	20 FT	67 FT
Side (left/right)	0 FT/15 FT	0 FT/138 FT
Rear (Newport Blvd.)	20 FT	0-1 FT (3)
Setbacks (Landscaping)		
Newport Blvd.	20 FT	0-18 FT (3)
Superior Ave.	20 FT	0-16 FT (3)
Parking		
Standard	54	42
Handicapped	3	2
Total	57 Spaces (4)	44 Spaces
Bicycle Racks	NA	1 (for 5 Bicycles)
CEQA Status	Exempt, Class 32 (In-Fill Development)	
Final Action	City Council	

(1) The property is legal nonconforming.
(2) Site specific General Plan amendment for 0.49 FAR required (see staff report discussion).
(3) Does not comply with code requirement – variance required (see staff report discussion).
(4) Minor modification for parking deviation requested based on unique operational characteristics as validated by parking study by KOA (see staff report discussion).

BACKGROUND

Project Site/Environs

The property is located at the intersection of Superior Avenue and Newport Boulevard, north of 17th Street. The property contains an existing vacant retail building (formerly Tower Records) which will be demolished to accommodate the proposed project. The property is zoned C2 (General Business District), has a General Plan Designation of General Commercial, and is also located within the former Downtown Redevelopment Project Area.

Request for General Plan Screening

The proposed project requires a site-specific General Plan Amendment (GPA) to allow a .49 Floor Area Ratio (FAR) for the project (.30 maximum FAR allowed).

On February 7, 2012, the applicant's General Plan Screening Request (GPS-11-04) was accepted by the City Council for processing. In accepting the GPA application for processing, City Council determined that, in accordance with City Council Policy No.500-2, that there was sufficient justification for the acceptance of the request, including the following:

- *Project complies with General Plan Community Design Element Objective CD-8A.1. - new and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character.* The proposed development is a single story building that will be compatible in scale and character to surrounding buildings in the vicinity. The proposed development will replace an obsolete building on the property that has been a frequent target of vandalism and graffiti.

- *Project complies with General Plan Land Use Element Objective LU-1C.1 - permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.* There will be no adverse impacts to surrounding developments or a deprivation of adequate light, air, privacy, and solar access to surrounding properties because the 2 foot excess roof height applies to the roof peak of a single architectural tower element on the northerly portion of the building.

- *Project will revitalize a property located in the former Downtown Redevelopment Project Area.* The "Tower Records" site has been vacant for approximately 5 years with minimal property maintenance. The new Walgreens store would revitalize the property in keeping with redevelopment objectives. Furthermore, the project will be consistent with the redevelopment plan as it pertains to the architectural design guidelines for new construction (i.e., roof materials, building colors and architecture, etc.).

ANALYSIS

Staff supports the proposed project for the following reasons:

General Plan Amendment GP-12-01

- *The proposed site specific General Plan amendment is consistent with many important land use objectives of the City's General Plan.* As noted earlier, City Council determined that the project complies with General Plan Community Design Element Objective CD-8A.1. - new and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. Additionally, the project complies with General Plan Land Use Element Objective LU-1C.1 - permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

  Amendments to the General Plan are policy decisions made by the Planning Commission and City Council. The proposed reuse of this marginal property may help catalyze revitalization of the Westside. The project involves private market investment into a deteriorated property where the existing Tower Records building and pole sign will be completely demolished.

Planning Application PA-12-04

Site Design

- *The proposed project consists of a proposed 14,310 square foot Walgreens store with a 9,990 square foot retail area on the first floor and a 4,320 square-foot basement.* Vehicular access to the site is provided from two proposed driveway approaches along Superior Avenue. 44 on-site surface parking spaces are proposed, which is discussed later in this report.

Architecture

- *Building architecture consists of Spanish "mission" style design and treatments, with exterior plaster treatments and mission tile roof elements*. Per City Council direction, the applicant has provided additional architectural elements and landscape trellis treatments to further enhance and break up the building massing.

Landscaping

- *The project includes 9 trees within the parking area and Superior Avenue frontage, as well as three trees along the Newport Boulevard frontage*. Additionally, the applicant will be required to provide an additional landscape buffer along the Superior Avenue frontage by reducing the width of the proposed public sidewalk and incorporating a new landscape parkway on the private property side. The existing mature trees within the landscape parkway to the north at the site are requited to remain. Tree sizes and

ground cover will be required to conform to Chapter VII., Landscape Standards, of the City's Zoning Code and the Water Efficient Landscape Guidelines.

Parking and Traffic Impacts

- *Project will result in an increase in trips to the property compared to the existing Tower Records building and General Plan conditions.* As part of the General Plan Screening request, Transportation Services staff completed a preliminary trip generation analysis and concluded that the proposed project will result in an increase in trips per the table below.

General Plan Land Use Designation	SQ. FT.	ADT X TSF	AM Peak Hr Trips	PM Peak Hr Trips	Total Avg. Daily Trips
Tower Records - Specialty Retail	10,620	44.32	-	55	470
General Plan Allowance - General Commercial	8,755	67.91	14	55	600
Walgreens - Per Traffic Study (1)	**14,310**	**N/A**	**41**	**108**	**1,160**

(1) Source: Traffic Impact Study prepared by KOA Corporation (Attachment 4, separately bound document).

Transportation Services is in support of the proposed project because the project's traffic impacts will be mitigated by the payment of traffic impact fees. Additionally, staff has incorporated, as a condition of approval (Condition no. 17) that a land use restriction is recorded informing future property owners of the restriction that the 9,990 square foot basement is to be used for product storage and employee use only and cannot be used as customer retail area.

- *Parking Determination.* Code requires 57 on-site parking spaces for the proposed project, based on a ratio of 4 parking spaces for every 1,000 square feet of gross floor area. The 44 proposed on-site parking spaces will be adequate for the project based on the parking study prepared by KOA Corporation (Attachment 4, separately bound document) which indicates that, based on a survey of three similar Walgreens stores (two in Santa Ana and one in Huntington Beach), the proposed parking supply would adequately serve the new Walgreens store. The study indicated that the City's retail parking rate of 4 spaces per 1,000 square feet is not an appropriate rate for this type and size of a Walgreens store, especially considering that the proposed store will be the smallest sized Walgreens store in Orange County.

  A shared parking analysis is a tool to identify actual parking demand versus parking demand anticipated by code. In this case, the parking study shows a lower parking requirement compared to straight "Code-required" parking requirements.

  The parking study has been reviewed by the City's Transportation Services Division, and they concur with the study methodology, suggested parking rates, and the consultant's conclusions regarding adequate parking. Additionally, staff has incorporated the following conditions of approval:

  - If parking shortages or other parking-related problems arise, the business operator shall institute whatever reasonable operational measures necessary to minimize or eliminate the problem. These measures may include off-site

employee parking, select parking spaces for short-term parking (i.e. 30 minutes, 1 hour, etc.), and/or any other measures as deemed appropriate by the Development Services Director (Condition no. 9).

- After the Grand Opening period when the interim parking plan is no longer in place, employees shall park on-site. Employee parking shall occur in any of the parking stalls on the property. Employee parking on the public streets shall be considered a violation of the terms of approval of PA-12-04. If repeated violations occur, the Development Services Director shall have the discretion to require employee parking spaces be assigned on the property, or to make arrangements for off-site employee parking if needed (Condition no. 13).

- No later than one year from the date of the grand opening, the applicant's parking consultant shall prepare an updated parking study to determine if additional off-site parking is required for this project (Condition no. 14).

Variances

As noted earlier, the following variances are requested:

- Variance from building and landscaped setbacks (20 ft. req., 0-18 ft. proposed).
- Variance from interior parking area landscaping req. (1,100 sq. ft. req., 0 sq. ft. proposed).
- Variance from maximum building height (30 ft. allowed; 32 ft. proposed).

Code Section 13-29(g)(1) requires the following findings for variances:

- Because of special circumstances applicable to the property, the strict application of development standards deprives such property of privileges enjoyed by others in the vicinity under identical zoning classifications.
- The deviation granted shall be subject to such conditions as will assure that the deviation 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.
- The granting of the deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

It is staff's opinion that approval of the requested variances is justified due to the following:

- With regard to the requested variances from building and landscaped setbacks and interior parking area landscaping, it is staff's opinion that special circumstances are applicable to the property, specifically, the unusual triangular shape of the project site prevents the strict application of the above development standards, depriving the development and property of privileges enjoyed by others in the vicinity under identical zoning, which contain commercial developments.

  Additionally, it is staff's opinion that granting the deviations would not constitute a grant of special privileges inconsistent with other properties in the vicinity since the existing Tower Records building also had similar setbacks, landscaping, and building

height constraints when it was originally built. Finally, that the granting of the variances will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property, due to the request for the site-specific General Plan amendment.

- With regard to the requested variance from building height, it should be noted that only one portion of an architectural tower exceeds the 30 foot height, and the deviation is only two feet above the maximum allowable height limit. General Plan Land Use Element Objective LU-1C.1 permits the construction of buildings over two stories or 30 feet when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access. A request for 2 additional feet in building height for an architectural feature is considered a minor deviation, especially given the fact the request does not relate to the overall building mass.

Summary of justifications for approval

In summary, staff supports the project for the following reasons:

- City Council determined that, in accordance with City Council Policy No.500-2, that there was sufficient justification for the acceptance of the request for the site-specific General Plan Amendment.
- The proposed site specific General Plan amendment is consistent with many important land use objectives of the City's General Plan.
- The site design, architecture, and landscaping will improve the overall appearance of the property.
- Traffic and parking impacts will be adequately addressed through the recommended conditions of approval.
- There is sufficient justification for the requested code deviations for the proposed project.

According to the applicant, the project is anticipated to generate approximately 48-55 permanent jobs and 154 construction jobs.

ENVIRONMENTAL DETERMINATION

If the request is approved, it would be exempt from the provisions of the California Environmental Quality Act under Section 15332 for In-Fill Development. If the request is denied, it is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15270(a) for projects which are disapproved.

GENERAL PLAN CONFORMITY

As noted earlier, City Council determined that the project complies with General Plan Community Design Element Objective CD-8A.1. - new and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings scale and character. Project complies with General Plan Land Use Element Objective LU-1C.1 - permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

ALTERNATIVES

The Planning Commission may make the following recommendations to the City Council:

1. *Approve the proposed project by approving the following:*

   - Adopt General Plan Amendment GP-12-01 and approve Planning Application PA-12-04, subject to the recommended conditions of approval.

2. *Deny the proposed project.* If the project were denied, the applicant could not submit substantially the same type of application for six months. The existing floor area ratio will remain in place for future uses/development of this property for commercial purposes.

CONCLUSION

Staff supports the project in that the proposed building design and conditions of approval will ensure that the development is compatible with the adjacent commercial uses.

MEL LEE, AICP
Senior Planner

CLAIRE FLYNN, AICP
Asst. Development Services Director

Attachments:
1. Draft Planning Commission Resolutions
2. Applicant's Description of the Use
3. Location Map and Plans
4. Parking and Traffic Study (Separately Bound Document)

cc: Director of Economic & Development / Deputy CEO
Sr. Deputy City Attorney
Public Services Director
City Engineer
Transportation Services Manager
Fire Protection Analyst
Staff (4)
File (2)

Corrie Kates
P.O. Box 4403
Costa Mesa, CA 92628

Walgreens Co.
106 Wilmot Road, MS #1640
Deerfield, IL 60015

ATTACHMENT 1
DRAFT RESOLUTIONS

RESOLUTION NO. PC-12-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA RECOMMENDING THAT THE CITY COUNCIL ADOPT GENERAL PLAN AMENDMENT GP-12-01 FOR A SITE SPECIFIC 0.49 FLOOR AREA RATIO FOR PROPERTY LOCATED AT 1726 SUPERIOR AVENUE IN THE GENERAL COMMERCIAL LAND USE DESIGNATION.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Foothill Project Management, representing Walgreens Co., the property owner, requesting approval of the following:

- Site specific General Plan amendment to exceed the maximum allowable Floor Area Ratio (FAR) (0.30 maximum FAR allowed; 0.49 FAR proposed).
- Demolish an existing 11,000 square-foot building (former Tower Records) and construct a new 14,310 square-foot Walgreens Store.
- Variance from building and landscaped setbacks (20 feet required; 0-18 feet proposed).
- Variance from interior parking area landscaping requirements (1,100 square feet required, 0 square feet proposed).
- Variance from maximum building height (30 feet allowed; 32 feet proposed).
- Minor conditional use permit to allow a reduction in required on-site parking spaces (57 spaces required; 44 spaces proposed).

WHEREAS, the City Council of the City of Costa Mesa adopted the 2000 General Plan on January 22; 2002;

WHEREAS, the General Plan is a long-range, comprehensive document that serves as a guide for the orderly development of The City of Costa Mesa;

WHEREAS, by its very nature, the General Plan needs to be updated and refined to account for current and future community needs;

WHEREAS, a site specific amendment to the General Plan Land Use Element is proposed to allow for development of a new 14,310 sq. ft. retail store at a 0.49 FAR;

WHEREAS, text amendments to reflect a site-specific 0.49 FAR for 1726 Superior Boulevard are identified in the Land Use Element as shown in Exhibit A;

WHEREAS, the Planning Commission hereby recommends approval of Planning Application PA-12-04 by separate resolution;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on June 11, 2012, with all persons having the opportunity to speak for and against the proposal.

BE IT RESOLVED that, based on the evidence in the record, the Planning Commission hereby **RECOMMENDS THAT THE CITY COUNCIL ADOPT** GP-12-01 which amends the General Plan Land Use Element as set for in Exhibit A with respect to the property described above.

PASSED AND ADOPTED this 11th day of June, 2012

_____
Colin McCarthy, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, Claire Flynn, secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on June 11, 2012, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Secretary, Costa Mesa
Planning Commission

EXHIBIT A

TABLE LU-1: LAND USE DESIGNATIONS (2011)

Land Use Designation	Residential Density DU/Acre*	Floor Area Ratio	Acres Developed	Acres Undeveloped (1999)	Total Acres	% of City
Low-Density Residential	≤8	Same as Neighborhood Commercial	2,143.4	1.8	2,145.2	26.6%
Medium-Density Residential[1, 6]	≤12	Same as Neighborhood Commercial	777.3	34.4	811.7	10.0%
High-Density Residential[1, 6]	≤20[2]	Same as Neighborhood Commercial	824.1	42.0	866.1	10.7%
Commercial-Residential	≤17.4	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic	42.6	0.9	43.5	0.5%
Neighborhood Commercial[6]	-	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	42.4	2.5	44.9	0.6%
General Commercial[6]	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40 Low Traffic 0.75/Very Low Traffic 0.49 FAR for 1762 Superior *	601.4	20.8	622.2	7.7%
Commercial Center[6]	≤20 ≤40 site-specific density for 1901 Newport Blvd[3]	0.25/High Traffic 0.35/Moderate Traffic 0.45 Low Traffic 0.75/Very Low Traffic 0.70 Site-Specific FAR for 1901 Newport Blvd[3]	29.4	63.3	92.7	1.1%
Regional Commercial	≤20	0.652/0.89[4]	114.7	0.0	114.7	1.4%
Urban Center Commercial	≤28[5] ≤100 Site-Specific Density [5]	1.0 FAR for Sakioka Lot 2[5] 0.79 Site-Specific FAR for South Coast Metro Center[5]	134.2	26.2	160.4	2.0%
Cultural Arts Center	Varies[7]	1.77[7]	49.0	5.0	54.0	0.7%
Industrial Park	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	696.5	17.7	714.2	8.8%
Light Industry[6]	≤20	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	375.5	6.6	382.1	4.7%
Public/ Institutional	-	0.25	1,281.3	0.5	1,281.8	15.9%
Golf Course	-	<0.01	560.1	0.0	560.1	6.9%
Fairgrounds	-	<0.10	146.4	0.0	146.4	1.8%
		Total	**7,822.0**	**218.0**	**8,040.0**	**100.%**

1. Within the Medium- and High-Density Residential designation, existing residential units legally built in excess of the dwelling units per acre standard may be rebuilt at the same higher density subject to other zoning code standards. The allowable density or number of units to be redeveloped would be limited to the 1990 General Plan density with a 25% incentive bonus for Medium-Density or a 50% incentive bonus for High-Density; or the existing number of units, whichever is less. 2. See High-Density Residential text regarding areas in North Costa Mesa where the density allowance exceeds 20 units per acre. 3. See Commercial Center text. 4. See Regional Commercial text. 5. See Urban Center Commercial text. 6. See text for Mixed-Use Development provisions. 7. See Cultural Arts Center text for additional discussion.

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TABLE LU-4
COMMERCIAL BUILDING INTENSITY STANDARDS

Land Use Designation	Very Low Traffic FAR	Low Traffic FAR	Moderate Traffic FAR	High Traffic FAR
Commercial –Residential	NA	0.40	0.30	0.20
Neighborhood Commercial [e]	0.75	0.35	0.25	0.15
General Commercial[e]	0.75	0.40	0.30	0.20
Commercial Center[d, e]	0.75	0.45	0.35[d]	0.25
Regional Commercial	a.	a.	a.	a.
Urban Center Commercial	b.	b.	b.	b.
Cultural Arts Center	c.	c.	c.	c.

Notes:
a. 0.652/0.89 FAR. Refer to Regional Commercial discussion.
b. 1.0 FAR for Sakioka Lot 2; 0.79 FAR for S.C. Metro Center. Refer to Urban Center Commercial discussion and the North Costa Mesa Specific Plan for additional discussion.
c. 1.77 FAR. Refer to Cultural Arts Center discussion and the North Costa Mesa Specific Plan for additional discussion.
d. 0.70 Site-Specific FAR for 1901 Newport Boulevard. Refer to Commercial Center discussion.
e. With application of the mixed-use overlay district, the FAR may range from 1.0 to 1.25. Refer to appropriate land use designation discussion. 0.49 Site-Specific FAR for 1726 Superior Avenue. *

The Very-Low Traffic category allows commercial uses with daily trip generation rates of less than 3 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include mini-warehouse developments.

The Low Traffic category allows commercial uses with daily trip generation rates between 3 and 20 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include general offices, hospitals, motels, hotels, and furniture stores.

The Moderate Traffic category allows commercial uses with daily trip generation rates of between 20 and 75 trip ends per 1,000 square-feet of floor area. Allowable uses within this standard include general retail uses, car dealers, medical and government offices, auto repair, and dry cleaners.

The High Traffic category allows commercial uses with daily trip generation rates in excess of 75 trip ends per 1,000 square-feet of floor area. Allowable uses in this category include restaurants, convenience markets, service stations, and banks.

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development is intended to revitalize areas of the city, without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West urban plan) and shall be identified on the City's Zoning Map by designating the CL and/or C1 base zoning district with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. The mix of residential and nonresidential uses would result in an average employee population of 22 employees per acre in the nonresidential component, and in the residential component, the average number of residents per acre is anticipated 65 persons. The total average population per acre is 87 persons.

The Neighborhood Commercial developments are found at several intersections found throughout the City. The main concentration of these developments are found at the intersections of Baker Street and Fairview Road and Victoria Street and Placentia Avenue.

Compatible zoning districts include CL, C1, AP, MU, and P.

General Commercial

The General Commercial designation is intended to permit a wide range of commercial uses, which serve both local and regional needs. These areas should have exposure and access to major transportation routes since significant traffic can be generated. General Commercial areas should be insulated from the most sensitive land uses, either through buffers of less sensitive uses or on-site mitigation techniques. The most intense commercial uses should be encouraged to locate on sites of adequate size to allow appropriate mitigation. Appropriate uses include those found in the Neighborhood Commercial designation plus junior department stores and retail clothing stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments.

In the General Commercial designation, the allowable floor area ratios (FAR) are 0.20 for high traffic generating uses, 0.30 for moderate traffic generating uses, 0.40 for low traffic generating uses, and 0.75 for very low traffic generating uses (see Table LU-4). Development within this range would typically result in combinations of one- and two-story commercial buildings. Buildings in excess of two stories may be permitted in select areas where the additional height would not impact surrounding uses.

GP-12-02 for 1726 Superior Avenue was adopted in July 2012 to allow for a site-specific 0.49 FAR. *

In conjunction with areas that are designated with the mixed-use zoning overlay district, the maximum FAR is 1.0. An increase to 1.25 FAR may be allowed for mixed-use plans exhibiting design excellence. In a mixed-use overlay district area, this FAR includes both residential and non-residential components, and the maximum number of stories is four.

Because of the wider range of uses and more building intensity permitted in the General Commercial designation, the population density within this designation

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RESOLUTION NO. PC-12-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA RECOMMENDING THAT THE CITY COUNCIL APPROVE PLANNING APPLICATION PA-12-04 FOR PROPERTY LOCATED AT 1726 SUPERIOR AVENUE.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Foothill Project Management, representing Walgreens Co., the property owner, requesting approval of the following:

- Site specific General Plan amendment to exceed the maximum allowable Floor Area Ratio (FAR) (0.30 maximum FAR allowed; 0.49 FAR proposed).
- Demolish an existing 11,000 square-foot building (former Tower Records) and construct a new 14,310 square-foot Walgreens Store.
- Variance from building and landscaped setbacks (20 feet required; 0-18 feet proposed).
- Variance from interior parking area landscaping requirements (1,100 square feet required, 0 square feet proposed).
- Variance from maximum building height (30 feet allowed; 32 feet proposed).
- Minor conditional use permit to allow a reduction in required on-site parking spaces (57 spaces required; 44 spaces proposed).

WHEREAS, the Planning Commission hereby recommends adoption of General Plan Amendment GP-12-01 by separate resolution;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on June 11, 2012, with all persons having the opportunity to speak for and against the proposed project.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, the Planning Commission hereby **RECOMMENDS THAT THE CITY COUNCIL APPROVE** PA-12-04 with respect to the property described above.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report for PA-12-04 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. Any approval granted by this resolution shall be subject to review, modification or revocation if there is a material change that occurs in the operation, or if the applicant fails to comply with any of the conditions of approval.

PASSED AND ADOPTED this 11th day of June, 2012

Colin McCarthy, Chair
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS

A. The proposed project complies with Costa Mesa Municipal Code Section 13-29(e) because:
   1. A compatible and harmonious relationship exists between the proposed use and existing buildings, site development, and uses on surrounding properties.
   2. 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.
   3. The proposed use will comply with the performance standards as prescribed in the Zoning Code.
   4. The proposed use is consistent with the General Plan and Redevelopment Plan.
   5. The planning application is for a project-specific case and does not establish a precedent for future development.
   6. The cumulative effect of all the planning applications have been considered.
   7. The proposed reuse of this marginal property may help catalyze revitalization of the Westside. The project involves private market investment into a deteriorated property where the existing Tower Records building and pole sign will be completely demolished.

B. The information presented substantially complies with Costa Mesa Municipal Code Section 13-29(g)(1) because:
   a. Because of special circumstances applicable to the property, the strict application of development standards deprives such property of privileges enjoyed by others in the vicinity under identical zoning classifications.
   b. The deviation granted shall be subject to such conditions as will assure that the deviation 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 deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

   With regard to the requested variances from building and landscaped setbacks and interior parking area landscaping, special circumstances are applicable to the property, specifically, the unusual triangular shape of the project site prevents the strict application of the above development standards, depriving the development and property of privileges enjoyed by others in the vicinity under identical zoning, which contain commercial developments. Additionally, granting the deviations would not constitute a grant of special privileges inconsistent with other properties in the vicinity since the existing Tower Records building also had similar setbacks, landscaping, and building height constraints when it was originally built. Finally, granting of the variances will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property, due to the request for the site-specific General Plan amendment. With regard to the requested variance from building height, it should be noted that only one portion of an architectural tower exceeds the 30 foot height, and the deviation is only two feet

above the maximum allowable height limit. General Plan Land Use Element Objective LU-1C.1 permits the construction of buildings over two stories or 30 feet when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

C. The minor conditional use permit to allow a reduction in required on-site parking spaces substantially complies with Costa Mesa Municipal Code Section 13-29(g)(2) because:

   a. The proposed development or use is substantially compatible with developments in the same general area and would not be materially detrimental to other properties within the area.
   b. Granting the minor conditional use permit will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.
   c. Granting the minor conditional use permit will not allow a use, density or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

   Specifically, the 44 proposed on-site parking spaces will be adequate for the project based on the parking study prepared by KOA Corporation which indicates that, based on a survey of three similar Walgreens stores (two in Santa Ana and one in Huntington Beach), the proposed parking supply would adequately serve the new Walgreens store. The study indicated that the City's retail parking rate of 4 spaces per 1,000 square feet is not an appropriate rate for this type and size of a Walgreens store, especially considering that the proposed store will be the smallest sized Walgreens store in Orange County. The parking study has been reviewed by the City's Transportation Services Division, and they concur with the study methodology, suggested parking rates, and the consultant's conclusions regarding adequate parking.

D. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines; and the City's environmental procedures, and has been found to be exempt from CEQA under Section 15332 for In-Fill Development Projects.

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 by the payment of traffic impact fees.

EXHIBIT B

CONDITIONS OF APPROVAL

Plng. 1. The uses shall be limited to the type of operation as described in the staff report and conditions of approval. Any change in the operational characteristics of any use including, but not limited to, the hours of operation and additional services provided, shall require review by the Planning Division and may require an amendment subject to approval by the Zoning Administrator.

2. 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 stormwater 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 stormwater 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.

3. Demolition permits for 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.

4. The conditions of approval and ordinance or code provisions of Planning Application PA-12-04 shall be blueprinted on the face of the site plan as part of the plan check submittal package.

5. The applicant shall contact the Planning Division to arrange Planning inspection of the site prior to the release of occupancy/utilities. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.

6. It is recommended that the project incorporate green building design and construction techniques where feasible. The applicant may contact the Building Safety Division at (714) 754-5273 for additional information.

7. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted. This condition relates to visually prominent features of scuppers or downspouts that not only detract from the architecture but may be spilling water from overhead <u>without</u> an integrated gutter system which would typically channel the rainwater from the scupper/downspout to the ground. An integrated downspout/gutter system which is painted to match the building would comply with the condition. This condition shall be completed under the direction of the Planning Division.

8. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, 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 such as a minor design review or a variance, or in the requirement to modify the construction to reflect the approved plans.

9. If parking shortages or other parking-related problems arise, the business operator shall institute whatever reasonable operational measures necessary to minimize or eliminate the problem. These measures may include off-site employee parking, select parking spaces for short-term parking (i.e. 30 minutes, 1 hour, etc.), and/or any other measures as deemed appropriate by the Development Services Director.
10. The use shall be conducted, at all times, in a manner that will allow the quiet enjoyment of the surrounding neighborhood. The applicant and/or business owner shall institute whatever reasonable security and operational measures are necessary to comply with this requirement.
11. The applicant shall contact the Planning Division to arrange a Planning inspection of the site prior to commencement of the business. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.
12. Prior to the grand opening, the applicant shall submit an interim parking plan to the Planning Division for review and approval to ensure that adequate employee parking is available on-site or on at an authorized site through an agreement with its property owner. In addition, the plan shall indicate that employees shall be available to minimize any impacts to circulation on the adjacent streets and surrounding properties. This interim plan shall be in place for a minimum of 60 days during the "Grand Opening" and may be extended for an additional 30 days to meet customer demands as deemed appropriate by the Development Services Director. The interim plan shall be approved prior to issuance of certificate of occupancy.
13. After the Grand Opening period when the interim parking plan is no longer in place, employees shall park on-site. Employee parking shall occur in any of the parking stalls on the property. Employee parking on the public streets shall be considered a violation of the terms of approval of PA-12-04. If repeated violations occur, the Development Services Director shall have the discretion to require employee parking spaces be assigned on the property, or to make arrangements for off-site employee parking if needed.
14. No later than one year from the date of the grand opening, the applicant's parking consultant shall prepare an updated parking study to determine if additional off-site parking is required for this project.
15. The developer shall install bike racks for patrons and employees on the site. The bicycle racks shall be decorative in design. This condition shall be completed prior to final occupancy/start of business, under the direction of the Planning and Building Divisions.
16. Transformers, backflow preventers, and any other approved above-ground utility improvement shall be located <u>outside</u> of the required street setback area and shall be screened upon view, under direction of

Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.

17. A land use restriction executed by and between the applicant and the City of Costa Mesa shall be recorded prior to final building inspection to inform future property owners of the restriction that the 9,990 square foot basement is to be used for product storage and employee use only and cannot be used as customer retail area. Applicant shall submit to the Planning Division a copy of the legal description for the property, and either a lot book report or current title report identifying the current legal property owner so that the document may be prepared.

Eng. 18. 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.

RESOLUTION NO. PC-12__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA RECOMMENDING DENIAL OF GENERAL PLAN AMENDMENT GP-12-01 AND PLANNING APPLICATION PA-12-04

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Foothill Project Management, representing Walgreens Co., the property owner, requesting approval of the following:

- Site specific General Plan amendment to exceed the maximum allowable Floor Area Ratio (FAR) (0.30 maximum FAR allowed; 0.49 FAR proposed).
- Demolish an existing 11,000 square-foot building (former Tower Records) and construct a new 14,310 square-foot Walgreens Store.
- Variance from building and landscaped setbacks (20 feet required; 0-18 feet proposed).
- Variance from interior parking area landscaping requirements (1,100 square feet required, 0 square feet proposed).
- Variance from maximum building height (30 feet allowed; 32 feet proposed).
- Minor conditional use permit to allow a reduction in required on-site parking spaces (57 spaces required; 44 spaces proposed).

WHEREAS, a duly noticed public hearing was held by the Planning Commission on June 11, 2012, with all persons having the opportunity to speak for and against the proposed project.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, the Planning Commission hereby **RECOMMENDS DENIIAL OF** GP-12-01 and PA-12-04 with respect to the property described above.

PASSED AND ADOPTED this 11th day of June, 2012.

_____

Colin McCarthy, Chair
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS (DENIAL)

A. The proposed project does not comply with Costa Mesa Municipal Code Section 13-29(e) because:
   1. A compatible and harmonious relationship does not exist between the proposed use and existing buildings, site development, and uses on surrounding properties.
   2. The proposed use is not consistent with the General Plan or Redevelopment Plan.

B. The information presented does not comply with Costa Mesa Municipal Code Section 13-29(g)(1) because:
   a. Special circumstances applicable to the property do not deprive such property of privileges enjoyed by others in the vicinity under identical zoning classifications.
   b. The deviations 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 deviations will allow a use, density, or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

C. a. The proposed development or use is not compatible with developments in the same general area and would be materially detrimental to other properties within the area.
   b. Granting the minor conditional use permit will be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.
   c. Granting the minor conditional use permit will allow a use, density or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

D. The Costa Mesa Planning Commission has recommended denial GP-12-01 and PA-12-04. Pursuant to Public Resources Code Section 21080(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.

ATTACHMENT 2
PROJECT DESCRIPTION

Walgreens

January 25, 2012

City of Costa Mesa
Attn: Claire Flynn, Acting Assistant Development Services Director
Development Services Department
P.O. Box 1200
Costa Mesa, CA 92628-1200

Re: Walgreens – 1726 Superior Avenue, Costa Mesa CA

Dear Ms. Flynn:

Thank you for meeting with Mr. Kates last week regarding our project on Superior and 17th Street. We are looking forward to moving forward with the project and commencing construction in the coming months. We appreciate the City's efforts in helping us with the unique challenges that face us. This is an important location for Walgreens and we are striving to make it a successful part of the community.

One aspect of our efforts has focused on reaching out to Cal-Trans to acquire additional right-of-way along Newport Boulevard, so as to possibly add 2-3 parking spaces. This is proving to be a long process and we are currently uncertain at our chances for success.

We have also spent many months meeting with the Del Taco property owners with regard to combining our parking lots and sharing access for mutual benefit. This would have included relocation of their trash enclosure. As discussed, the property is in a Family Trust with many diverse inputs making this an arduous process to negotiate any matters with them. We remain open to working with the adjacent owners and have designed our site plan to coordinate with their site should agreements be reached in the future, but we do not want this to hold up our current project proposal.

We hired a reputable firm (KOA) who coordinated with City staff to prepare a parking study evaluating current parking demands at local Walgreen stores and analyzing our anticipated parking demand. The study determined that there is more than adequate parking to facilitate this project. Our parking study is reaffirmed by the experience we have at our many locations. Walgreens does not want there to be a parking issue for our customers and would not pursue our proposed plan if we had any reservation in the adequacy of our proposal.

We feel that the new building will be a beneficial addition to the community and provide a needed service. It will also be providing jobs and will be a tremendous enhancement to the current site. With your partnership we hope to achieve a successful project that will support and help the City of Cost Mesa continue to thrive.

Mr. Kates is our agent representing Walgreens in Costa Mesa. If you need his assistance just give him a call at (714) 434-9228 or myself at Walgreens at (847) 315-3618.

Sincerely,

Amy Ciolek, AIA
Regional Development Manager

WALGREEN CO. CORPORATE OFFICES 106 WILMOT ROAD DEERFIELD, ILLINOIS 60015
www.walgreens.com

ATTACHMENT 3
LOCATION MAP AND PLANS

City of Costa Mesa

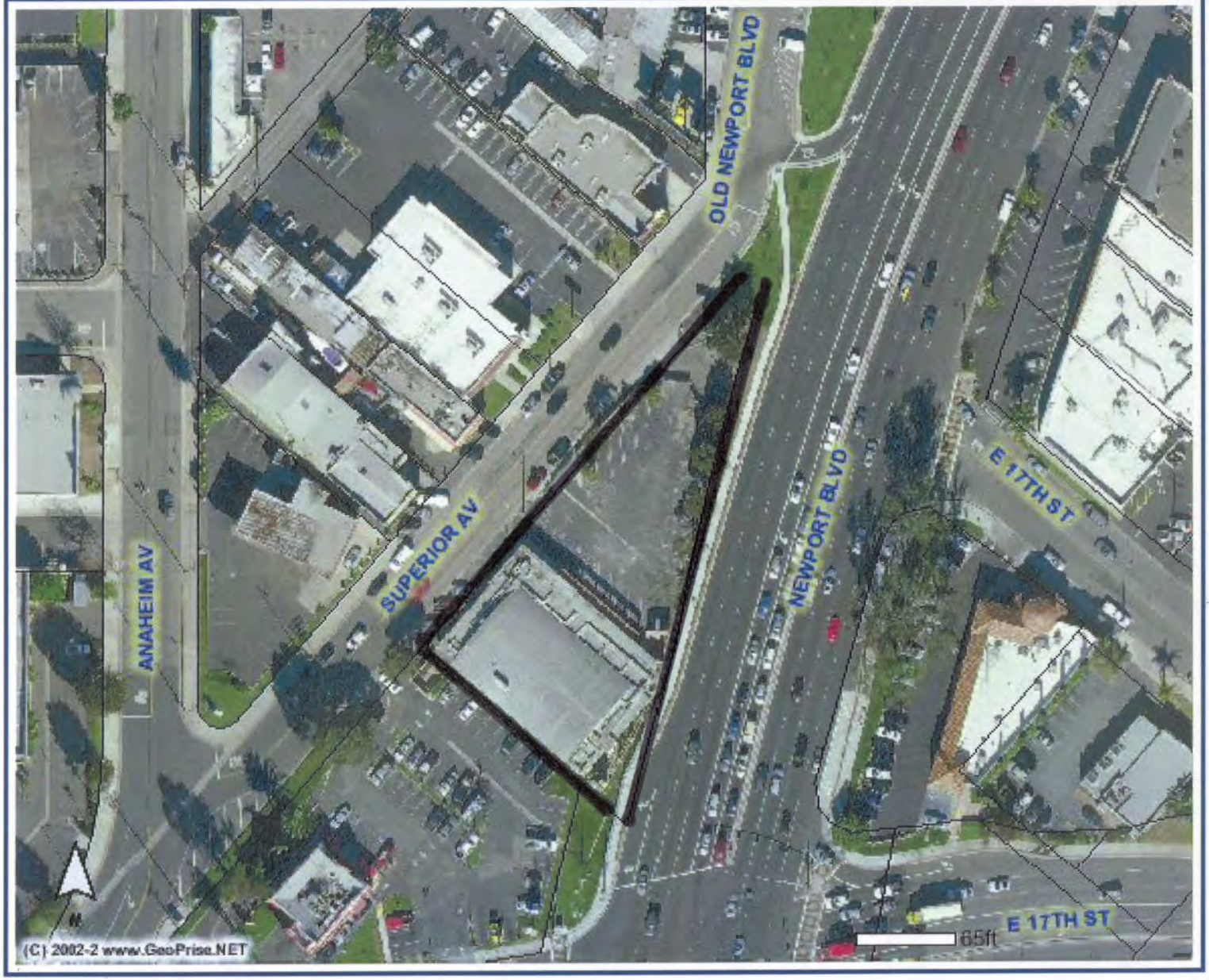
CITY OF COSTA MESA - [Created: 6/1/2012 8:33:21 AM] [Scale: 125.49] [Page: 8.5 x 11 / Landscape]

Overview Map

Legend

- Freeway
- Hydrology Channels
- Street Names
- Parcel Lines
- Water Ways
- Ortho 2010 Level1
- Ortho 2008 Level1
- Ortho 2006 Level1
- Parcels

Map Display



26

(C) 2002-2 GeoPrise.net (GeoVec, Inc.) - (866)422-2505

VIEW FROM 17TH & NEWPORT

VIEW FROM NEWPORT

VIEW FROM SUPERIOR

VIEW FROM PARKING LOT

Walgreens

FACILITIES PLANNING
DESIGN AND ENGINEERING
106 WILMOT ROAD
DEERFIELD . IL . 60015

WALGREENS COSTA MESA

1726 SUPERIOR AVENUE
COSTA MESA . CA . 92627

OCTOBER 2011

PERUZZI ARCHITECTS
8800 VENICE BLVD #317
LOS ANGELES, CA 90034
TEL 310 . 838 . 9766
FAX 310 . 838 . 0760

AERIAL CONCEPT RENDERING

Walgreens

FACILITIES PLANNING
DESIGN AND ENGINEERING
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DEERFIELD . IL . 60015

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MAY 2012

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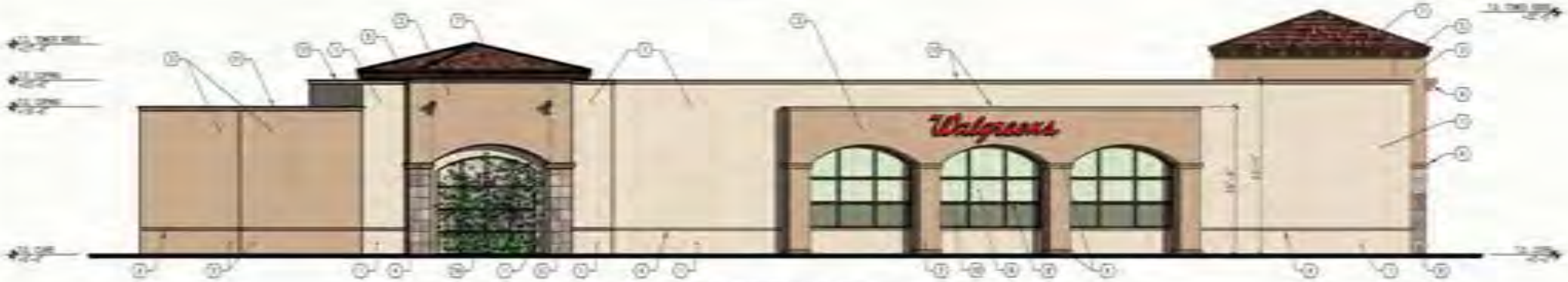
1 ELEVATION - NORTH
SCALE: 1/8"=1'-0"

2 ELEVATION - EAST
SCALE: 1/8"=1'-0"



3 ELEVATION - SOUTH
SCALE: 1/8"=1'-0"

4 ELEVATION - WEST
SCALE: 1/8"=1'-0"

FINISHES

DERUZZI ARCHITECTS

Walgreens

11726 SUPERIOR AVENUE
COSTA MESA, CA 92627

STORE NUMBER: 11602

2012 CRITERIA

EXTERIOR ELEVATIONS

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Date: 01 MARCH 2012
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Checked:

Sheet No:
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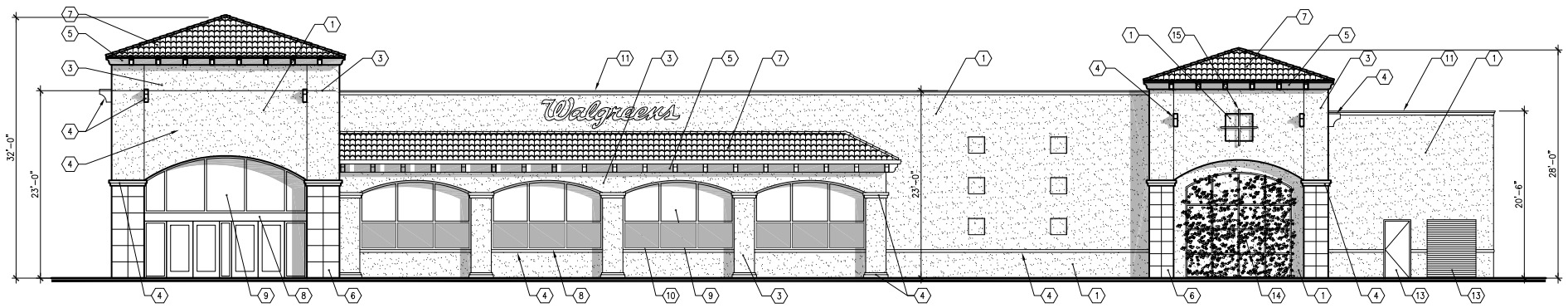

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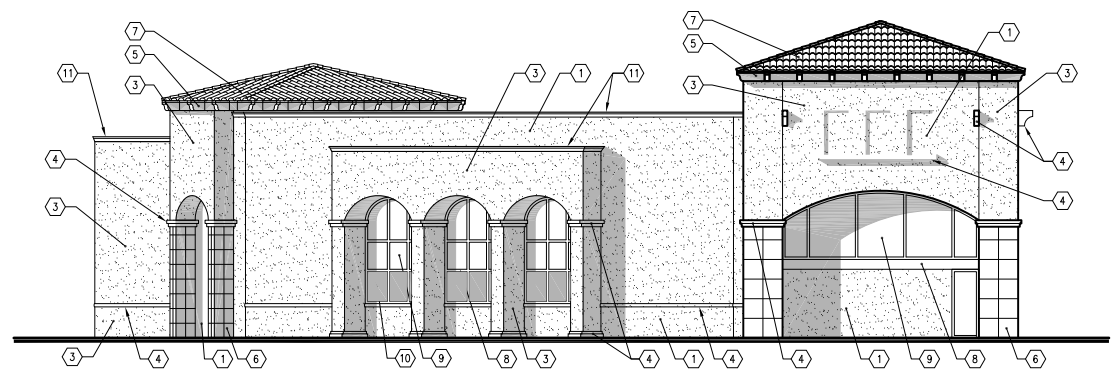

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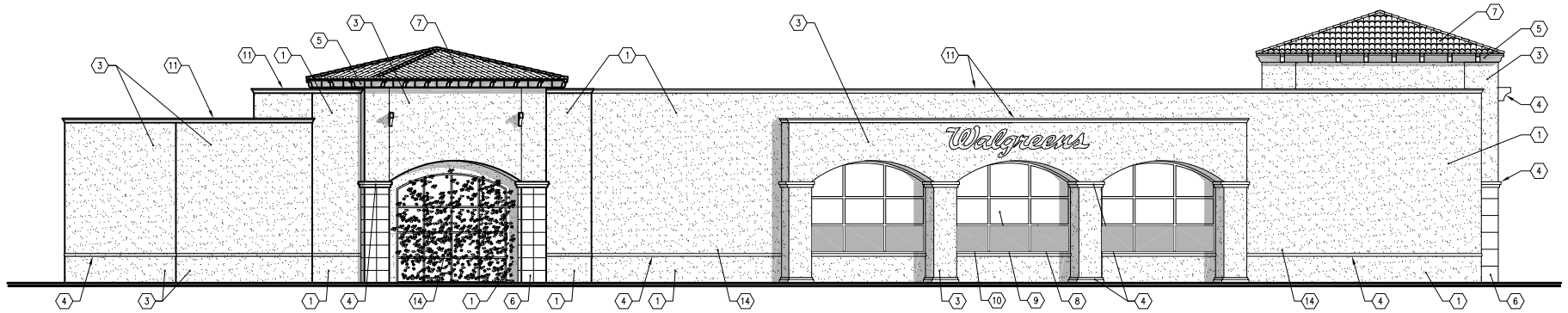

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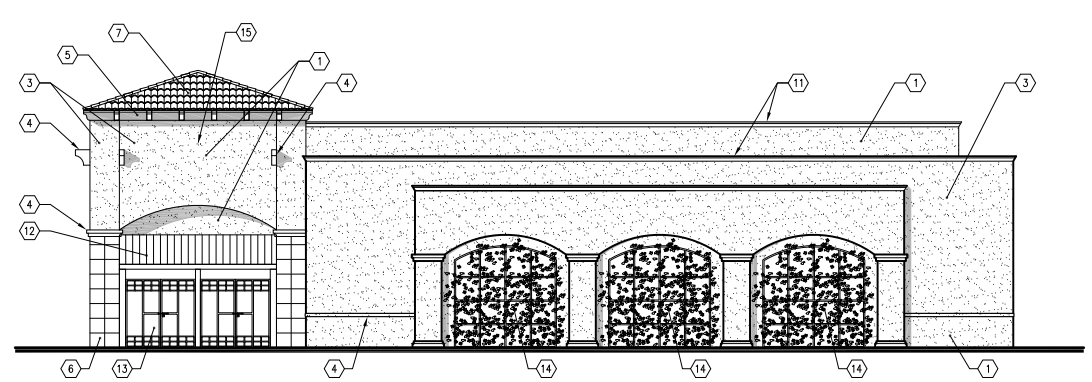

4 ELEVATION - WEST
SCALE: 1/8"=1'-0"

FINISHES

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2. NOT USED
3. EIFS FINISH OVER EXTERIOR CEMENT PLASTER – FRAZEE #8234M "DAPLIN"
4. EIFS FINISH OVER EXTERIOR CEMENT PLASTER – FRAZEE #8235D "BRUSH BOX"
5. PAINT TO MATCH FRAZEE #8236N "GUMNUT"
6. SANDSTONE, SOUTHLAND STONE "LEATHER PINK"
7. CLAY ROOF TILE, 2-PIECE MISSION STYLE, U.S. TILE "PALMERO"
8. MEDIUM BRONZED ANODIZED ALUMINUM STOREFRONT SYSTEM
9. 1" INSULATED GLASS, OLDCASTLE "BLUE-GREEN"
10. SPANDREL GLASS, COLOR TO MATCH 9
11. PREFINISHED SHEET METAL COPING WITH FACTORY APPLIED KYNAR FINISH TO MATCH CORNICE COLOR, AND G.F.R.C. CORNICE WITH INTEGRAL COLOR TO MATCH 3
12. STANDING-SEAM METAL ROOF
13. METAL DOOR, PAINT TO MATCH 3
14. LANDSCAPED SCREEN
15. WROUGHT-IRON DETAIL

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8800 VENICE BLVD #317
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FAX 310 . 838 . 0760

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No:	DATE:	REVISIONS:

Walgreens

1726 SUPERIOR AVENUE
COSTA MESA, CA 92627

STORE NUMBER: 11652

2012 CRITERIA

EXTERIOR ELEVATIONS

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Date:	31 MAY 2012
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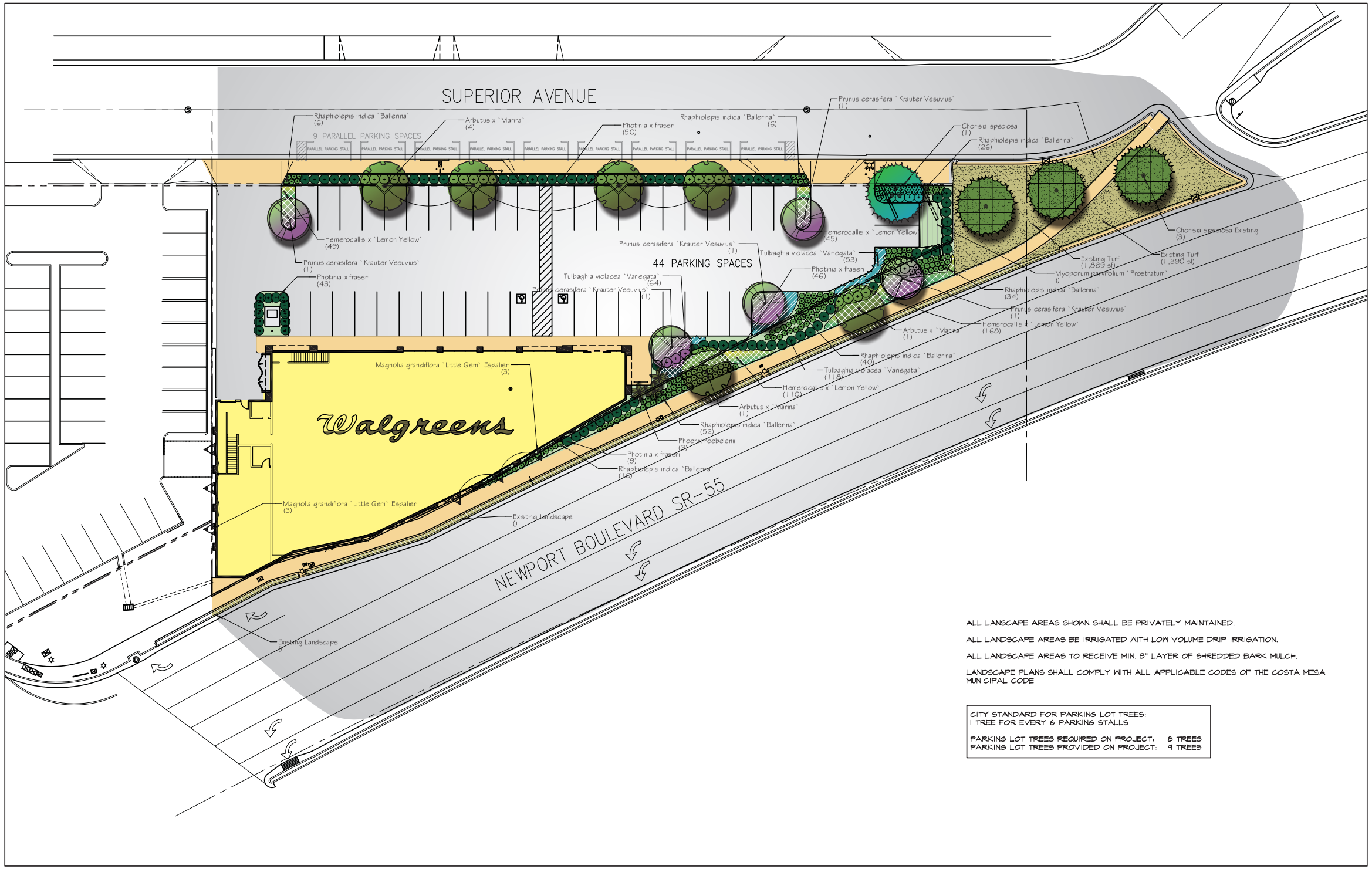
Checked:	

Sheet No: A2.1



ALL LANSCAPE AREAS SHOWN SHALL BE PRIVATELY MAINTAINED.

ALL LANDSCAPE AREAS BE IRRIGATED WITH LOW VOLUME DRIP IRRIGATION.

ALL LANDSCAPE AREAS TO RECEIVE MIN. 3" LAYER OF SHREDDED BARK MULCH.

LANDSCAPE PLANS SHALL COMPLY WITH ALL APPLICABLE CODES OF THE COSTA MESA MUNICIPAL CODE

CITY STANDARD FOR PARKING LOT TREES:
1 TREE FOR EVERY 6 PARKING STALLS

PARKING LOT TREES REQUIRED ON PROJECT: 8 TREES
PARKING LOT TREES PROVIDED ON PROJECT: 9 TREES

WILSON ASSOCIATES
Landscape Architecture
11262 Warmington St.
Riverside, CA 92503
(951) 353-2436 Ph.
(951) 353-1103 Fax

0 20 40 60 80 feet
1" = 20'

11038PLM 10-10-11 REV 11-21-11 REV 5-30-12

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No:	DATE:	REVISIONS:

Walgreens

1726 SUPERIOR AVENUE
COSTA MESA, CA 92627

STORE NUMBER: 11652
STORE SIZE: 14,806 S.F.

LANDSCAPE CONCEPT PLAN

Project No: 146-025
Date: 5-30-2012
Scale: 1" = 20'-0"
Drawn: WA
Checked:

Sheet No:
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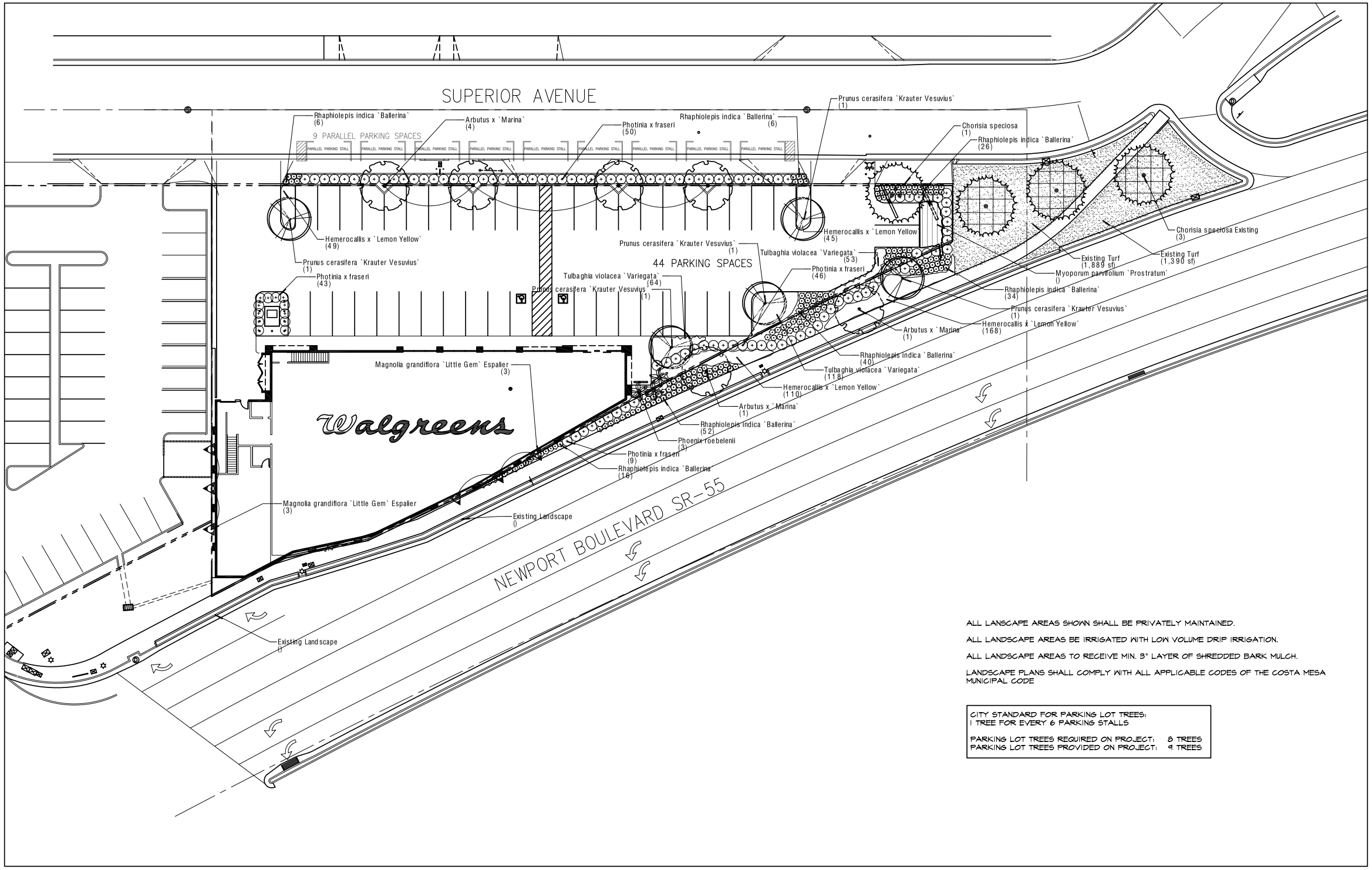

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PARKING LOT TREES REQUIRED ON PROJECT: 8 TREES
PARKING LOT TREES PROVIDED ON PROJECT: 9 TREES

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(951) 353-1103 Fax

0 20 40 60 80 feet
1" = 20'

11038PLM 10-10-11 REV 11-21-11 REV 5-30-12

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No:	DATE:	REVISIONS:

Walgreens

1726 SUPERIOR AVENUE
COSTA MESA, CA 92627

STORE NUMBER: 11652
STORE SIZE: 14,806 S.F.

LANDSCAPE CONCEPT PLAN

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Date:	5-30-2012
Scale:	1" = 20'-0"
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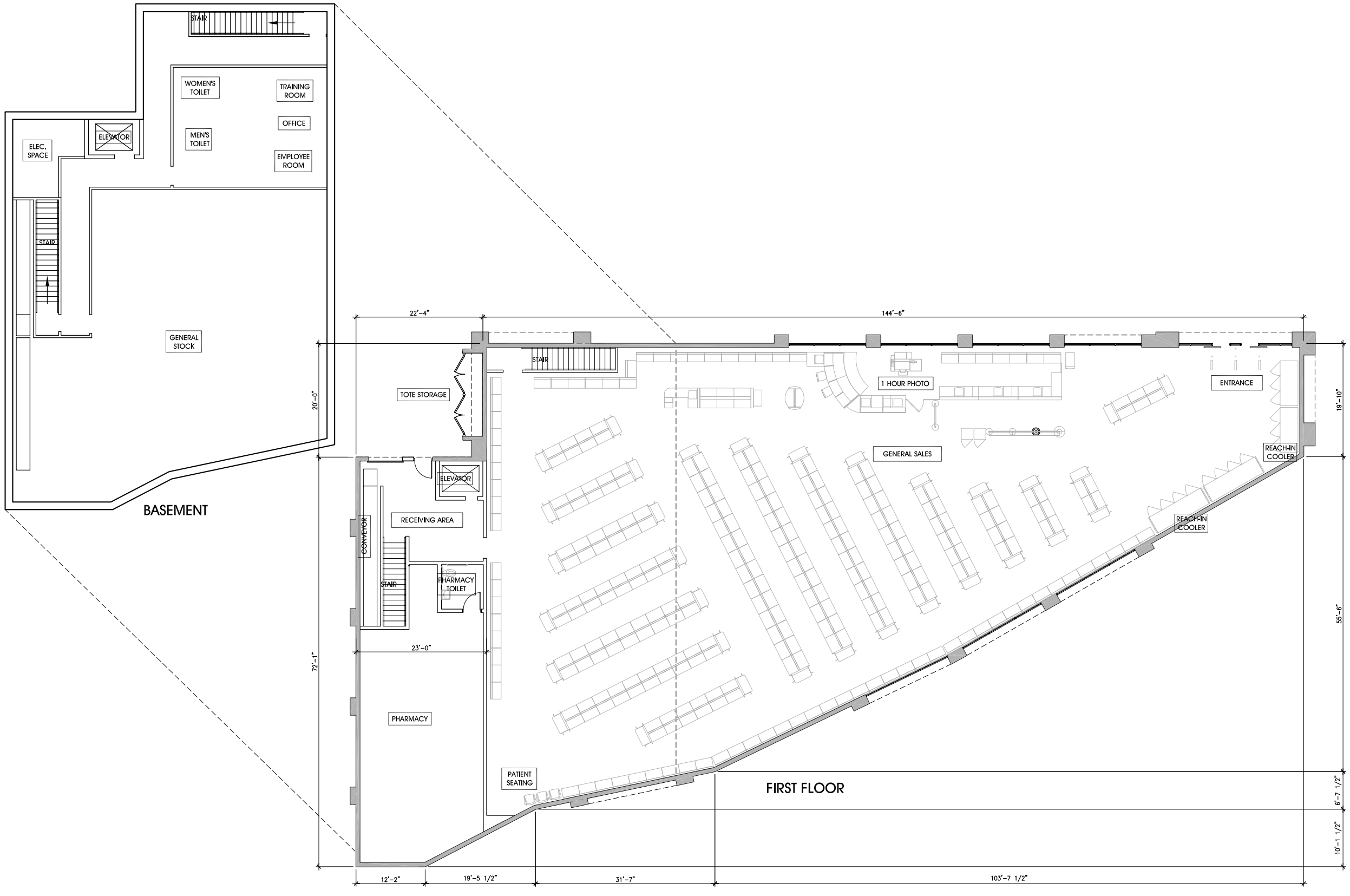
Sheet No: L-1



1 FLOOR PLAN
SCALE: 1/8"=1'-0"

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LOS ANGELES, CA 90034
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No:	DATE:	REVISIONS:

Walgreens

1726 SUPERIOR AVENUE
COSTA MESA, CA 92627

STORE NUMBER: 11652

2012 CRITERIA

FLOOR PLAN

Project No:	146-025
Date:	31 MAY 2012
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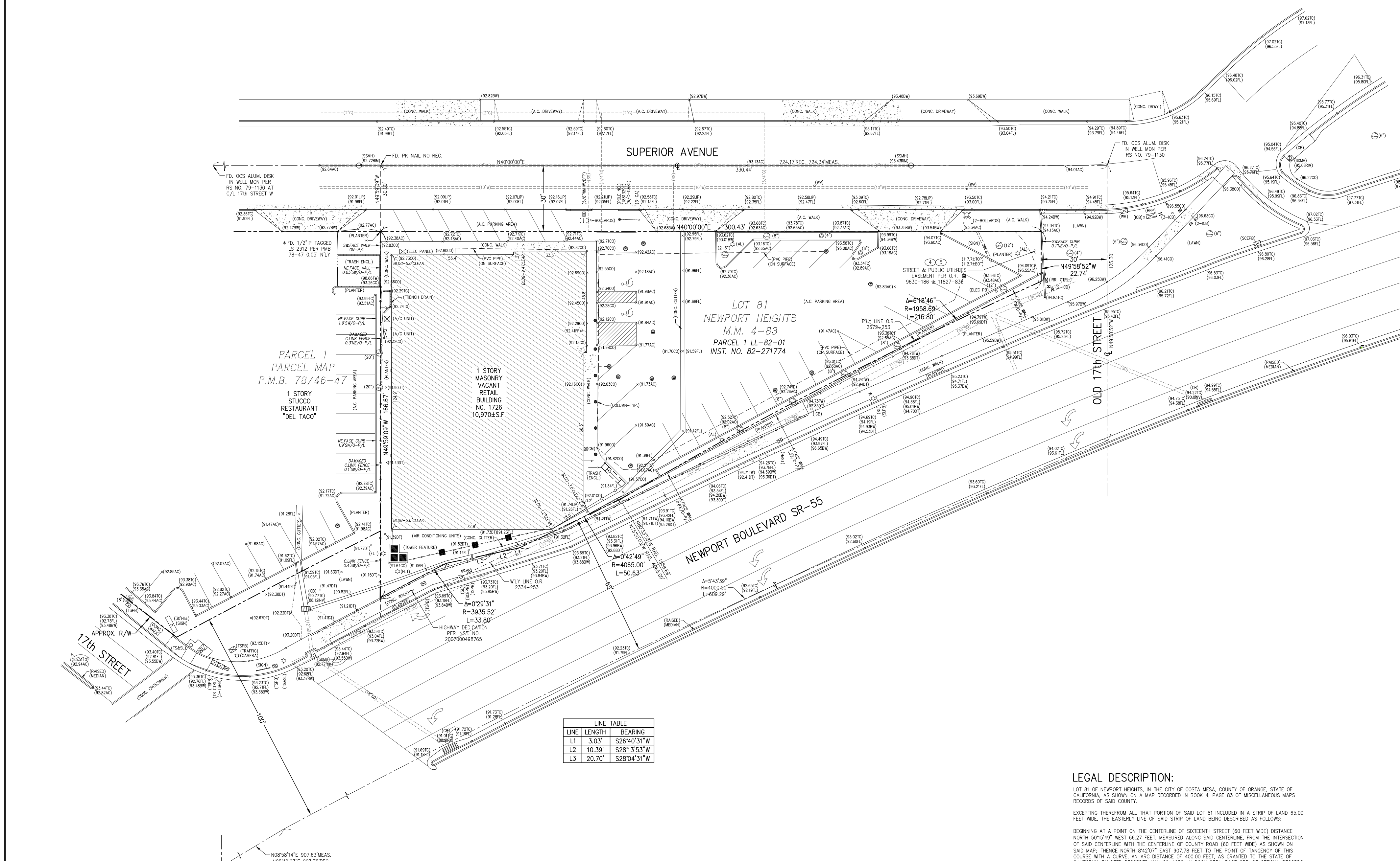
Sheet No: A1.1



LINE TABLE		
LINE	LENGTH	BEARING
L1	3.03'	S26°40'31"W
L2	10.39'	S28°13'53"W
L3	20.70'	S28°04'31"W

VICINITY MAP
NOT TO SCALE

BASIS OF BEARINGS:

THE BEARING OF N40°00'00"E OF THE CENTERLINE OF SUPERIOR AVENUE PER PARCEL MAP FILED IN BOOK 78 PAGES 46 & 47 OF PARCEL MAPS, RECORDS OF ORANGE COUNTY WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

PROJECT BENCH MARK:

ORANGE COUNTY B.M. NO. 1E-93-69 ELEVATION=88.755 NAVD 88

3-3/4"ALUMINUM BENCHMARK DISK STAMPED 1E-93-69 SET IN THE NW COR OF A CATCH BASIN LOCATED IN THE SE COR OF 17TH ST AND OLD NEWPORT BLVD.

FEMA FLOOD ZONE:

ZONE UNKNOWN – UNMAPPED AREA

PER FEMA MAP NO. 06059C0268H

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP. IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THIS SURVEYORS OPINION OF THE PROBABILITY OF FLOODING.

UTILITY CONTACT LIST:

CITY OF COSTA MESA PUBLIC WORKS ENGINEERING 77 FAIR DRIVE COSTA MESA, CA 92628	DAVID SORGE (ASSOCIATE ENGINEER)	(714) 754-5183 (714) 754-5028 FAX
STATE OF CALIFORNIA, DISTRICT 12 DEPARTMENT OF TRANSPORTATION 3347 MICHELSON DRIVE, STE. 100 IRVINE, CA 92612	INFORMATION DESK	(949) 724-2000
COSTA MESA SANITARY DISTRICT 628 WEST 19TH STREET COSTA MESA, CA 92627	ROBIN HAMERS (DISTRICT ENGINEER)	(949) 631-1731 (949) 548-6516 FAX
MESA CONSOLIDATED WATER DISTRICT 1965 PLACENTIA AVENUE COSTA MESA, CA 92628	ROBERT MCVICKER (DISTRICT ENGINEER)	(949) 631-1291 (949) 574-1035 FAX
SOUTHERN CALIFORNIA EDISON 7333 BOLSA AVENUE WESTMINSTER, CA 92683	RYAN VERGARA (SERVICE PLANNER)	(714) 995-0363 (714) 895-0188 FAX
AT&T CALIFORNIA 3939 EAST CORONADO STREET ANAHEIM, CA 92807	GARY BODENWEISER (ENGINEER)	(714) 666-5472 (714) 666-8806 FAX
SOUTHERN CALIFORNIA GAS COMPANY 301 EAST COLUMBINE AVENUE SANTA ANA, CA 92707	STEVE FERNANDEZ (FIELD PLANNING)	(714) 432-6042 (714) 432-6020 FAX

SURVEYOR'S NOTES:

1. DATES OF SURVEY: 02-21-07, 03-05-07 & 08-04-11.
2. HORIZONTAL DATUM: PARCEL MAP P.M.B. 78-46-47.
3. SITE AREA: 29,613 SQ. FT. OR 0.680 AC.
4. SUBSTRUCTURES SHOWN HEREON ARE BASED UPON CITY AND UTLITY COMPANY RECORDS AND ARE SUBJECT TO CHANGE. THEIR LOCATIONS MUST BE FIELD VERIFIED PRIOR TO CONSTRUCITON.
5. THIS SURVEY IS BASED UPON LAWYERS TITLE INSURANCE CORPORATION COMMITMENT FILE NO. 09302089 DATED FEBRUARY 5, 2007.
6. GEOGRAPHICALLY LOCATABLE ITEMS FROM SAID TITLE REPORT -SUCH AS EASEMENTS- WHICH AFFECT THE TITLE TO THE SUBJECT PROPERTY ARE NUMERICALLY KEYED TO SAID TITLE REPORT AND ARE SHOWN HEREON.

SURVEYOR'S STATEMENT:

TO: WALGREEN CO. AND LAWYERS TITLE INSURANCE CORPORATION:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH -MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA-ACSM LAND TITLE SURVEYS,- JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 2,3,4,5,7,8,9,10,11&14 OF TABLE -A- THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

DAVID R. GRAY, P.L.S. NO. 5239

PROFESSIONAL LAND SURVEYOR DAVID R. GRAY No. 5239 Exp. 6/30/13 STATE OF CALIFORNIA

CHECK PLOT 08-12-11

LEGAL DESCRIPTION:

LOT 81 OF NEWPORT HEIGHTS, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 4, PAGE 83 OF MISCELLANEOUS MAPS RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM ALL THAT PORTION OF SAID LOT 81 INCLUDED IN A STRIP OF LAND 65.00 FEET WIDE, THE EASTERLY LINE OF SAID STRIP OF LAND BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE CENTERLINE OF SIXTEENTH STREET (60 FEET WIDE) DISTANCE NORTH 50°15'49" WEST 66.27 FEET, MEASURED ALONG SAID CENTERLINE, FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF COUNTY ROAD (60 FEET WIDE) AS SHOWN ON SAID MAP; THENCE NORTH 8°42'07" EAST 907.78 FEET TO THE POINT OF TANGENCY OF THIS COURSE WITH A CURVE, AN ARC DISTANCE OF 400.00 FEET, AS GRANTED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 26, 1952, IN BOOK 2334, PAGE 253, OF OFFICIAL RECORDS OF SAID COUNTY.

ALSO EXCEPTING THEREFROM ALL PORTION OF SAID LOT 81 LYING EASTERLY OF THE EASTERLY LINE OF LAND DESCRIBED TO FREDERICK W. KUSTER, JR. AND OTHER RECORDED FEBRUARY 19, 1954, IN BOOK 2672, PAGE 253, OFFICIAL RECORDS OF SAID COUNTY.

SAID LEGAL DESCRIPTION IS MADE PURSUANT TO THAT CERTAIN LOT LINE ADJUSTMENT LL-82-01 RECORDED AUGUST 5, 1982 AS INSTRUMENT NO. 82-271774 OF OFFICIAL RECORDS.

EASEMENT NOTES:

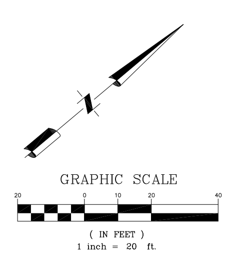
3. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PIPE LINES
RECORDED: MAY 18, 1921 IN BOOK 388, PAGE 85 OF DEEDS
AFFECTS: NON-PLOTTABLE, INDETERMINATE IN NATURE

(4.) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
GRANTED TO: CITY OF COSTA MESA
PURPOSE: STREET AND HIGHWAY
RECORDED: MAY 5, 1971 IN BOOK 9630, PAGE 186 OF OFFICIAL RECORDS
AFFECTS: SHOWN HEREON

(5.) THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED -RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA, ORDERING THE VACATION OF AN EXCESS RIGHT-OF-WAY IN A PORTION OF LOT 81 OF NEWPORT HEIGHTS, LOCATED IN THE GENERAL AREA OF SEVENTEENTH STREET AT SUPERIOR AVENUE- RECORDED JULY 27, 1976 AS BOOK 11827, PAGE 836 OF OFFICIAL RECORDS.
AFFECTS: EASEMENT AREA SHOWN HEREON

LEGEND:

AL	AREA LIGHT	E/O	EAST OF
AC	ASPHALT	W/O	WEST OF
BFP	BACKFLOW PREVENTOR	N/O	NORTH OF
BW	BACK OF WALK	S/O	SOUTH OF
CB	CATCH BASIN	P/L	PROPERTY LINE
CO	CONCRETE	NE/O	NORTHEAST OF
C-G	CONDUIT TO GROUND	NW/O	NORTHWEST OF
DT	DIRT	SW/O	SOUTHWEST OF
FDC	FIRE DEPT. CONNECTION	SE/O	SOUTHEAST OF
FF	FINISHED FLOOR		FIRE HYDRANT
FL	FLOWLINE		STREET SIGN
FLT	FLOOD LIGHT		CONCRETE BLOCK WALL
GA	GUY ANCHOR		WOOD FENCE
ICB	IRRIGATION CONTROL BOX		W.IRON OR METAL FENCE
INV	INVERT±		CHAIN LINK FENCE
IRR	IRRIGATION	––(ELEC)––	ELECTRIC LINE
MH	MANHOLE	–––(G)–––	GAS LINE
PB	PULL BOX	–––(SD)–––	STORM DRAIN LINE
PIV	POST INDICATOR VALVE	–––(SS)–––	SEWER LINE
SCE	SO. CAL. EDISON	–––(TEL)–––	TELEPHONE LINE
SCO	SEWER CLEAN OUT	–––(W)–––	WATER LINE
SS	SANITARY SEWER		STRUCTURE
SD	STORM DRAIN	(X")	TREE WITH SIZE
SL	STREET LIGHT		MONITORING WELL
TC	TOP OF CURB		
TE	TRASH ENCLOSURE		
TS	TRAFFIC SIGNAL		
TW	TOP OF WALL±		
WM	WATER METER		
WV	WATER VALVE		
XFMR	TRANSFORMER		



GENERAL NOTES:

1. THIS SURVEY IS THE PROPERTY OF DAVID R. GRAY, INC. AND MAY NOT BE COPIED, CHANGED OR REPRODUCED IN ANY MANNER WHATSOEVER, NOR IS IT TO BE ASSIGNED TO A THIRD PARTY, WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN CONSENT OF DAVID R. GRAY, INC.

2. IF UNDERGROUND PUBLIC UTILITIES, OTHER STRUCTURES OR ZONE SETBACKS AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM THE BEST AVAILABLE SOURCES, BUT FROM OTHERS NOT CONNECTED WITH THIS COMPANY, THEREFORE NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION.

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PREPARED BY:
DAVID R. GRAY, INC.
3211 CORTE MALPASO, SUITE 401
CAMARILLO, CA 93012
805-987-3945 FAX: 805-987-1655
JOB NO. 0716 FEBRUARY 2007 OR 888-J4

PREPARED FOR:
WALGREEN CO.
106 WILMOT ROAD, MS1640
DEERFIELD, IL 60015
847-315-4688

A.L.T.A./A.C.S.M. SURVEY
NWC 17TH & NEWPORT, COSTA MESA

PORTION OF LOT 81, NEWPORT HEIGHTS M.M. 4-83
IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA

NO.	DATE	DESCRIPTION OF REVISION
1	11-05-09	ADDED HWY. DEDICATION
2	08-10-11	ADDED NEW HWY. IMPROVEMENTS AND MONITORING WELLS

ALTA

JOB NO. 0716

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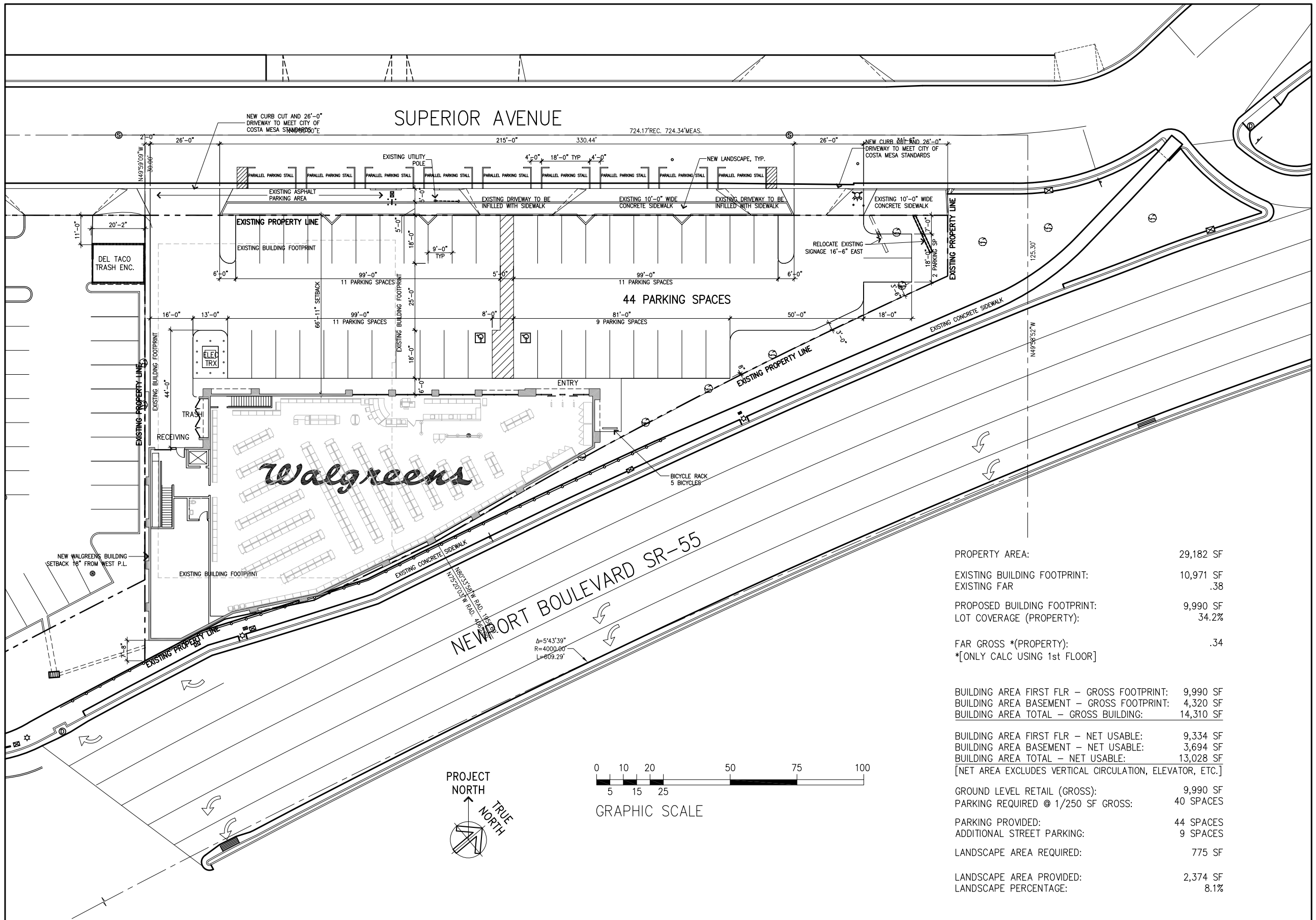

1 SITE PLAN
SCALE: 1/16"=1'-0"

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:	4,320 SF
BUILDING AREA TOTAL – GROSS BUILDING:	14,310 SF
BUILDING AREA FIRST FLR – NET USABLE:	9,334 SF
BUILDING AREA BASEMENT – NET USABLE:	3,694 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
ADDITIONAL STREET PARKING:	9 SPACES
LANDSCAPE AREA REQUIRED:	775 SF
LANDSCAPE AREA PROVIDED:	2,374 SF
LANDSCAPE PERCENTAGE:	8.1%

PERUZZI ARCHITECTS
8800 VENICE BLVD #317
LOS ANGELES, CA 90034
TEL 310 . 838 . 9766
FAX 310 . 838 . 0760

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THIS DRAWING REPRESENTS A PRELIMINARY DESIGN UNTIL SUCH TIME AS THE ARCHITECT HAS AFFIXED HIS SEAL AND SIGNATURE HERETO.

No:	DATE:	REVISIONS:

Walgreens

1726 SUPERIOR AVENUE
COSTA MESA, CA 92627

STORE NUMBER: 11652

2012 CRITERIA

SITE PLAN R-10

Project No:	146-025
Date:	31 MAY 2012
Scale:	1/8"=1'-0"
Drawn:	
Checked:	

Sheet No: A0.1

ATTACHMENT 4

WALGREENS PARKING AND TRAFFIC STUDY (SEPARATELY BOUND DOCUMENT)

Parking Study
For a Proposed Walgreen Store
In the City of Costa Mesa

November 2011

Prepared for:

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

Prepared by:

KOA CORPORATION
PLANNING & ENGINEERING

1120 W. La Veta Avenue
Suite 660
Orange, CA 92868
(714) 573-0317

Job No.: JB13089

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Orange, CA 92868
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www.koacorporation.com

November 23, 2011

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

Subject: Parking Study for a Proposed Walgreen Store in the City of Costa Mesa

Dear Ms. Ciolek:

KOA Corporation is pleased to present the parking study for the proposed Walgreen Store located at 1726 Superior Avenue, at the northwest corner of Newport Boulevard (SR-55) at 17th Street in the City of Costa Mesa. The site is currently occupied by a vacant retail building. Walgreens proposes to build a 14,310-square-foot store including a 9,990 square-foot retail area on the first floor and a 4,320 square-foot basement. Two access points from the site are proposed along Superior Avenue.

This parking study report was prepared to evaluate the adequacy of the proposed parking supply and provide a parking variance justification if needed. Similar site parking surveys have been conducted at three Walgreen stores in Orange County during a typical weekday (Thursday) and a Saturday to justify the parking supply at the proposed Walgreen store.

It has been a pleasure to provide this study to you and to the City of Costa Mesa. Please contact us if you require any additional information, or if you have any questions about the study.

Sincerely,

Min Zhou, P.E.
Principal

J:\2011\JB13089 CM_Walgreen Pkg\Parking Study\Documents\JB13089_CM_Walgreen Pkg_Rev_Nov2011.DOC

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1.0 Introduction

Walgreen Co. is proposing a new Walgreen Store located at 1726 Superior Avenue, at the northwest corner of Newport Boulevard (SR-55) and 17th Street in the City of Costa Mesa. The site is currently occupied by a vacant retail building. Figure 1 illustrates the project vicinity map. Figure 2 depicts 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.

The City of Costa Mesa Zoning Code defines the nonresidential parking standards on Table 13-89, which indicates that four parking spaces per 1,000 square feet are required with a minimum of 6 spaces for retail land uses. Based on the Code, 58 parking spaces are required for the proposed Walgreen Store if considering all 14,310 square feet (including the basement as retail uses), while only 40 parking spaces are required if considering only the first floor of 9,990 square feet as retail uses.

The study documents the parking needs of the proposed project by evaluating the project land use and comparing it with similar Walgreen existing sites to determine the appropriate parking demand rate for a typical Walgreen store. Three existing Walgreen stores were surveyed in Orange County on a typical weekday (Thursday) and a Saturday between 11:00 am and 9:00 pm. The three sites were:

- 4935 Warner Avenue, Huntington Beach, CA 92649
- 1301 E 17th Street, Santa Ana, CA 92706
- 1715 N. Bristol Street, Santa Ana, CA 92706

The recommended parking supply should normally be greater than the maximum parking demand observed for a limited number of surveys. This ensures that the parking lot will never be so full that vehicles cannot find a parking space. It also allows a factor of safety for unusual peak parking demands for special events. A turnover factor of 15% greater than the maximum observed parking demand is applied in this study to forecast the conservative parking demand and evaluate the adequacy of the proposed parking spaces.

LEGEND

Project Site

1726 Superior Avenue
Costa Mesa, CA 92627

N

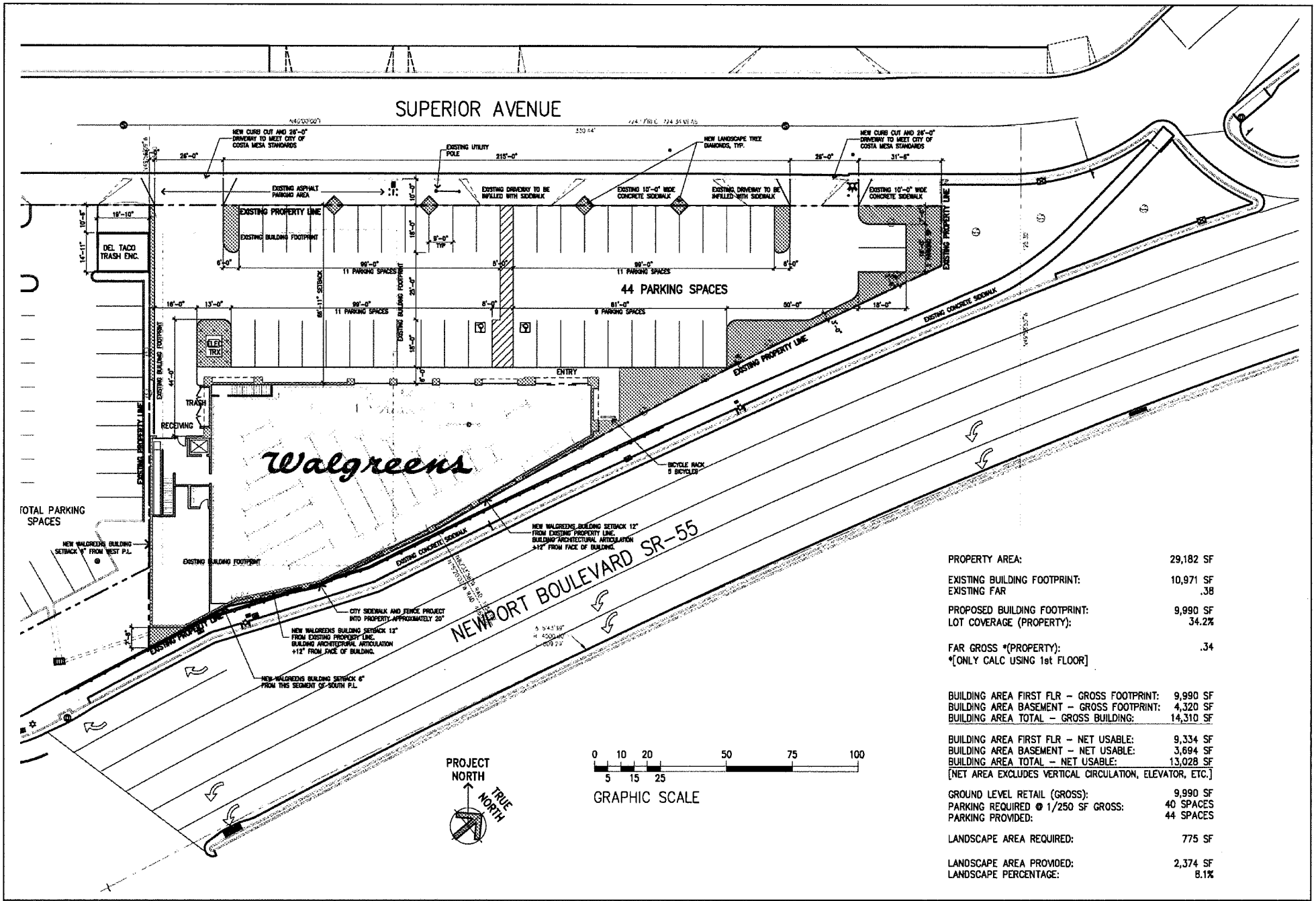
Not to Scale

\\2011\JB13089 CM_Walgreen Pkg\Analysis\Figures\JB13089_Figures.ai

KOA CORPORATION
PLANNING & ENGINEERING

City of Costa Mesa — Figure 1

Parking Study for a Proposed Walgreens Store — Project Vicinity Map



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LANDSCAPE AREA REQUIRED:	775 SF
LANDSCAPE AREA PROVIDED:	2,374 SF
LANDSCAPE PERCENTAGE:	8.1%

KOA CORPORATION
PLANNING & ENGINEERING

City of Costa Mesa — Figure 2

Parking Study for a Proposed Walgreens Store — Project Site Plan

2.0 Methodology

The Costa Mesa Zoning Code has been reviewed as the initial step of the study to identify the parking needs for the proposed project site. Parking adequacy is the degree to which the supply of parking is adequate to handle the parking demand. This study analyzes the parking adequacy under three scenarios:

- **Scenario 1**: calculate parking demand for 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 the total 14,310 square-foot building area using the City Code considering the basement as part of the total retail square footage requirements.
- **Scenario 3**: forecast parking demand for the total 14,310 square-foot building area using the parking demand rate derived from the similar site survey and a turnover factor.

Similar Sites Study

Three similar Walgreen Store sites were surveyed on a typical weekday (Thursday) and a weekend between the hours of 11:00 am and 9:00 pm. The maximum parking needs based on the similar site study are identified. KOA and Walgreens staff conducted detailed evaluation for all 55 Walgreen stores in Orange County, California in order to choose the three best locations. The criteria to select the three best sites considered the following:

1. Isolated Setting: Since the proposed site is not situated in a shopping center and there is no intended parking sharing, the similar sites should also have their own parking areas.

2. Similar Square Footage, and Preferably in Orange County: Since the proposed project does not include a drive-thru window, the survey should report any drive-thru vehicles observed on a similar site. The sites should have similar floor areas and it is preferred that they are located in Orange County so that they have similar regional parking characteristics.

3. Customer Survey: It may be difficult to identify similar sites with completely isolated parking lots. An informal customer survey (asking a simple question by our surveyor) should be able to identify any parked vehicles for land uses other than Walgreen.

Occupancy Rate Calculation

Parking occupancy documents the actual number of vehicles parked during the peak period of a typical weekday or weekend. Parking occupancy is summarized in terms of the percentage of parking spaces

that are occupied at any given time of day. Generally, there is a single peak period on a typical weekday or weekend that contains the highest number of accumulated parked vehicles.

Turnover Factor Consideration

Allowances must be considered for parking demand studies that are based upon field surveys to account for turnover. The recommended parking supply should normally be greater than the maximum parking demand observed for a limited number of surveys. This ensures that the parking lot will never be so full that vehicles cannot find a parking space. It also allows a factor of safety for unusual peak parking demands for special events. A turnover factor of 15% greater than the maximum observed parking demand is normally recommended for a study comparable to this situation. It is not necessary to add allowances to the City code rates. These rates include a turnover factor.

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	-
	64	***15***	***23%***	***15***	***23%***	***18***	***28%***	***15***	***23%***	***19***	***30%***	***16***	***25%***
	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	-
TOTAL (2)	**64**	**14**	**22%**	**14**	**22%**	**13**	**20%**	**12**	**19%**	**9**	**14%**	**15**	**23%**

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	
		#	%(1)	#	%	#	%	#	%	#	%	#	%
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	-
	72	***21***	***29%***	***18***	***25%***	***25***	***35%***	***27***	***38%***	***32***	***44%***	***24***	***33%***
	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	-
TOTAL(2)	**72**	**21**	**29%**	**16**	**22%**	**22**	**31%**	**23**	**32%**	**13**	**18%**	**22**	**31%**

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	
		#	%(1)	#	%	#	%	#	%	#	%	#	%
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	-
TOTAL(2)	***55***	**23**	**42%**	**16**	**29%**	**23**	**42%**	**14**	**25%**	**14**	**25%**	**17**	**31%**

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	
		#	%(1)	#	%	#	%	#	%	#	%	#	%
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	-
TOTAL(2)	***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	
		#	%(1)	#	%	#	%	#	%	#	%	#	%
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	-
	72	***20***	***28%***	***20***	***28%***	***24***	***33%***	***32***	***44%***	***23***	***32%***	***27***	***38%***
	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	-
TOTAL(2)	**72**	**15**	**21%**	**11**	**15%**	**12**	**17%**	**11**	**15%**	**6**	**8%**	**18**	**25%**

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	
		#	%(1)	#	%	#	%	#	%	#	%	#	%
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	-
	55	***17***	***31%***	***12***	***22%***	***13***	***24%***	***17***	***31%***	***14***	***25%***	***13***	***24%***
	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	-
TOTAL(2)	***55***	**14**	**25%**	**12**	**22%**	**7**	**13%**	**8**	**15%**	**7**	**13%**	**12**	**22%**

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 17th 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-feet 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.
106 Wilmot Road, MS # 1640
Deerfield, IL 60015

Prepared by:

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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 17th 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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1. 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 17th 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

N

Not to Scale

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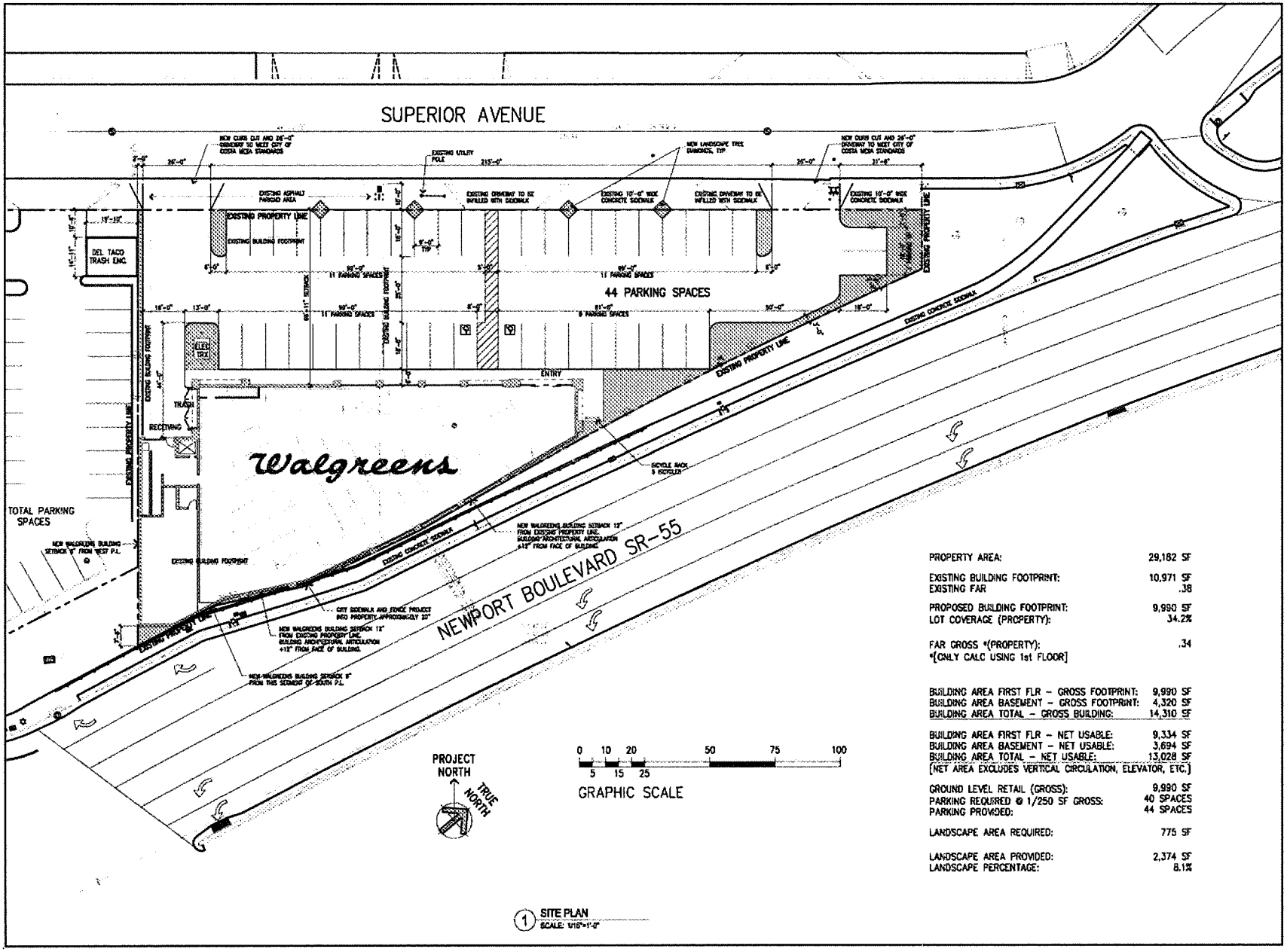
City of Costa Mesa — Figure 1

Proposed Walgreens Store TIS — Project Vicinity Map



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:	4,320 SF
BUILDING AREA TOTAL – GROSS BUILDING:	14,310 SF
BUILDING AREA FIRST FLR – NET USABLE:	9,334 SF
BUILDING AREA BASEMENT – NET USABLE:	3,694 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:	8.1%

1 SITE PLAN
SCALE: 1/16"=1'-0"

DERUZZI ARCHITECTS
8800 VENICE BLVD #317
LOS ANGELES, CA 90034
TEL 310 . 838 . 9766
FAX 310 . 838 . 0760

Walgreens

1726 SUPERIOR AVENUE
COSTA MESA, CA 92627

STORE NUMBER: 11652
STORE SIZE: 14,762 G.S.F.

2010 CRITERIA

SITE PLAN
NO CALTRANS EASEMENTS

Project No: 146-035
Date: 10 OCTOBER 2011
Scale: 1/8"=1'-0"
Drawn:
Checked:
Sheet No: A0.1

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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 17th Street
- Newport Boulevard at 18th/Rochester Street
- Newport Boulevard at 17th 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.

Traffic conditions on most roadway facilities are analyzed using the principles or the specific analysis methods contained in the *Highway Capacity Manual*, 2000 Edition (*HCM*), a publication of the Transportation Research Board, a research agency affiliated with the Federal Government. Chapter 9 of the *HCM* is devoted to analysis of signalized intersections and Chapter 10 is devoted to the analysis of unsignalized intersections. The methodology in the *HCM* for signalized intersections is based upon measurements or forecasts of control delay for traffic utilizing all approaches to the intersection. Intersection average delay and poorest movement delay are reported for all unsignalized intersections.

Traffic conditions in Southern California are also often evaluated at signalized intersections using a methodology known as the Intersection Capacity Utilization (ICU) technique. This methodology is widely accepted and essentially measures the amount of traffic signal "green" time required for the intersection. It is a significant variation from the *HCM* method; however, it produces results that are generally similar. The City of Costa Mesa indicates that studies analyze all signalized intersections by the ICU method. It requires all unsignalized intersections to be analyzed by the HCM method. The City of Costa Mesa defines LOS D as an acceptable traffic operation level for all intersections. Appendix A lists the ICU level of service criteria for signalized intersections and the HCM criteria for unsignalized intersections. It also defines the level of service and ICU ranges as applied to signalized intersections.

The specific assumptions for the ICU analysis include the use of a saturation flow value of 1,600 vehicles per lane per hour (VPLPH) and no loss time is applied to the ICU calculations to be consistent with the City of Costa Mesa procedures.

The analysis of peak hour intersection conditions was conducted using the TRAFFIX software program developed by Dowling Associates.

Traffic Count Data

AM and PM peak period turning movement traffic counts for the four intersections were conducted in October, 2011. All traffic count data used in this study is compiled in Appendix B.

Near Term Traffic Volumes

Per City direction, Near Term traffic volumes were derived by applying an appropriate ambient traffic growth factor to existing traffic volumes. An ambient growth factor of 2% is appropriate for the study area, where it is substantially developed with normal urban traffic volumes. The project is planned for completion in approximately one year. Therefore, 2012 is the appropriate year of near term analysis.

Significant Impact Criteria

The City of Costa Mesa's significant impact criteria is used to identify intersections that can be categorized as either satisfactory or deficient, so that appropriate mitigation measures can be made for non-satisfactory intersections to bring them to satisfactory operating conditions. The City's project impact analysis criterion indicates:

- A significant project impact occurs when the ICU value increases by greater than 0.01 and achieves unacceptable level of service ("E" or "F").

The significant impact criteria for signalized intersections provided above are based on the City's General Plan. The City does not have significant impact criteria for unsignalized intersections. This study uses the following criteria:

- Unsignalized intersection level of service is based upon the control delay, assessed only for those traffic movements that are stopped or must yield to through traffic. When delay for these movements is severe (Level of Service F), the intersection should be evaluated further for possible improvement with traffic signals. In some cases, this analysis determines that the delay is being experienced by a very low number of vehicles and traffic signals are not warranted. In other cases, the number of stopped vehicles is substantial and traffic signals may be justified as a mitigation measure.

An unsignalized intersection impact is therefore considered to be significant if the intersection is at LOS E or F, a traffic signal is warranted, and the project contributes added trips at that location. Future added traffic is defined as the increment of traffic added by the project plus other cumulative projects identified in and around the City plus ambient traffic increment of growth that is anticipated to occur by Year 2012.

In addition to the significant impact criteria provided above, projects must also comply with the Orange County Congestion Management Plan (CMP) criteria. The CMP specifies that a project cannot be allowed to reduce level of service or increase flow by more than 3% at a location that is forecast to experience Level of Service E or F, generally. This criterion is generally less stringent, so any project that meets the City General Plan criteria will also normally meet the County CMP criteria.

3. Existing Traffic Conditions

This section documents the existing conditions in the study area. The discussion presented here is limited to specific roadways in the project's vicinity.

Streets in the site vicinity include Superior Avenue, Anaheim Avenue, 18th Street, 17th Street and Newport Boulevard. Figure 3 shows the existing roadway network and the study intersection configurations/controls.

Circulation Network

Superior Avenue

Superior Avenue is a north/south 2-lane roadway north of 17th Street adjacent to the project site, and a 4-lane roadway south of 17th Street. Superior Avenue is designated as a Primary Arterial roadway south of 17th Street on the Master Plan of Arterial Highways (MPAH). The posted speed limit along Superior Avenue is 40 mph south of 16th Street/Industrial Way and 35 mph north of 16th Street/Industrial Way. The average daily traffic along Superior Avenue south of 17th Street is approximately 20,000 vehicles per day. The average daily traffic north of 17th Street is approximately 12,000 vehicles per day. There are no bike lanes along Superior Avenue in the project vicinity. Land use along Superior Avenue in the project vicinity is commercial and light industrial.

Anaheim Avenue

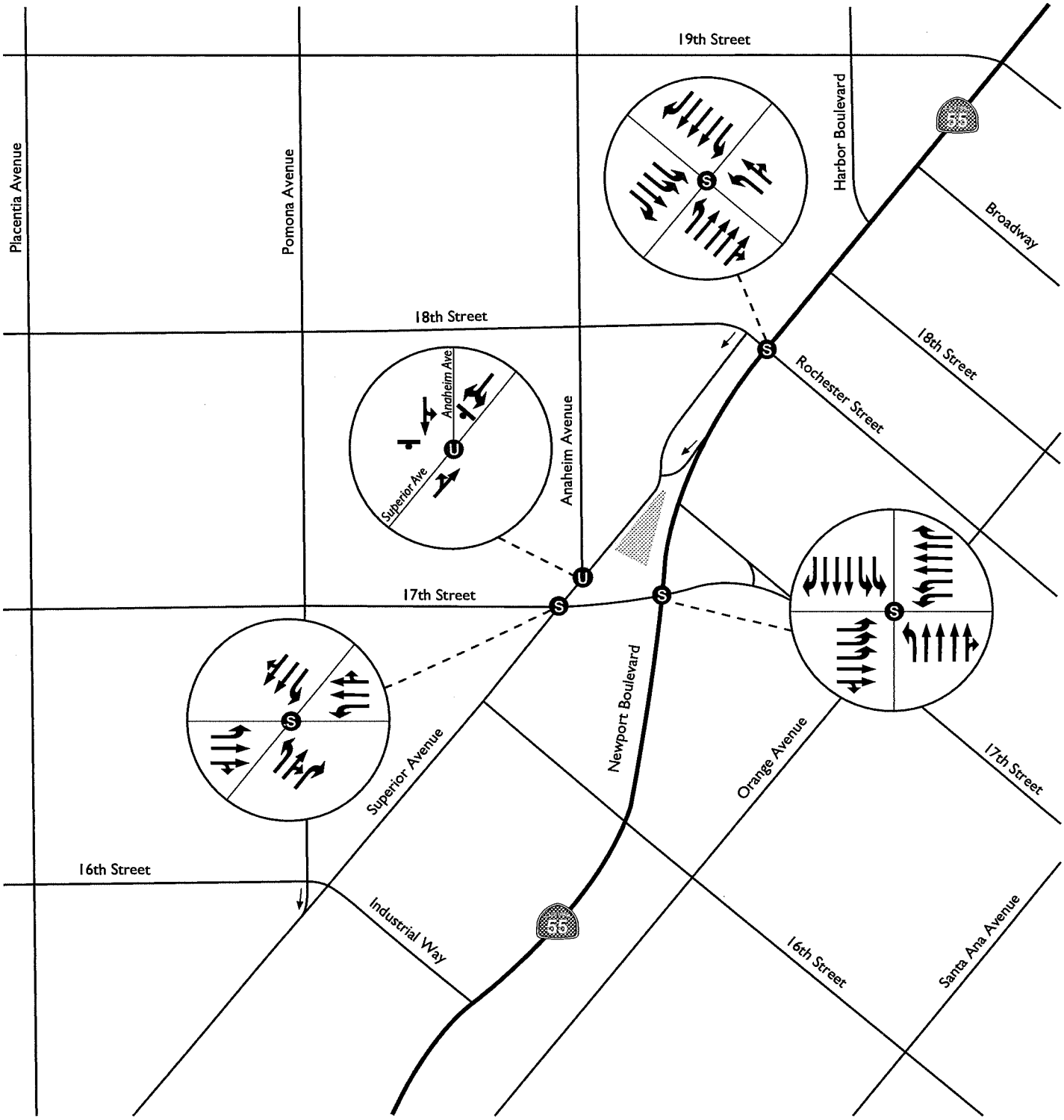
Anaheim Avenue is a north/south 2-lane roadway. The posted speed limit along Anaheim Avenue is 35 mph. On-street parking is allowed along both sides of the street. There are no bike lanes along Anaheim Avenue within the project vicinity. Land use along Anaheim Avenue is primarily residential with some commercial at 19th Street, 18th Street, and Superior Avenue.

18th /Rochester Street

18th Street (west of Newport Boulevard) and Rochester Street (east of Newport Boulevard) are east/west 2-lane roadways north of the project site. The posted speed limit is 30 mph along 18th Street and 25 mph along Rochester Street. On-street parking is allowed along both sides of the street. There are no bike lanes along 18th /Rochester Street within the project vicinity. Land use along 18th /Rochester Street is primarily residential with some commercial near Newport Boulevard.

17th Street

17th Street is an east/west 4-lane roadway east of Pomona Avenue and a 2-lane roadway west of Pomona Avenue. 17th Street is designated as a Secondary Arterial roadway west of Placentia Avenue, a Primary Arterial between Placentia Avenue and Newport Boulevard, and a Major Arterial east of Newport Boulevard on the MPAH. The posted speed limit along 17th Street is 35 mph. In the project



LEGEND

- Project Site
- One-Way Street
- Signalized Intersection
- Un-Signalized Intersection
- Stop Sign
- Lane Geometry

N

Not to Scale

A\2011\B13089 CM_Walgreen Pkg\Traffic Study\Analysis\Figures\TIS_Figures.ai

KOA CORPORATION
PLANNING & ENGINEERING

City of Costa Mesa — Figure 3

Proposed Walgreens Store TIS — Existing Intersection Geometry

vicinity, the average daily traffic along 17th Street is approximately 9,000 vehicles per day west of Newport Boulevard, and approximately 32,000 vehicles per day east of Newport Boulevard.

There are no bike lanes along 17th Street within the project vicinity. There are triple eastbound left turn lanes at 17th Street and Newport Boulevard. Traffic signal phasing at 17th Street and Newport Boulevard is protected. Traffic signal phasing at 17th Street and Superior Avenue is protected/permitted. Land use along 17th Street is primarily commercial with some office.

Newport Boulevard

Newport Boulevard is a north/south 6-lane roadway adjacent to the project site. Newport Boulevard is designated as a Major Arterial roadway south of 19th Street and a Primary Arterial north of 19th Street on the MPAH. The posted speed limit along Newport Boulevard is 40 mph. In the project vicinity, the average daily traffic along Newport Boulevard is approximately 85,000 vehicles per day north of 17th Street and approximately 53,000 vehicles per day south of 17th Street. There are no bike lanes along Newport Boulevard within the project vicinity. Land use along Newport Boulevard is primarily commercial with some office.

Peak Hour Intersection Level of Service

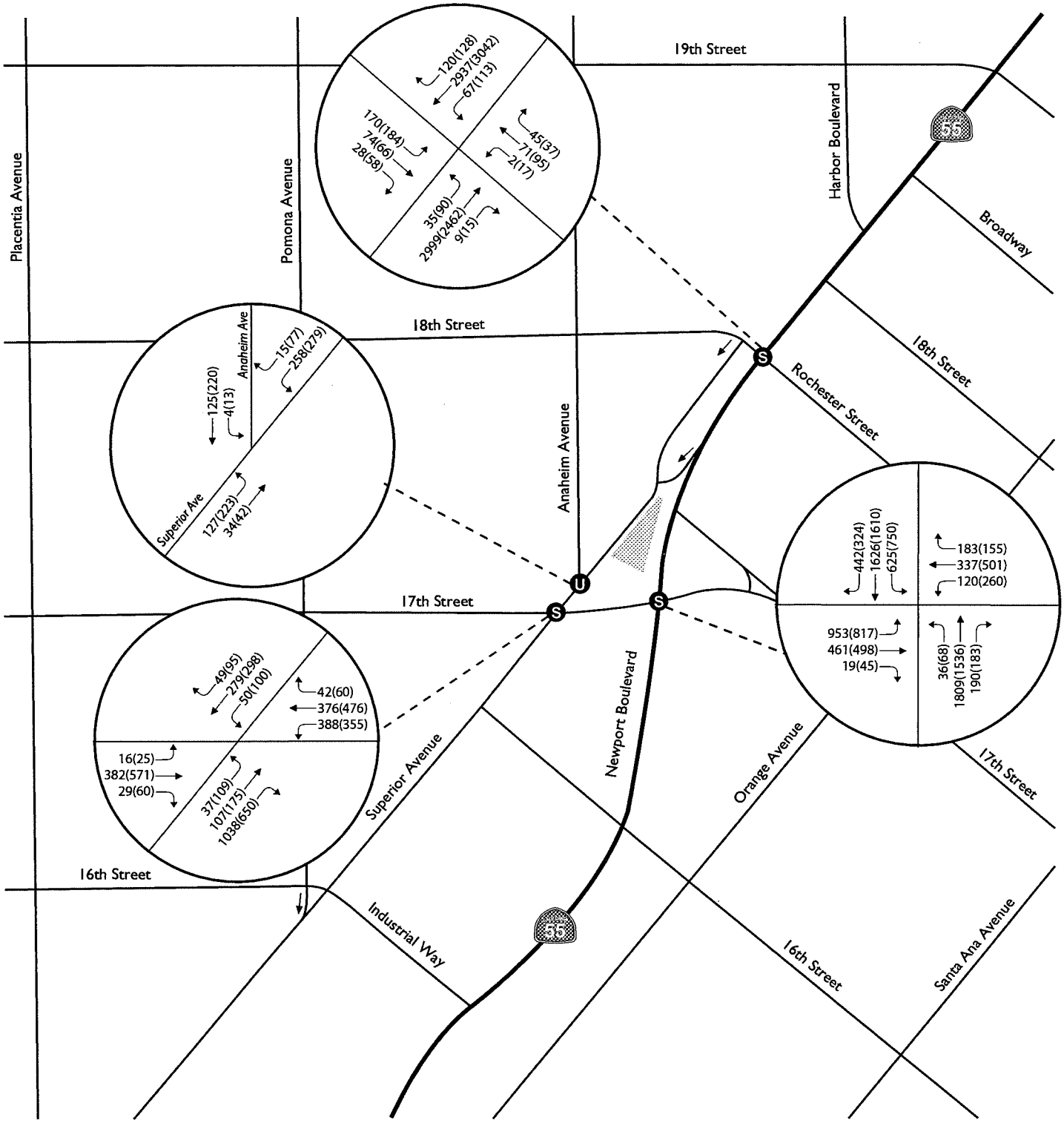
Table 1 summarizes the results of the existing level of service analysis for the study intersections. Figure 4 illustrates the existing AM/PM peak hour traffic volumes.

Table 1 – Existing Peak Hour Intersection Conditions

Signalized Intersections (ICU)	**AM Peak Hour**	**PM Peak Hour**
	ICU/LOS	**ICU/LOS**
Superior Avenue at 17th Street	0.760 / C	0.739 / C
Newport Boulevard at 18th Street	0.759 / C	0.830 / D
Newport Boulevard at 17th Street	0.821 / D	0.778 / C
Unsignalized Intersection (HCM)	**AM Peak Hour**	**PM Peak Hour**
	Delay / LOS	**Delay / LOS**
Superior Avenue at Anaheim Avenue	12.7 / B	19.6 / C

Note: ICU = Intersection Capacity Utilization; LOS = Level of Service; Worst Case Delay is in seconds per vehicle

As shown in Table 1, all study intersections operate at acceptable levels of service during the AM and PM peak hours under Existing conditions. Appendix C contains the analysis worksheets for existing conditions.



LEGEND

- Project Site
- One-Way Street
- Signalized Intersection
- Un-Signalized Intersection
- XX(XX) AM(PM) Peak Hour Traffic Volume

N

Not to Scale

\\2011\\B13089 CM_Walgreen Pkg\Traffic Study\Analysis\Figures\TIS_Figures.ai

KOA CORPORATION
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City of Costa Mesa — Figure 4

Proposed Walgreens Store TIS — Existing AM/PM Peak Hour Traffic Volumes

4. Near Term Traffic Conditions Without Proposed Project

The project is anticipated to be completed and occupied by 2012. Near Term traffic increases are forecast by applying growth factors to existing year traffic volumes based upon normal ambient growth plus cumulative projects within the project study area.

Per City direction, to determine traffic volumes in 2012 without the proposed project, a growth factor of 2% is applied to the existing volumes. There are no cumulative projects in the project area.

Peak Hour Intersection Level of Service

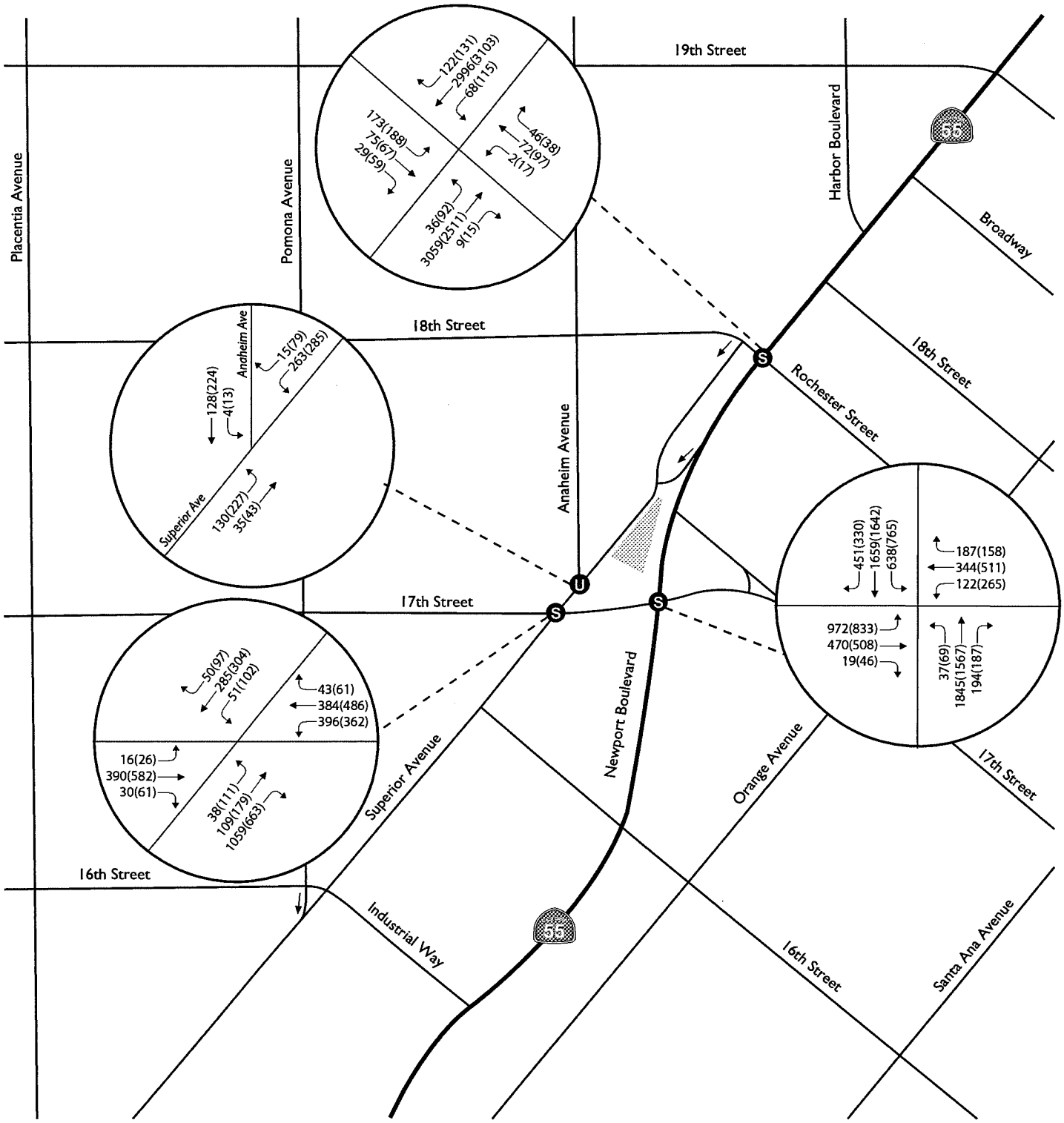
Figure 5 shows forecast traffic volumes for Near Term Without the Proposed Project in the AM and PM peak hours. Table 2 summarizes the results of the level of service analysis for the Near Term without the Proposed Project.

Table 2 – Near Term Without Project Peak Hour Intersection Conditions

Signalized Intersections (ICU)	AM Peak Hour	PM Peak Hour
	ICU/LOS	ICU/LOS
Superior Avenue at 17th Street	0.775 / C	0.754 / C
Newport Boulevard at 18th Street	0.775 / C	0.847 / D
Newport Boulevard at 17th Street	0.837 / D	0.793 / C
Unsignalized Intersections(HCM)	**AM Peak Hour**	**PM Peak Hour**
	Delay / LOS	**Delay / LOS**
Superior Avenue at Anaheim Avenue	12.9 / B	20.5 / C

Note: ICU = Intersection Capacity Utilization; LOS = Level of Service; Worst Case Delay is in seconds per vehicle

In the Near Term Without Proposed Project scenario, all intersections are forecast to operate at acceptable levels of service in both the AM and PM peak hours. The level of service worksheets for Near Term Without Proposed Project conditions are provided in Appendix D.



LEGEND

- Project Site
- One-Way Street
- S Signalized Intersection
- U Un-Signalized Intersection
- XX(XX) AM(PM) Peak Hour Traffic Volume

N

Not to Scale

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City of Costa Mesa — Figure 5

Proposed Walgreens Store TIS — Near Term AM/PM Peak Hour Traffic Volumes

5. Project Related Traffic

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. These trips will result in traffic increases on the streets where they occur. The traffic generated is a function of the extent and type of development proposed for the site. Figure 2 (presented previously) illustrates the latest site plan provided by the applicant. As illustrated, the project consists of constructing a new Walgreens 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.

Project Trip Generation

The project trip generation has been calculated in accordance with the Institute of Transportation Engineers (ITE) publication *Trip Generation (8th Edition, 2008)*. Table 3 presents the trip generation rates used to generate weekday peak hour and weekday daily project traffic volumes. Daily and peak hour trip generation for weekdays for the proposed project is shown in Table 4. As indicated on Table 4, the project generates 1,160 daily trips with 41 AM peak hour trips and 108 PM peak hour trips on weekdays.

Table 3 – Trip Generation Rates

Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Pharmacy/Drugstore Without Drive-Thru *ITE Code 880*	TSF	90.06	3.20	1.89	1.31	8.42	4.21	4.21

Source: ITE Trip Generation, 8th Edition, 2008

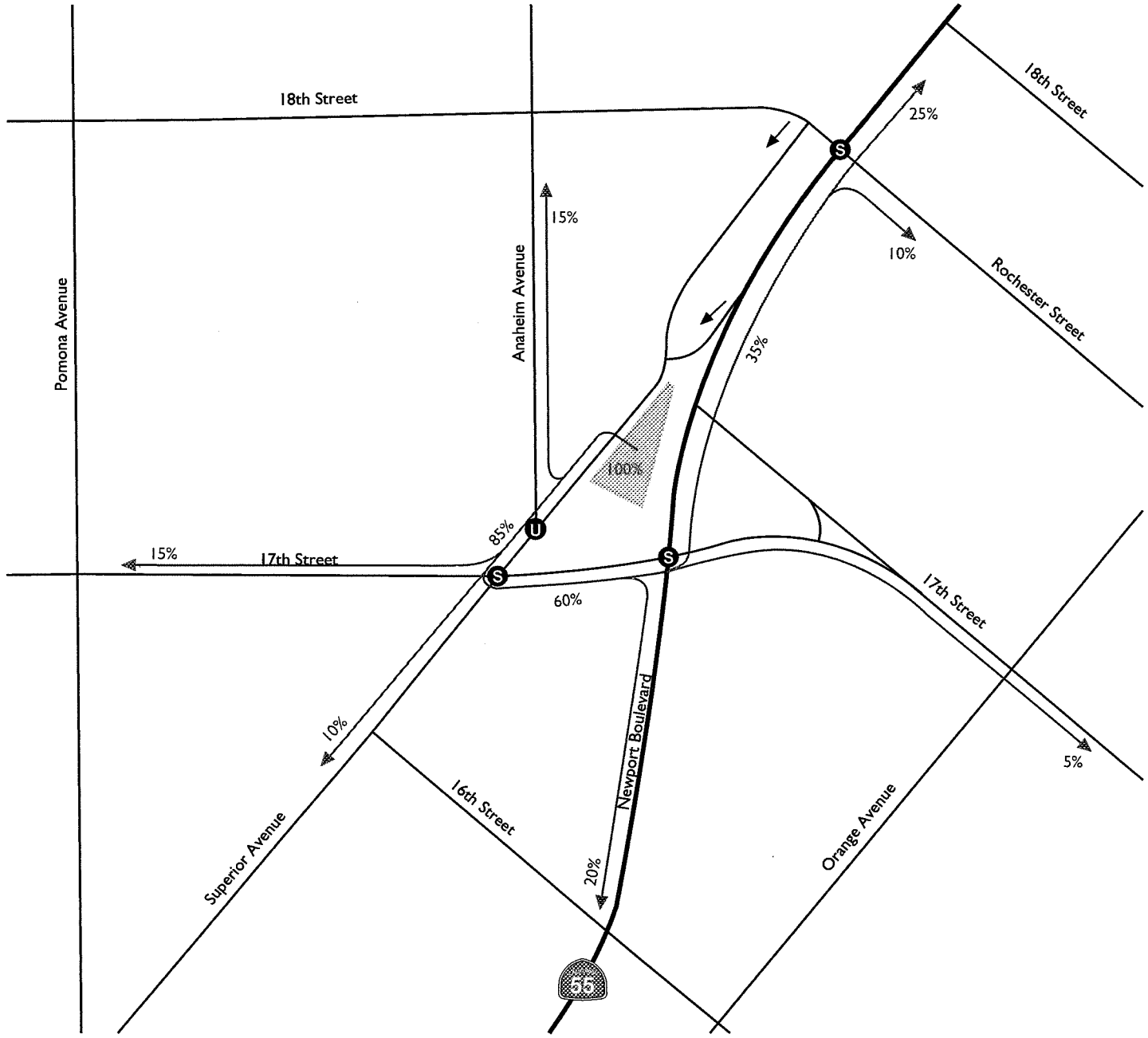
Table 4 – Trips Generated by Proposed Project

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Pharmacy/Drugstore Without Drive-Thru *ITE Code 880*	14,310 sf	1,289	46	27	19	120	60	60
Pass-by Trip Reduction	10%	-129	-5	-3	-2	-12	-6	-6
Total Project Trips		**1,160**	**41**	**24**	**17**	**108**	**54**	**54**

Note: Totals may not add up 100% due to rounding in calculations; TSF = Thousand Square Feet

Project Trip Distribution

Figure 6 illustrates the anticipated Walgreens trip distribution pattern. The trip distribution pattern for project-generated traffic was developed based on existing traffic patterns, the geographical location of the site, the location of surrounding uses, and the proximity to the regional arterial and freeway system. The distribution pattern has been reviewed and approved by the City staff. Figure 7 shows project related AM and PM peak hour volumes calculated based on the trip generation and trip distribution.



LEGEND

- Project Site
- One-Way Street
- Signalized Intersection
- Un-Signalized Intersection
- XX% Trip Distribution Percentage

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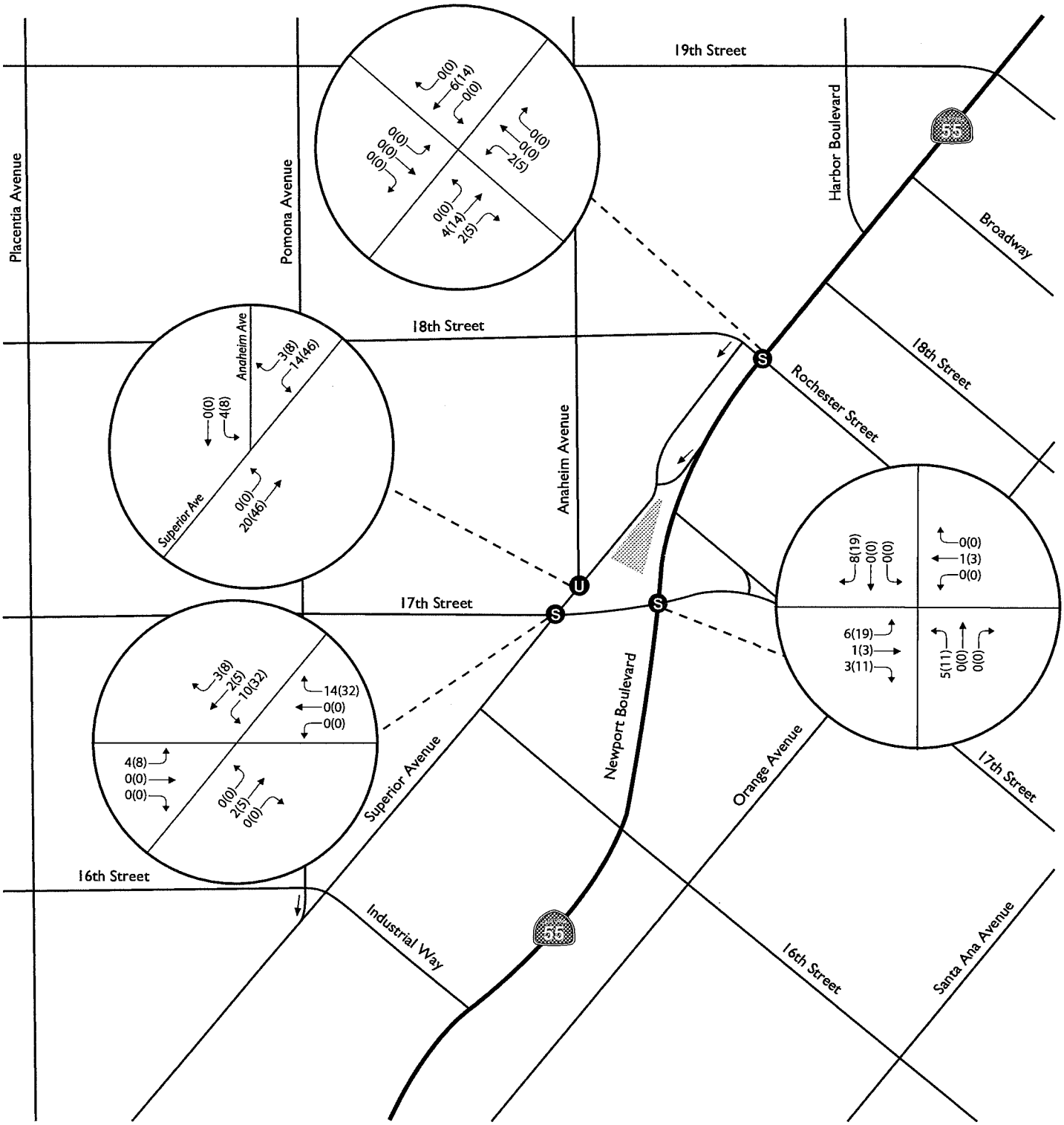
City of Costa Mesa — Figure 6

Proposed Walgreens Store TIS — Project Trip Distribution



LEGEND

- Project Site
- One-Way Street
- Signalized Intersection
- Un-Signalized Intersection
- XX(XX) AM(PM) Peak Hour Traffic Volume

N

Not to Scale

Note: Totals may not add to 100% due to rounding

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KOA CORPORATION
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City of Costa Mesa — Figure 7

Proposed Walgreens Store TIS — Project-Related AM/PM Peak Hour Traffic Volumes

6. Existing Traffic Conditions With Proposed Project

This section documents the existing traffic conditions with the addition of project-related traffic to the surrounding street system. Existing "With Project" traffic volumes were derived by adding the project trips to the existing traffic volumes.

Peak Hour Intersection Level of Service

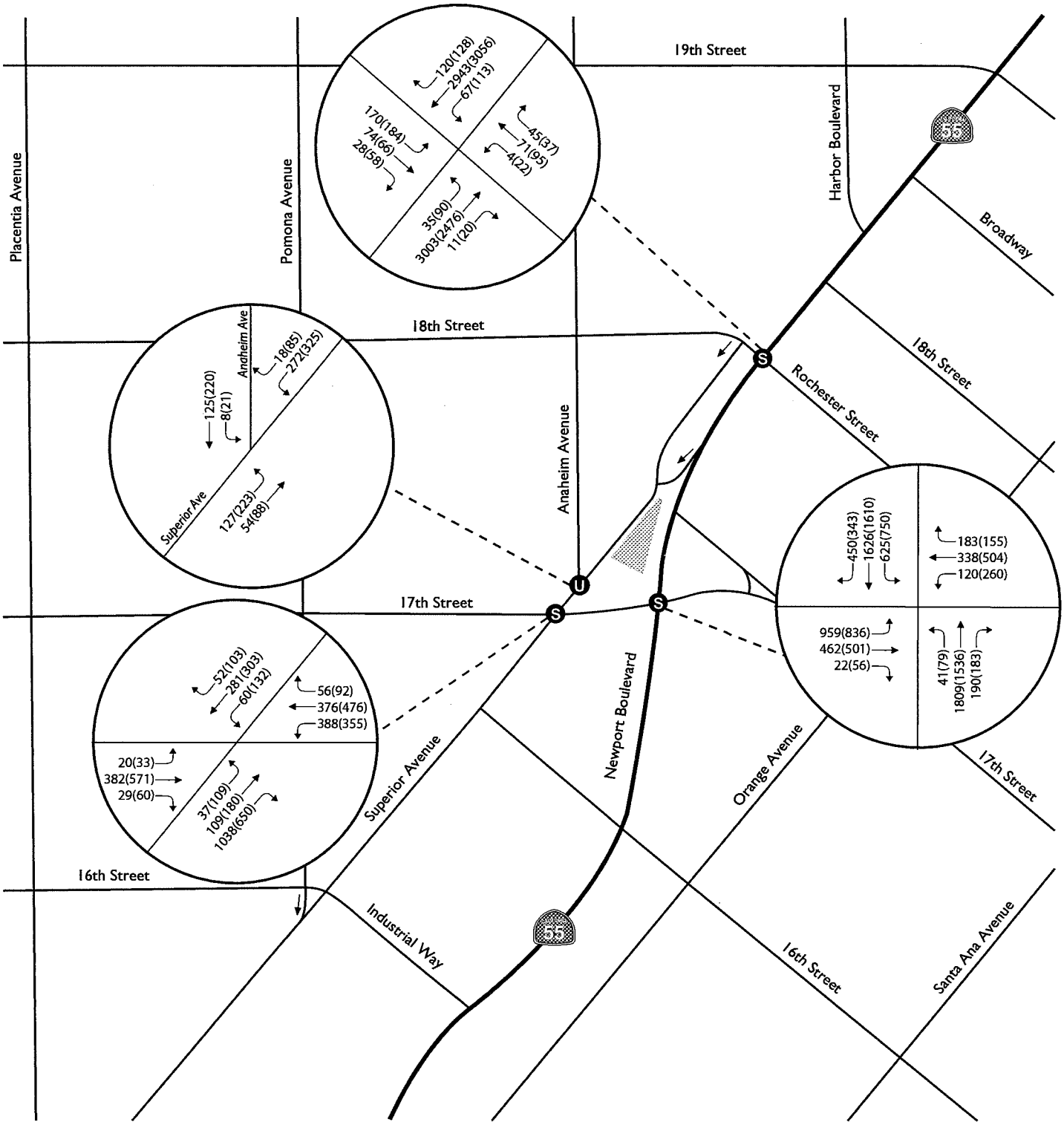
AM and PM peak hour traffic volumes used for this analysis are shown in Figure 8. Table 5 shows the results of the Existing "With Project" traffic analysis. In the Existing With Project scenario, all intersections in the AM and PM peak hours are forecast to operate at acceptable levels of service.

Table 5 – Existing With Project Peak Hour Intersection Conditions

Signalized Intersections (ICU)	AM Peak Hour	PM Peak Hour
	ICU/LOS	ICU/LOS
Superior Avenue at 17th Street	0.767 / C	0.761 / C
Newport Boulevard at 18th Street	0.761 / C	0.833 / D
Newport Boulevard at 17th Street	0.822 / D	0.782 / C
Signalized Intersections (HCM)	**AM Peak Hour**	**PM Peak Hour**
	Delay / LOS	**Delay / LOS**
Superior Avenue at Anaheim Avenue	13.3 / B	26.4 / D

Note: ICU = Intersection Capacity Utilization; LOS = Level of Service; Worst Case Delay is in seconds per vehicle

The level of service worksheets for Existing With Project scenarios are provided in Appendix E.



LEGEND

- Project Site
- One-Way Street
- (S) Signalized Intersection
- (U) Un-Signalized Intersection
- XX(XX) AM(PM) Peak Hour Traffic Volume

N

Not to Scale

2011\B13089 CM_Walgreen Pkg\Traffic Study\Analysis\Figures\TIS_Figures.ai

KOA CORPORATION
PLANNING & ENGINEERING

City of Costa Mesa — Figure 8

Proposed Walgreens Store TIS — Existing With Project AM/PM Peak Hour Traffic Volumes

7. Near Term Traffic Conditions With Proposed Project

This section documents the Near Term traffic conditions with the addition of project-related traffic to the surrounding street system. Near Term "With Project" traffic volumes were derived by adding the project trips to the Near Term Without Project traffic volumes.

Peak Hour Intersection Level of Service

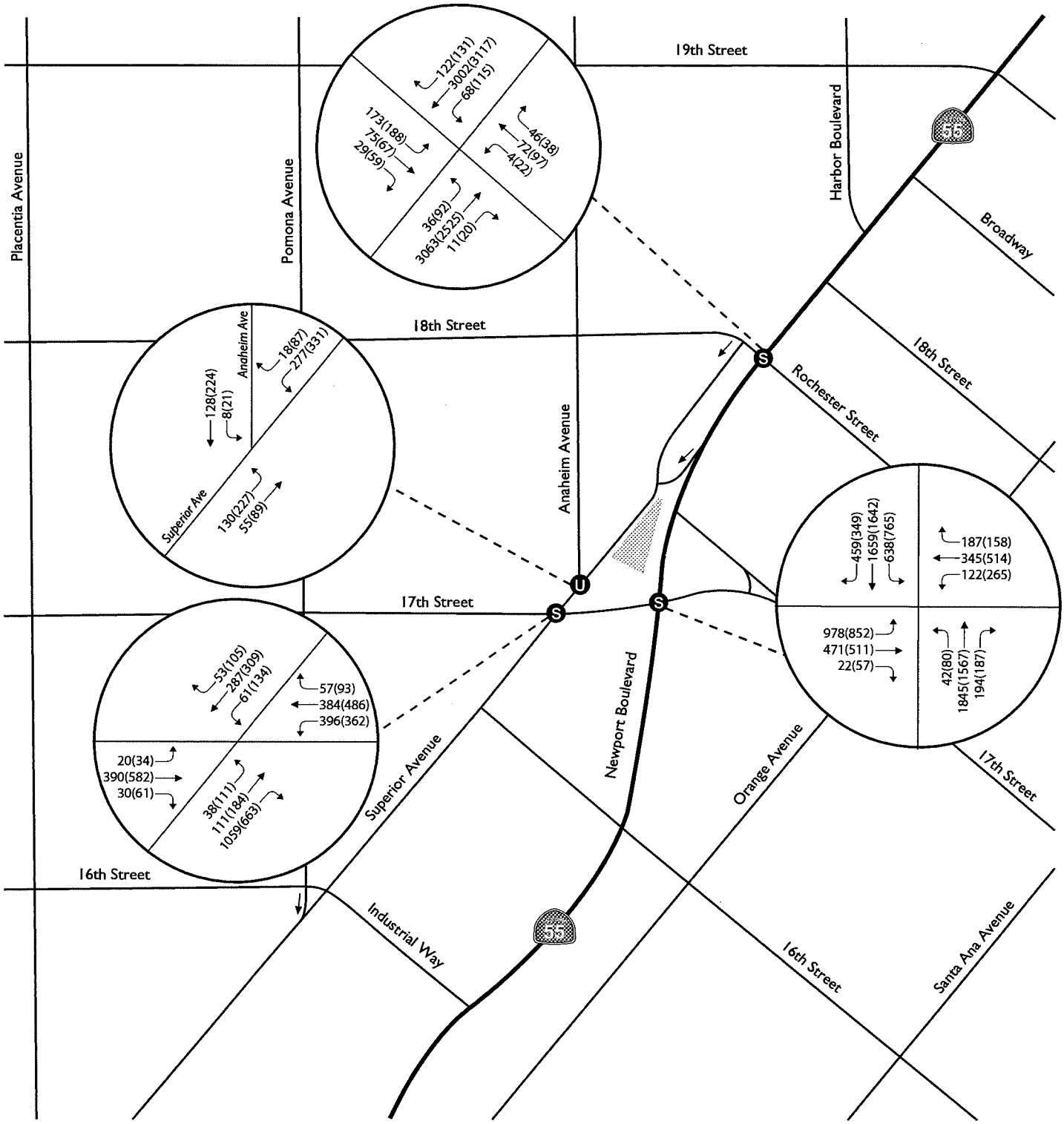
Figure 9 illustrates the AM and PM peak hour traffic volumes used for this analysis. Table 6 shows the results of the Near Term "With Project" traffic analysis. In the Near Term With Project scenario, all intersections in the AM and PM peak hours are forecast to operate at acceptable levels of service.

Table 6 – Near Term With Project Peak Hour Intersection Conditions

Signalized Intersections (ICU)	AM Peak Hour	PM Peak Hour
	ICU/LOS	ICU/LOS
Superior Avenue at 17th Street	0.782 / C	0.776 / C
Newport Boulevard at 18th Street	0.776 / C	0.850 / D
Newport Boulevard at 17th Street	0.838 / D	0.798 / C
Signalized Intersections (HCM)	**AM Peak Hour**	**PM Peak Hour**
	Delay / LOS	**Delay / LOS**
Superior Avenue at Anaheim Avenue	13.5 / B	28.0 / D

Note: ICU = Intersection Capacity Utilization; LOS = Level of Service; Worst Case Delay is in seconds per vehicle

The level of service worksheets for Near Term With Project scenarios are provided in Appendix F.



LEGEND

- Project Site
- One-Way Street
- (S) Signalized Intersection
- (U) Un-Signalized Intersection
- XX(XX) AM(PM) Peak Hour Traffic Volume

N

Not to Scale

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City of Costa Mesa — Figure 9

Proposed Walgreens Store TIS — Near Term With Project AM/PM Peak Hour Traffic Volumes

8. Determination of Significant Impact

To analyze future conditions it is necessary to analyze the traffic impacts related to development of the project. The traffic impacts for the proposed project are determined by comparing the traffic conditions in the near term without the project to near term conditions with the proposed project, with special consideration at locations where level of service is not forecast to be adequate.

It is also necessary to indicate whether any predicted traffic impacts are significant. Traffic impacts are identified as significant if the proposed project results in a significant change in traffic conditions on a roadway or intersection. The significant impact criteria provided below are based on the City of Costa Mesa's traffic study guidelines. The threshold to determine significant traffic impacts for signalized intersections is as follows:

- A significant project impact occurs when the ICU value increases by greater than .01 and achieves an unacceptable level of service ("LOS E" or "LOS F").

An unsignalized intersection impact is considered to be significant if the intersection is at LOS E or F, a traffic signal is warranted, and the project contributes added trips at that location. Future added traffic is defined as the increment of traffic added by the project plus other cumulative projects identified in and around the City plus ambient traffic increment of growth that is anticipated to occur by Year 2012.

Tables 7 and 8 show the comparison of With and Without Project conditions in order to determine the project impact. As indicated, the proposed project will not generate significant impacts to the study intersections.

Table 7 – Determination of Traffic Impacts, AM Peak Hour

Intersections (ICU)	Existing AM Peak Hour				Near Term AM Peak Hour			
	Without Project	With Project	Increase	Impact	Without Project	With Project	Increase	Impact
	ICU/LOS	ICU/LOS	ICU		ICU/LOS	ICU/LOS	ICU	
Superior Ave at 17th Street	0.760 / C	0.767 / C	0.007	No	0.775 / C	0.782 / C	0.007	No
Newport Blvd at 18th Street	0.759 / C	0.761 / C	0.002	No	0.775 / C	0.776 / C	0.001	No
Newport Blvd at 17th Street	0.821 / D	0.822 / D	0.001	No	0.837 / D	0.838 / D	0.001	No
Intersection (HCM)	**Delay/LOS**	**Delay/LOS**	**Increase**	**Impact**	**Delay/LOS**	**Delay/LOS**	**Increase**	**Impact**
Superior Ave at Anaheim Ave	12.7 / B	13.3 / B	0.6	No	12.9 / B	13.5 / B	0.6	No

Note: ICU = Intersection Capacity Utilization. LOS = Level of Service. Delay (Worst Case) is in seconds per vehicle.

Table 8 – Determination of Traffic Impacts, PM Peak Hour

Intersections (ICU)	Existing PM Peak Hour				Near Term PM Peak Hour			
	Without Project	With Project	Increase	Impact	Without Project	With Project	Increase	Impact
	ICU/LOS	ICU/LOS	ICU		ICU/LOS	ICU/LOS	ICU	
Superior Ave at 17th Street	0.739 / C	0.761 / C	0.022	No	0.754 / C	0.776 / C	0.022	No
Newport Blvd at 18th Street	0.830 / D	0.833 / D	0.003	No	0.847 / D	0.850 / D	0.003	No
Newport Blvd at 17th Street	0.778 / C	0.782 / C	0.004	No	0.793 / C	0.798 / C	0.005	No
Intersection (HCM)	**Delay/LOS**	**Delay/LOS**	**Increase**	**Impact**	**Delay/LOS**	**Delay/LOS**	**Increase**	**Impact**
Superior Ave at Anaheim Ave	19.6 / C	26.4 / D	6.8	No	20.5 / C	28.0 / D	7.5	No

Note: ICU = Intersection Capacity Utilization. LOS = Level of Service. Delay (Worst Case) is in seconds per vehicle.

9. Conclusions

The proposed project consists of a constructing a new Walgreens 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 proposed project would be located at 1726 Superior Avenue, at the northwest corner of Newport Boulevard (SR-55) and 17th Street in the City of Costa Mesa. There are currently two existing access points along Superior Avenue for the project site. The proposed project will use one of these existing access points 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.

This study analyzed three signalized intersections and one unsignalized intersection in the project vicinity during the Existing and Near Term scenarios. In all scenarios analyzed, the study found that the proposed project would have no significant impact at any intersection according to the significant impact criteria set forth by the City of Costa Mesa.

KOA Corporation recommends that the City of Costa Mesa find that this project would have no adverse traffic impacts on the surrounding street system.

APPENDIX A
Analysis Methodologies

ANALYSIS METHODOLOGY
FOR SIGNALIZED INTERSECTIONS

Traffic conditions in Southern California are often evaluated during peak hours at intersections using methodology known as the Intersection Capacity Utilization (ICU) technique. This is the preferred analysis method for the City of Costa Mesa. This analysis allows for capacity and level of service determination for signalized intersections by measuring the amount of traffic signal "green" time required for the intersection. The ICU technique incorporates the effects of geometry and traffic signal operation, calculates the intersection volume to capacity ratio, and results in a level of service determination for the intersection as a whole operating unit.

As part of the ICU technique, a set of guidelines on volume to capacity ratio and corresponding Level of Service are used to determine the level of service grade the intersection will receive.

Level of service is a report card scale ranging from A to F that describes the varying conditions on a roadway during a specific time interval of study. Table 1 gives brief definitions of level of service grades and corresponding operational condition.

Table A-1 – Level of Service Descriptions

Level of Service	*Traffic Description*
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

The City of Costa Mesa General Plan strives to maintain for Level of Service D or better during the peak hour and Level of Service C or better during non-peak hours. Most arriving traffic will clear the intersection on the first allowable green cycle under this Level of Service D. Mitigation measures should be considered when traffic conditions are forecasted to decline to poorer levels of service and those conditions are aggravated by a potential project. Table A-2 shows the relationship between level of service and volume to capacity ratio for signalized intersections.

Table A-2 – Levels of Service for Signalized Intersections

Level of Service	*Volume to Capacity Ratio*
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	1.01 and up

Table A-3 shows the HCM criteria for unsignalized intersections. Values are in stopped delay seconds per vehicles.

Table A-3 – Levels of Service for Unsignalized Intersections

Level of Service	*HCM Delay*
	Unsignalized Intersections
A	0 – 10
B	10.1 – 15
C	15.1 – 25
D	25.1 – 35
E	35.1 – 50
F	50.1 or more

APPENDIX B
Existing Traffic Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Costa Mesa
N/S: Anaheim Avenue / Superior Avenue
E/W: Superior Avenue
Weather: Sunny

File Name : CSMSUANAM
Site Code : 00000125
Start Date : 10/25/2011
Page No : 1

Groups Printed- Total Volume

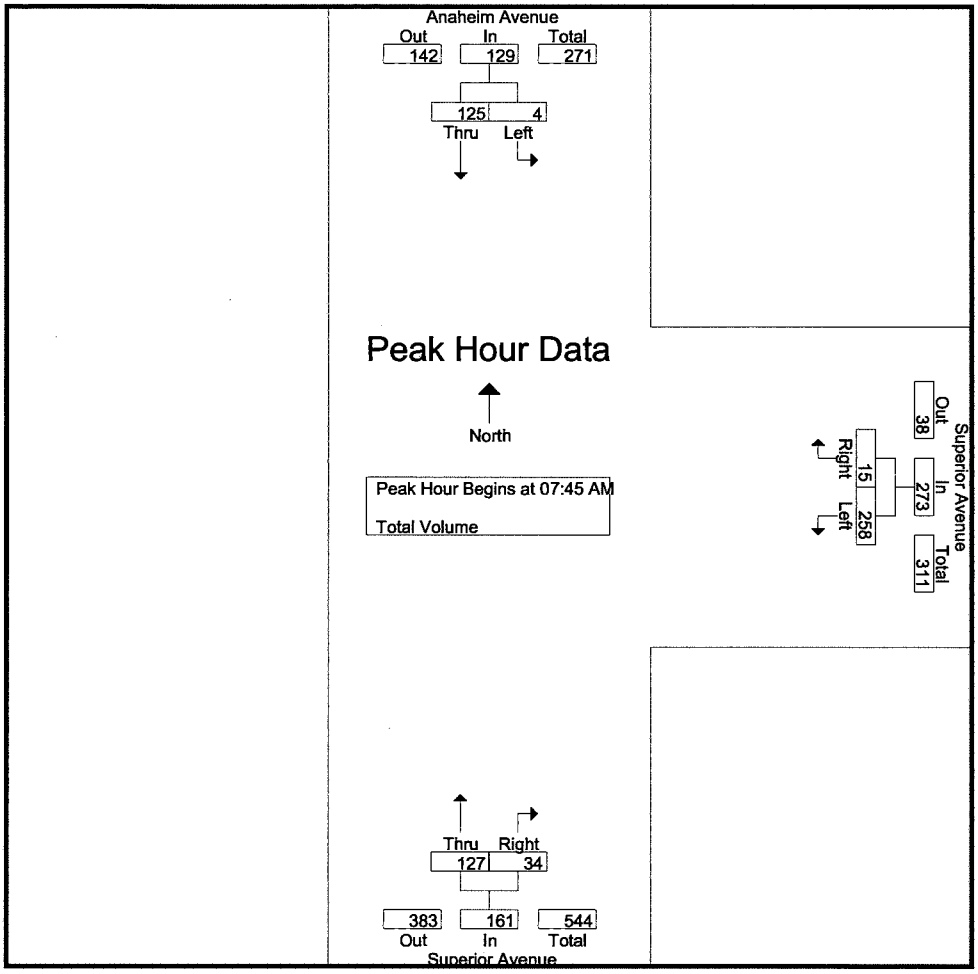
	Anaheim Avenue Southbound			Superior Avenue Westbound			Superior Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	26	26	22	1	23	12	3	15	64
07:15 AM	4	30	34	40	4	44	19	2	21	99
07:30 AM	2	40	42	43	4	47	23	3	26	115
07:45 AM	0	32	32	68	3	71	32	7	39	142
Total	6	128	134	173	12	185	86	15	101	420
08:00 AM	1	29	30	60	6	66	33	7	40	136
08:15 AM	2	24	26	70	2	72	31	14	45	143
08:30 AM	1	40	41	60	4	64	31	6	37	142
08:45 AM	3	23	26	68	6	74	32	7	39	139
Total	7	116	123	258	18	276	127	34	161	560
Grand Total	13	244	257	431	30	461	213	49	262	980
Apprch %	5.1	94.9		93.5	6.5		81.3	18.7		
Total %	1.3	24.9	26.2	44	3.1	47	21.7	5	26.7	

	Anaheim Avenue Southbound			Superior Avenue Westbound			Superior Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	32	32	68	3	71	32	7	39	142
08:00 AM	1	29	30	60	**6**	66	**33**	7	40	136
08:15 AM	**2**	24	26	**70**	2	**72**	31	**14**	**45**	**143**
08:30 AM	1	**40**	**41**	60	4	64	31	6	37	142
Total Volume	4	125	129	258	15	273	127	34	161	563
% App. Total	3.1	96.9		94.5	5.5		78.9	21.1		
PHF	.500	.781	.787	.921	.625	.948	.962	.607	.894	.984

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Costa Mesa
N/S: Anaheim Avenue / Superior Avenue
E/W: Superior Avenue
Weather: Sunny

File Name : CSMSUANAM
Site Code : 00000125
Start Date : 10/25/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:45 AM		
+0 mins.	**4**	30	34	60	**6**	66	32	7	39
+15 mins.	2	**40**	**42**	**70**	2	72	**33**	7	40
+30 mins.	0	32	32	60	4	64	31	**14**	**45**
+45 mins.	1	29	30	68	6	**74**	31	6	37
Total Volume	7	131	138	258	18	276	127	34	161
% App. Total	5.1	94.9		93.5	6.5		78.9	21.1	
PHF	.438	.819	.821	.921	.750	.932	.962	.607	.894

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Costa Mesa
N/S: Anaheim Avenue / Superior Avenue
E/W: Superior Avenue
Weather: Sunny

File Name : CSMSUANPM
Site Code : 00000125
Start Date : 10/25/2011
Page No : 1

Groups Printed- Total Volume

	Anaheim Aveue Southbound			Superior Avenue Westbound			Superior Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	45	48	62	24	86	44	11	55	189
04:15 PM	1	55	56	62	17	79	58	12	70	205
04:30 PM	6	50	56	61	28	89	43	12	55	200
04:45 PM	4	55	59	77	15	92	57	8	65	216
Total	14	205	219	262	84	346	202	43	245	810
05:00 PM	2	60	62	79	17	96	65	10	75	233
05:15 PM	3	58	61	82	7	89	32	7	39	189
05:30 PM	4	55	59	69	12	81	44	4	48	188
05:45 PM	2	59	61	82	16	98	39	17	56	215
Total	11	232	243	312	52	364	180	38	218	825
Grand Total	25	437	462	574	136	710	382	81	463	1635
Apprch %	5.4	94.6		80.8	19.2		82.5	17.5		
Total %	1.5	26.7	28.3	35.1	8.3	43.4	23.4	5	28.3	

	Anaheim Aveue Southbound			Superior Avenue Westbound			Superior Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	1	55	56	62	17	79	58	**12**	70	205
04:30 PM	**6**	50	56	61	**28**	89	43	12	55	200
04:45 PM	4	55	59	77	15	92	57	8	65	216
05:00 PM	2	**60**	**62**	**79**	17	**96**	**65**	10	**75**	**233**
Total Volume	13	220	233	279	77	356	223	42	265	854
% App. Total	5.6	94.4		78.4	21.6		84.2	15.8		
PHF	.542	.917	.940	.883	.688	.927	.858	.875	.883	.916

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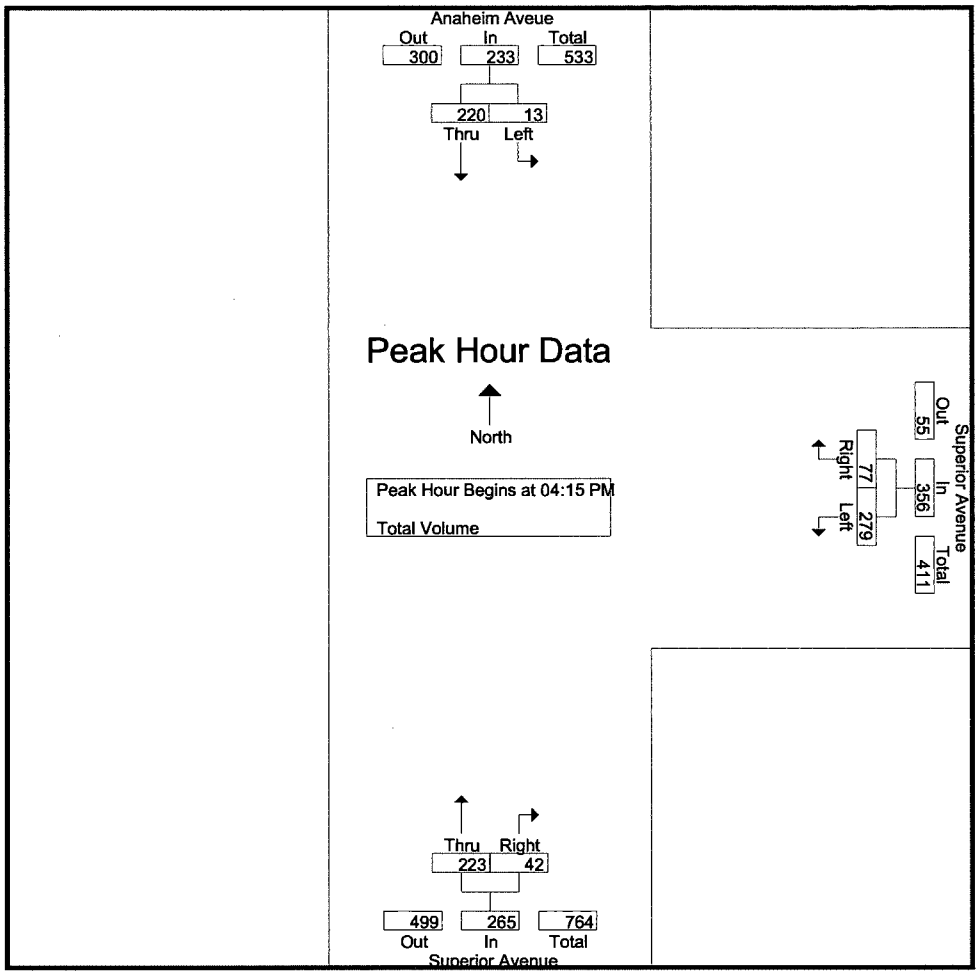
City of Costa Mesa
N/S: Anaheim Avenue / Superior Avenue
E/W: Superior Avenue
Weather: Sunny

File Name : CSMSUANPM
Site Code : 00000125
Start Date : 10/25/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:30 PM			04:15 PM		
+0 mins.	2	**60**	**62**	61	**28**	89	58	**12**	70
+15 mins.	3	58	61	77	15	92	43	12	55
+30 mins.	**4**	55	59	79	17	**96**	57	8	65
+45 mins.	2	59	61	**82**	7	89	**65**	10	**75**
Total Volume	11	232	243	299	67	366	223	42	265
% App. Total	4.5	95.5		81.7	18.3		84.2	15.8	
PHF	.688	.967	.980	.912	.598	.953	.858	.875	.883

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City of Costa Mesa
N/S: Superior Avenue
E/W: 17th Street
Weather: Sunny

File Name : CSMSU17AM
Site Code : 00000028
Start Date : 10/25/2011
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Groups Printed- Total Volume

	Superior Avenue Southbound				17th Street Westbound				Superior Avenue Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	35	5	51	69	63	8	140	4	8	127	139	0	55	2	57	387
07:15 AM	23	41	6	70	93	66	6	165	7	17	159	183	0	59	10	69	487
07:30 AM	18	57	9	84	103	77	11	191	5	15	203	223	1	112	5	118	616
07:45 AM	14	63	15	92	102	101	10	213	9	26	241	276	4	126	6	136	717
Total	66	196	35	297	367	307	35	709	25	66	730	821	5	352	23	380	2207
08:00 AM	8	71	12	91	100	109	13	222	10	25	268	303	3	85	4	92	708
08:15 AM	10	74	10	94	100	82	12	194	10	27	271	308	8	87	11	106	702
08:30 AM	18	71	12	101	86	84	7	177	8	29	258	295	1	84	8	93	666
08:45 AM	12	65	8	85	90	92	5	187	10	29	246	285	6	92	11	109	666
Total	48	281	42	371	376	367	37	780	38	110	1043	1191	18	348	34	400	2742
Grand Total	114	477	77	668	743	674	72	1489	63	176	1773	2012	23	700	57	780	4949
Apprch %	17.1	71.4	11.5		49.9	45.3	4.8		3.1	8.7	88.1		2.9	89.7	7.3		
Total %	2.3	9.6	1.6	13.5	15	13.6	1.5	30.1	1.3	3.6	35.8	40.7	0.5	14.1	1.2	15.8	

	Superior Avenue Southbound				17th Street Westbound				Superior Avenue Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	63	**15**	92	**102**	101	10	213	9	26	241	276	4	**126**	6	**136**	**717**
08:00 AM	8	71	12	91	100	**109**	**13**	**222**	**10**	25	268	303	3	85	4	92	708
08:15 AM	10	**74**	10	94	100	82	12	194	10	27	**271**	**308**	**8**	87	**11**	106	702
08:30 AM	**18**	71	12	**101**	86	84	7	177	8	**29**	258	295	1	84	8	93	666
Total Volume	50	279	49	378	388	376	42	806	37	107	1038	1182	16	382	29	427	2793
% App. Total	13.2	73.8	13		48.1	46.7	5.2		3.1	9.1	87.8		3.7	89.5	6.8		
PHF	.694	.943	.817	.936	.951	.862	.808	.908	.925	.922	.958	.959	.500	.758	.659	.785	.974

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City of Costa Mesa
N/S: Superior Avenue
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File Name : CSMSU17AM
Site Code : 00000028
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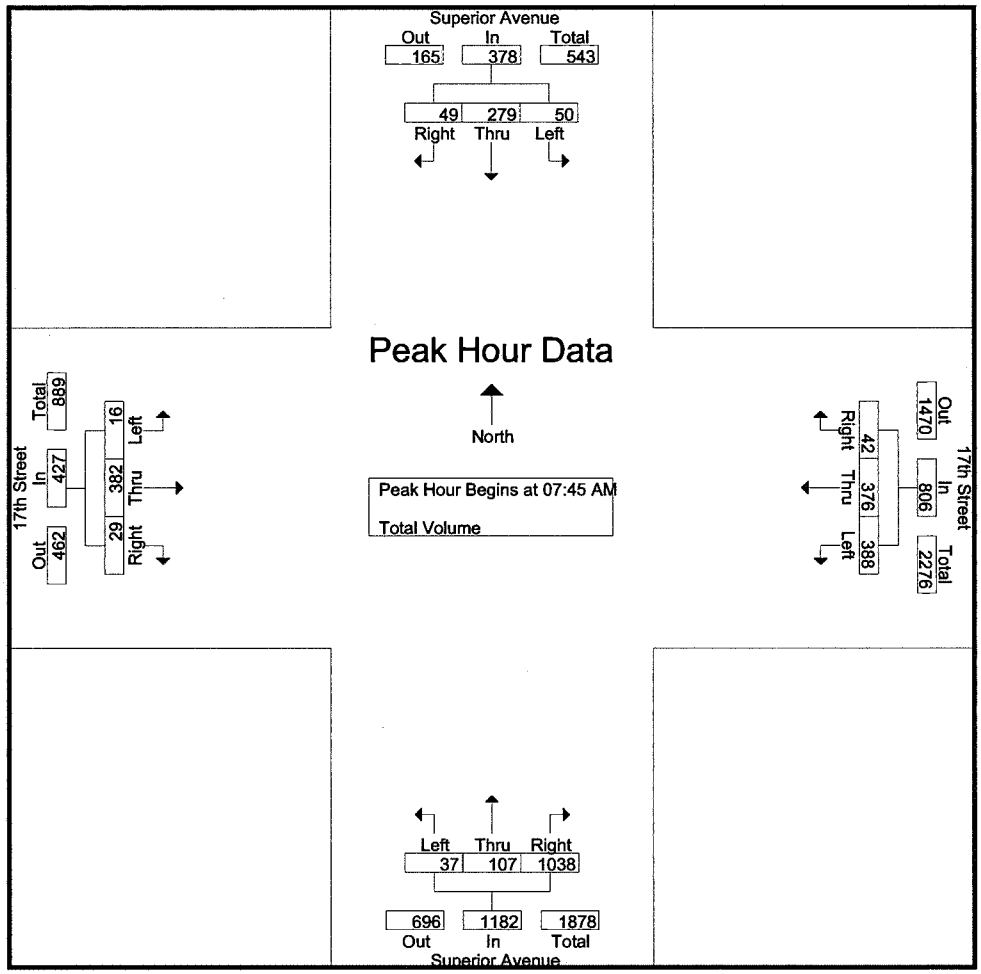

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	14	63	**15**	92	**103**	77	11	191	**10**	25	268	303	1	112	5	118
+15 mins.	8	71	12	91	102	101	10	213	10	27	**271**	**308**	4	**126**	6	**136**
+30 mins.	10	**74**	10	94	100	**109**	**13**	**222**	8	**29**	258	295	3	85	4	92
+45 mins.	**18**	71	12	**101**	100	82	12	194	10	29	246	285	**8**	87	**11**	106
Total Volume	50	279	49	378	405	369	46	820	38	110	1043	1191	16	410	26	452
% App. Total	13.2	73.8	13		49.4	45	5.6		3.2	9.2	87.6		3.5	90.7	5.8	
PHF	.694	.943	.817	.936	.983	.846	.885	.923	.950	.948	.962	.967	.500	.813	.591	.831

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City of Costa Mesa
N/S: Superior Avenue
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File Name : CSMSU17PM
Site Code : 00000028
Start Date : 10/25/2011
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Groups Printed- Total Volume

	Superior Avenue Southbound				17th Street Westbound				Superior Avenue Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	27	57	24	108	85	122	13	220	27	34	153	214	10	128	14	152	694
04:15 PM	25	69	20	114	91	129	16	236	31	49	164	244	5	133	16	154	748
04:30 PM	25	64	25	114	99	126	17	242	29	34	175	238	3	157	15	175	769
04:45 PM	27	82	20	129	77	112	13	202	26	46	147	219	5	141	11	157	707
Total	104	272	89	465	352	489	59	900	113	163	639	915	23	559	56	638	2918
05:00 PM	23	83	30	136	88	109	14	211	23	46	164	233	12	140	18	170	750
05:15 PM	36	73	31	140	110	114	14	238	19	19	162	200	6	125	18	149	727
05:30 PM	31	72	20	123	100	118	11	229	28	34	135	197	3	138	19	160	709
05:45 PM	26	85	26	137	86	103	15	204	26	38	117	181	9	124	27	160	682
Total	116	313	107	536	384	444	54	882	96	137	578	811	30	527	82	639	2868
Grand Total	220	585	196	1001	736	933	113	1782	209	300	1217	1726	53	1086	138	1277	5786
Apprch %	22	58.4	19.6		41.3	52.4	6.3		12.1	17.4	70.5		4.2	85	10.8		
Total %	3.8	10.1	3.4	17.3	12.7	16.1	2	30.8	3.6	5.2	21	29.8	0.9	18.8	2.4	22.1	

	Superior Avenue Southbound				17th Street Westbound				Superior Avenue Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	25	69	20	114	91	**129**	16	236	**31**	**49**	164	**244**	5	133	16	154	748
04:30 PM	25	64	25	114	**99**	126	**17**	**242**	29	34	**175**	238	3	**157**	15	**175**	**769**
04:45 PM	**27**	82	20	129	77	112	13	202	26	46	147	219	5	141	11	157	707
05:00 PM	23	**83**	**30**	**136**	88	109	14	211	23	46	164	233	**12**	140	**18**	170	750
Total Volume	100	298	95	493	355	476	60	891	109	175	650	934	25	571	60	656	2974
% App. Total	20.3	60.4	19.3		39.8	53.4	6.7		11.7	18.7	69.6		3.8	87	9.1		
PHF	.926	.898	.792	.906	.896	.922	.882	.920	.879	.893	.929	.957	.521	.909	.833	.937	.967

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Site Code : 00000028
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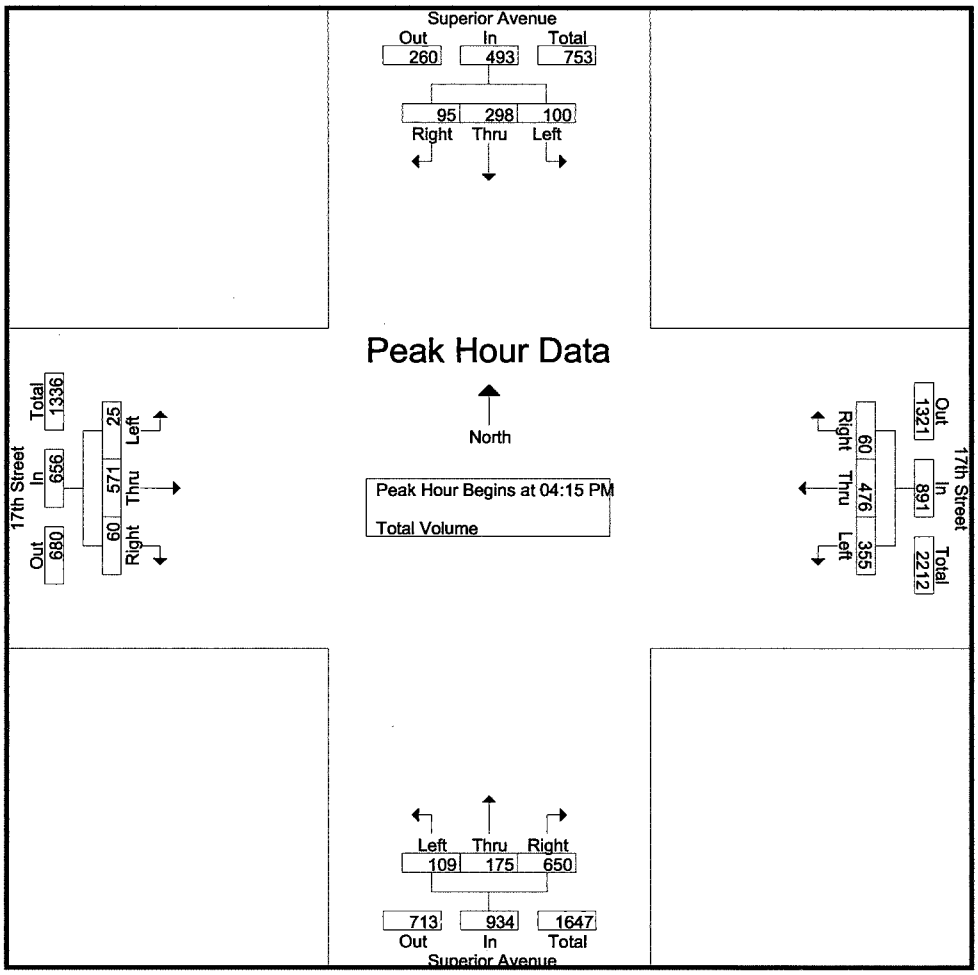

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	23	83	30	136	85	122	13	220	**31**	**49**	164	**244**	5	133	16	154
+15 mins.	**36**	73	**31**	**140**	91	**129**	16	236	29	34	**175**	238	3	**157**	15	**175**
+30 mins.	31	72	20	123	**99**	126	**17**	**242**	26	46	147	219	5	141	11	157
+45 mins.	26	**85**	26	137	77	112	13	202	23	46	164	233	**12**	140	**18**	170
Total Volume	116	313	107	536	352	489	59	900	109	175	650	934	25	571	60	656
% App. Total	21.6	58.4	20		39.1	54.3	6.6		11.7	18.7	69.6		3.8	87	9.1	
PHF	.806	.921	.863	.957	.889	.948	.868	.930	.879	.893	.929	.957	.521	.909	.833	.937

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City of Costa Mesa
N/S: Newport Boulevard
E/W: 18th Street / Rochester Street
Weather:Sunny

File Name : CSMNE18AM
Site Code : 00000063
Start Date : 10/25/2011
Page No : 1

Groups Printed- Total Volume

	Newport Boulevard Southbound				Rochester Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	505	28	540	0	9	12	21	11	491	0	502	23	5	6	34	1097
07:15 AM	13	560	20	593	1	3	3	7	5	646	0	651	45	12	9	66	1317
07:30 AM	14	682	26	722	1	13	11	25	8	770	0	778	43	25	11	79	1604
07:45 AM	23	760	38	821	0	20	14	34	11	767	1	779	46	16	7	69	1703
Total	57	2507	112	2676	2	45	40	87	35	2674	1	2710	157	58	33	248	5721
08:00 AM	13	744	29	786	0	26	10	36	8	761	3	772	42	18	7	67	1661
08:15 AM	17	751	27	795	1	12	10	23	8	701	5	714	39	15	3	57	1589
08:30 AM	24	705	31	760	5	17	11	33	13	689	5	707	38	12	9	59	1559
08:45 AM	25	778	39	842	2	7	9	18	13	639	3	655	38	13	10	61	1576
Total	79	2978	126	3183	8	62	40	110	42	2790	16	2848	157	58	29	244	6385
Grand Total	136	5485	238	5859	10	107	80	197	77	5464	17	5558	314	116	62	492	12106
Apprch %	2.3	93.6	4.1		5.1	54.3	40.6		1.4	98.3	0.3		63.8	23.6	12.6		
Total %	1.1	45.3	2	48.4	0.1	0.9	0.7	1.6	0.6	45.1	0.1	45.9	2.6	1	0.5	4.1	

	Newport Boulevard Southbound				Rochester Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	14	682	26	722	**1**	13	11	25	8	**770**	0	778	43	**25**	**11**	**79**	1604
07:45 AM	**23**	**760**	**38**	**821**	0	20	**14**	34	**11**	767	1	**779**	**46**	16	7	69	**1703**
08:00 AM	13	744	29	786	0	**26**	10	**36**	8	761	3	772	42	18	7	67	1661
08:15 AM	17	751	27	795	1	12	10	23	8	701	**5**	714	39	15	3	57	1589
Total Volume	67	2937	120	3124	2	71	45	118	35	2999	9	3043	170	74	28	272	6557
% App. Total	2.1	94	3.8		1.7	60.2	38.1		1.2	98.6	0.3		62.5	27.2	10.3		
PHF	.728	.966	.789	.951	.500	.683	.804	.819	.795	.974	.450	.977	.924	.740	.636	.861	.963

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City of Costa Mesa
N/S: Newport Boulevard
E/W: 18th Street / Rochester Street
Weather:Sunny

File Name : CSMNE18AM
Site Code : 00000063
Start Date : 10/25/2011
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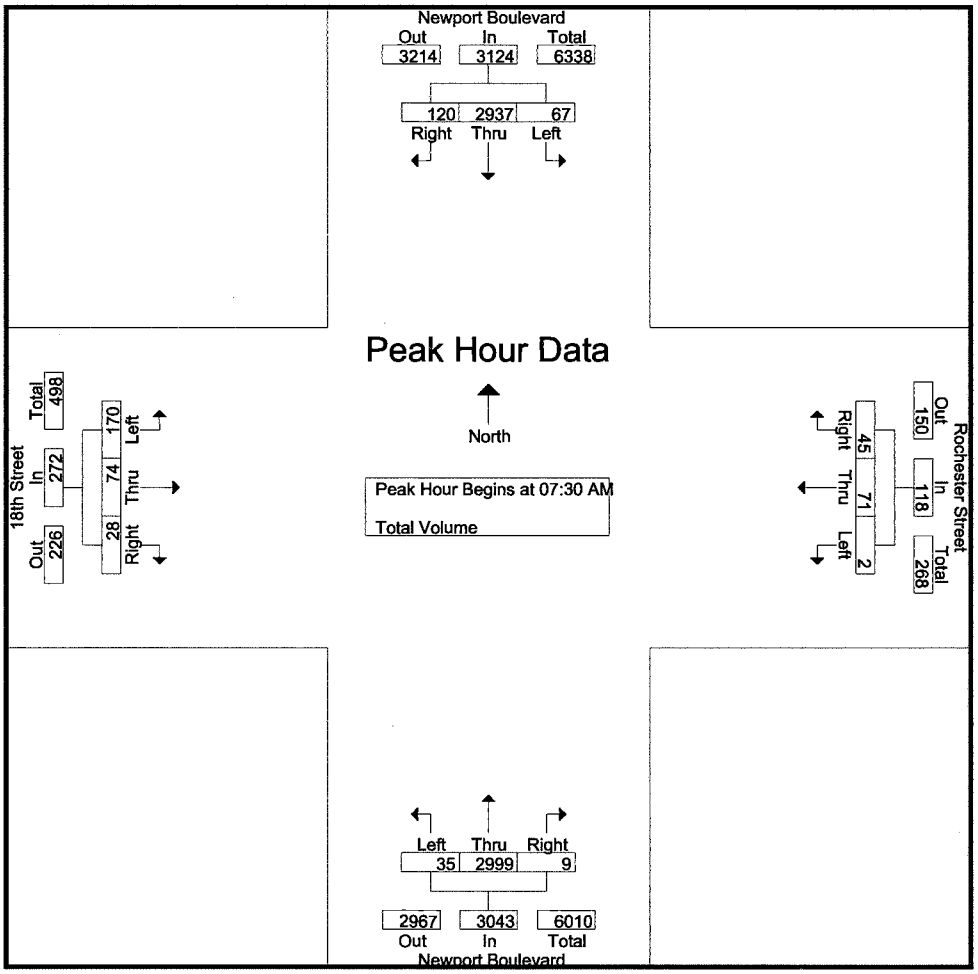

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:30 AM				07:15 AM			
+0 mins.	13	744	29	786	0	20	**14**	34	8	**770**	0	778	45	12	9	66
+15 mins.	17	751	27	795	0	**26**	10	**36**	**11**	767	1	**779**	43	**25**	**11**	**79**
+30 mins.	24	705	31	760	1	12	10	23	8	761	3	772	**46**	16	7	69
+45 mins.	**25**	**778**	**39**	**842**	**5**	17	11	33	8	701	**5**	714	42	18	7	67
Total Volume	79	2978	126	3183	6	75	45	126	35	2999	9	3043	176	71	34	281
% App. Total	2.5	93.6	4		4.8	59.5	35.7		1.2	98.6	0.3		62.6	25.3	12.1	
PHF	.790	.957	.808	.945	.300	.721	.804	.875	.795	.974	.450	.977	.957	.710	.773	.889

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City of Costa Mesa
N/S: Newport Boulevard
E/W: 18th Street / Rochester Street
Weather:Sunny

File Name : CSMNE18PM
Site Code : 00000063
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Groups Printed- Total Volume

	Newport Boulevard Southbound				Rochester Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	709	39	782	5	19	9	33	20	625	4	649	64	20	15	99	1563
04:15 PM	23	720	32	775	4	23	12	39	22	612	3	637	43	18	7	68	1519
04:30 PM	27	739	26	792	10	23	8	41	22	638	4	664	65	12	15	92	1589
04:45 PM	34	682	43	759	5	35	13	53	33	586	2	621	31	17	15	63	1496
Total	118	2850	140	3108	24	100	42	166	97	2461	13	2571	203	67	52	322	6167
05:00 PM	27	778	27	832	4	33	8	45	19	559	4	582	34	13	19	66	1525
05:15 PM	24	760	39	823	5	28	12	45	21	709	2	732	56	12	15	83	1683
05:30 PM	34	772	34	840	4	16	4	24	28	613	4	645	44	17	11	72	1581
05:45 PM	28	732	28	788	4	18	13	35	22	581	5	608	50	24	13	87	1518
Total	113	3042	128	3283	17	95	37	149	90	2462	15	2567	184	66	58	308	6307
Grand Total	231	5892	268	6391	41	195	79	315	187	4923	28	5138	387	133	110	630	12474
Apprch %	3.6	92.2	4.2		13	61.9	25.1		3.6	95.8	0.5		61.4	21.1	17.5		
Total %	1.9	47.2	2.1	51.2	0.3	1.6	0.6	2.5	1.5	39.5	0.2	41.2	3.1	1.1	0.9	5.1	

	Newport Boulevard Southbound				Rochester Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	27	**778**	27	832	4	**33**	8	**45**	19	559	4	582	34	13	**19**	66	1525
05:15 PM	24	760	**39**	823	**5**	28	12	45	21	**709**	2	**732**	**56**	12	15	83	**1683**
05:30 PM	**34**	772	34	**840**	4	16	4	24	**28**	613	4	645	44	17	11	72	1581
05:45 PM	28	732	28	788	4	18	**13**	35	22	581	**5**	608	50	**24**	13	**87**	1518
Total Volume	113	3042	128	3283	17	95	37	149	90	2462	15	2567	184	66	58	308	6307
% App. Total	3.4	92.7	3.9		11.4	63.8	24.8		3.5	95.9	0.6		59.7	21.4	18.8		
PHF	.831	.978	.821	.977	.850	.720	.712	.828	.804	.868	.750	.877	.821	.688	.763	.885	.937

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City of Costa Mesa
N/S: Newport Boulevard
E/W: 18th Street / Rochester Street
Weather:Sunny

File Name : CSMNE18PM
Site Code : 00000063
Start Date : 10/25/2011
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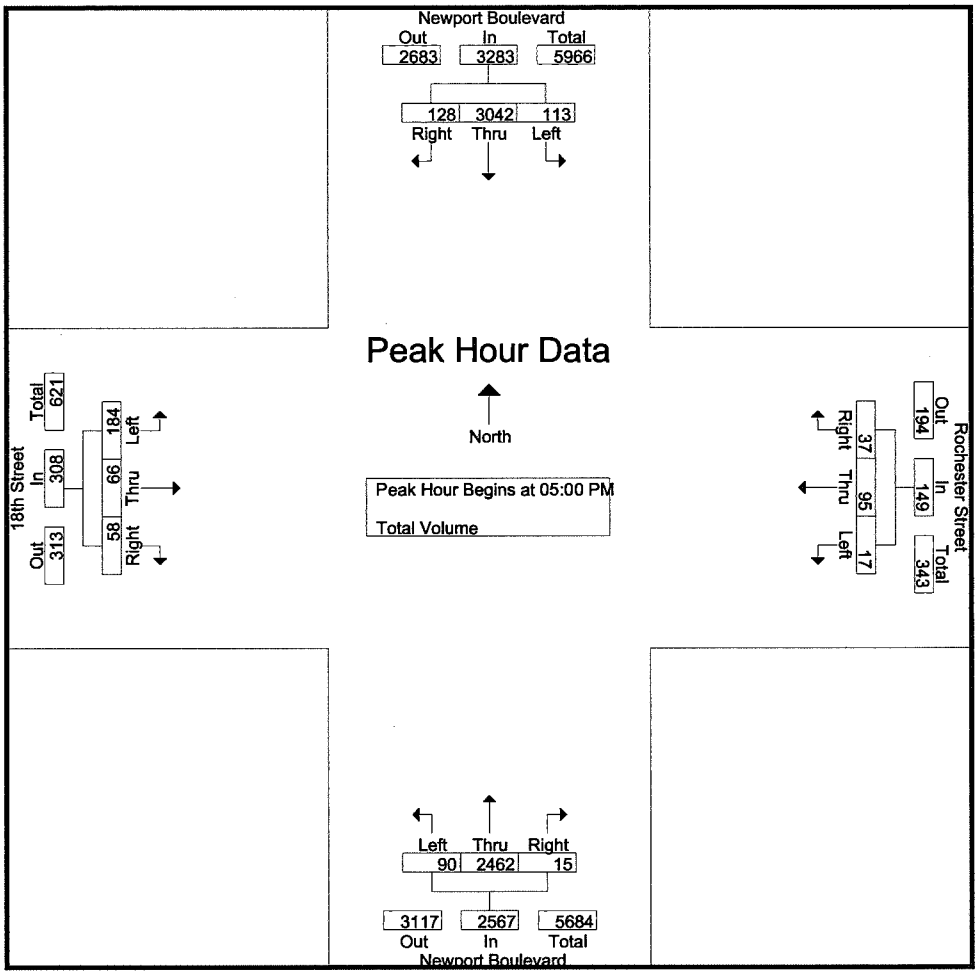

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	27	**778**	27	832	**10**	23	8	41	22	638	**4**	664	64	**20**	**15**	**99**
+15 mins.	24	760	**39**	823	5	**35**	**13**	**53**	**33**	586	2	621	43	18	7	68
+30 mins.	**34**	772	34	**840**	4	33	8	45	19	559	4	582	**65**	12	15	92
+45 mins.	28	732	28	788	5	28	12	45	21	**709**	2	**732**	31	17	15	63
Total Volume	113	3042	128	3283	24	119	41	184	95	2492	12	2599	203	67	52	322
% App. Total	3.4	92.7	3.9		13	64.7	22.3		3.7	95.9	0.5		63	20.8	16.1	
PHF	.831	.978	.821	.977	.600	.850	.788	.868	.720	.879	.750	.888	.781	.838	.867	.813

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Costa Mesa
N/S: Newport Boulevard
E/W: 17th Street
Weather: Sunny

File Name : CSMNE17AM
Site Code : 00000066
Start Date : 10/25/2011
Page No : 1

Groups Printed- Total Volume

	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	112	275	84	471	21	48	21	90	6	307	12	325	134	60	3	197	1083
07:15 AM	124	302	103	529	23	53	44	120	3	393	10	406	163	67	1	231	1286
07:30 AM	128	369	116	613	19	68	57	144	8	498	35	541	220	112	2	334	1632
07:45 AM	152	408	111	671	32	92	59	183	5	514	45	564	234	142	4	380	1798
Total	516	1354	414	2284	95	261	181	537	22	1712	102	1836	751	381	10	1142	5799
08:00 AM	154	410	122	686	23	91	55	169	14	441	50	505	254	104	3	361	1721
08:15 AM	154	419	105	678	27	86	24	137	10	419	49	478	237	94	6	337	1630
08:30 AM	165	389	104	658	38	68	45	151	7	435	46	488	228	121	6	355	1652
08:45 AM	171	439	97	707	42	77	43	162	15	428	58	501	246	113	2	361	1731
Total	644	1657	428	2729	130	322	167	619	46	1723	203	1972	965	432	17	1414	6734
Grand Total	1160	3011	842	5013	225	583	348	1156	68	3435	305	3808	1716	813	27	2556	12533
Apprch %	23.1	60.1	16.8		19.5	50.4	30.1		1.8	90.2	8		67.1	31.8	1.1		
Total %	9.3	24	6.7	40	1.8	4.7	2.8	9.2	0.5	27.4	2.4	30.4	13.7	6.5	0.2	20.4	

	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	152	408	111	671	32	**92**	**59**	**183**	5	**514**	45	**564**	234	**142**	4	**380**	**1798**
08:00 AM	154	410	**122**	**686**	23	91	55	169	**14**	441	**50**	505	**254**	104	3	361	1721
08:15 AM	154	**419**	105	678	27	86	24	137	10	419	49	478	237	94	**6**	337	1630
08:30 AM	**165**	389	104	658	**38**	68	45	151	7	435	46	488	228	121	6	355	1652
Total Volume	625	1626	442	2693	120	337	183	640	36	1809	190	2035	953	461	19	1433	6801
% App. Total	23.2	60.4	16.4		18.8	52.7	28.6		1.8	88.9	9.3		66.5	32.2	1.3		
PHF	.947	.970	.906	.981	.789	.916	.775	.874	.643	.880	.950	.902	.938	.812	.792	.943	.946

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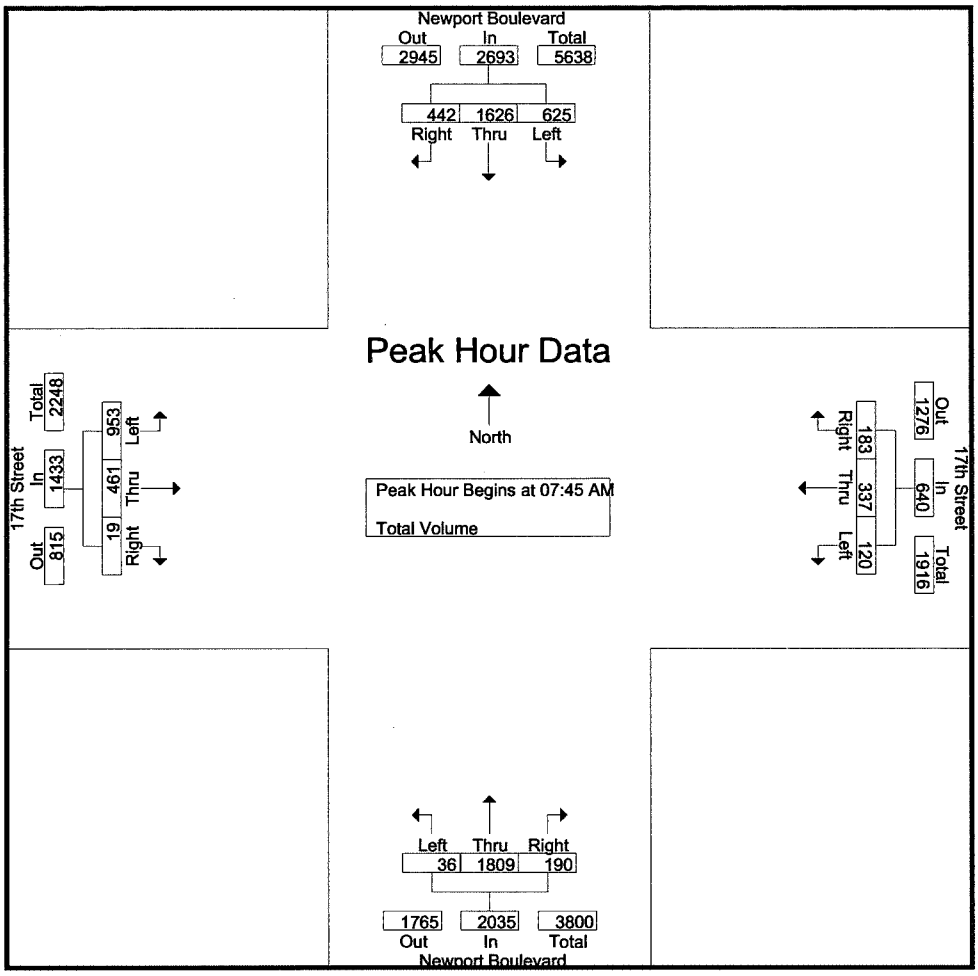
City of Costa Mesa
N/S: Newport Boulevard
E/W: 17th Street
Weather: Sunny

File Name : CSMNE17AM
Site Code : 00000066
Start Date : 10/25/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	154	410	**122**	686	32	**92**	**59**	**183**	8	498	35	541	234	**142**	4	**380**
+15 mins.	154	419	105	678	23	91	55	169	5	**514**	45	**564**	**254**	104	3	361
+30 mins.	165	389	104	658	27	86	24	137	**14**	441	**50**	505	237	94	**6**	337
+45 mins.	**171**	**439**	97	**707**	**38**	68	45	151	10	419	49	478	228	121	6	355
Total Volume	644	1657	428	2729	120	337	183	640	37	1872	179	2088	953	461	19	1433
% App. Total	23.6	60.7	15.7		18.8	52.7	28.6		1.8	89.7	8.6		66.5	32.2	1.3	
PHF	.942	.944	.877	.965	.789	.916	.775	.874	.661	.911	.895	.926	.938	.812	.792	.943

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City of Costa Mesa
N/S: Newport Boulevard
E/W: 17th Street
Weather: Sunny

File Name : CSMNE17PM
Site Code : 00000066
Start Date : 10/25/2011
Page No : 1

Groups Printed- Total Volume

	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	194	408	78	680	43	134	49	226	15	398	39	452	177	118	13	308	1666
04:15 PM	168	386	88	642	59	125	33	217	18	320	43	381	199	124	9	332	1572
04:30 PM	180	428	92	700	60	130	26	216	17	375	46	438	214	149	6	369	1723
04:45 PM	191	369	61	621	54	115	30	199	26	342	53	421	182	125	14	321	1562
Total	733	1591	319	2643	216	504	138	858	76	1435	181	1692	772	516	42	1330	6523
05:00 PM	180	411	77	668	63	123	40	226	13	411	36	460	212	118	12	342	1696
05:15 PM	199	402	94	695	83	133	59	275	12	408	48	468	209	106	13	328	1766
05:30 PM	187	408	85	680	71	132	37	240	13	389	43	445	187	101	12	300	1665
05:45 PM	195	408	78	681	65	114	46	225	17	328	56	401	155	107	7	269	1576
Total	761	1629	334	2724	282	502	182	966	55	1536	183	1774	763	432	44	1239	6703
Grand Total	1494	3220	653	5367	498	1006	320	1824	131	2971	364	3466	1535	948	86	2569	13226
Apprch %	27.8	60	12.2		27.3	55.2	17.5		3.8	85.7	10.5		59.8	36.9	3.3		
Total %	11.3	24.3	4.9	40.6	3.8	7.6	2.4	13.8	1	22.5	2.8	26.2	11.6	7.2	0.7	19.4	

	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	180	**428**	92	**700**	60	130	26	216	17	375	46	438	**214**	**149**	6	**369**	1723
04:45 PM	191	369	61	621	54	115	30	199	**26**	342	**53**	421	182	125	**14**	321	1562
05:00 PM	180	411	77	668	63	123	40	226	13	**411**	36	460	212	118	12	342	1696
05:15 PM	**199**	402	**94**	695	**83**	**133**	**59**	**275**	12	408	48	**468**	209	106	13	328	**1766**
Total Volume	750	1610	324	2684	260	501	155	916	68	1536	183	1787	817	498	45	1360	6747
% App. Total	27.9	60	12.1		28.4	54.7	16.9		3.8	86	10.2		60.1	36.6	3.3		
PHF	.942	.940	.862	.959	.783	.942	.657	.833	.654	.934	.863	.955	.954	.836	.804	.921	.955

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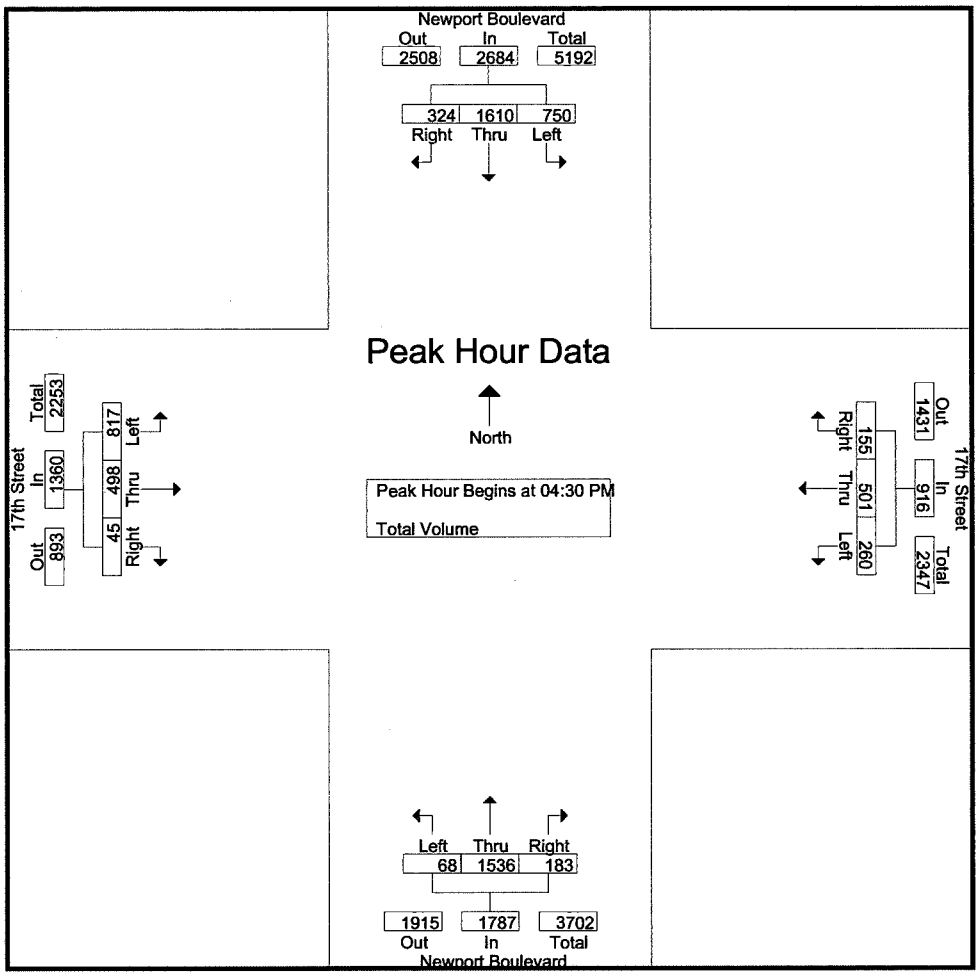
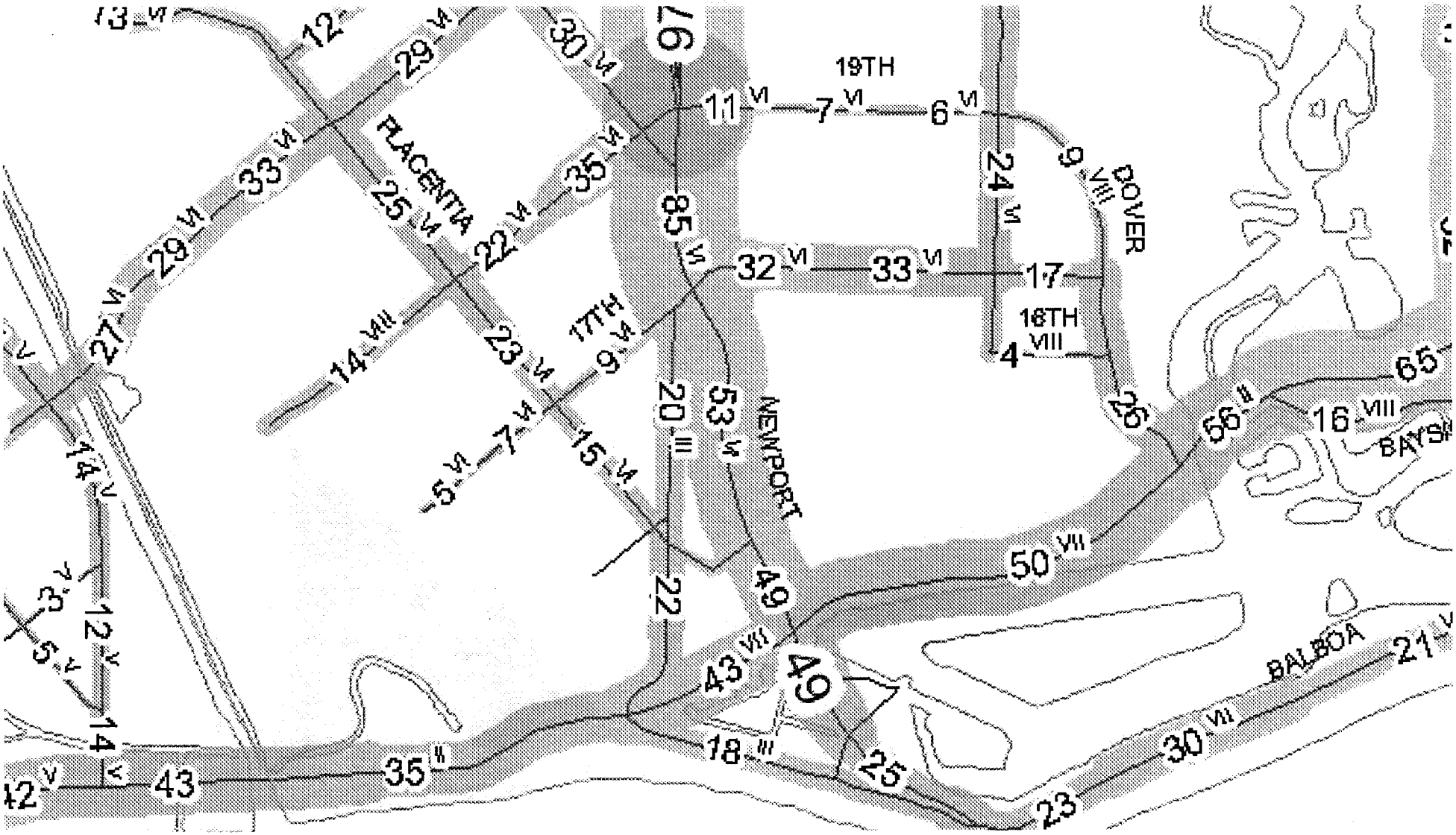
File Name : CSMNE17PM
Site Code : 00000066
Start Date : 10/25/2011
Page No : 2

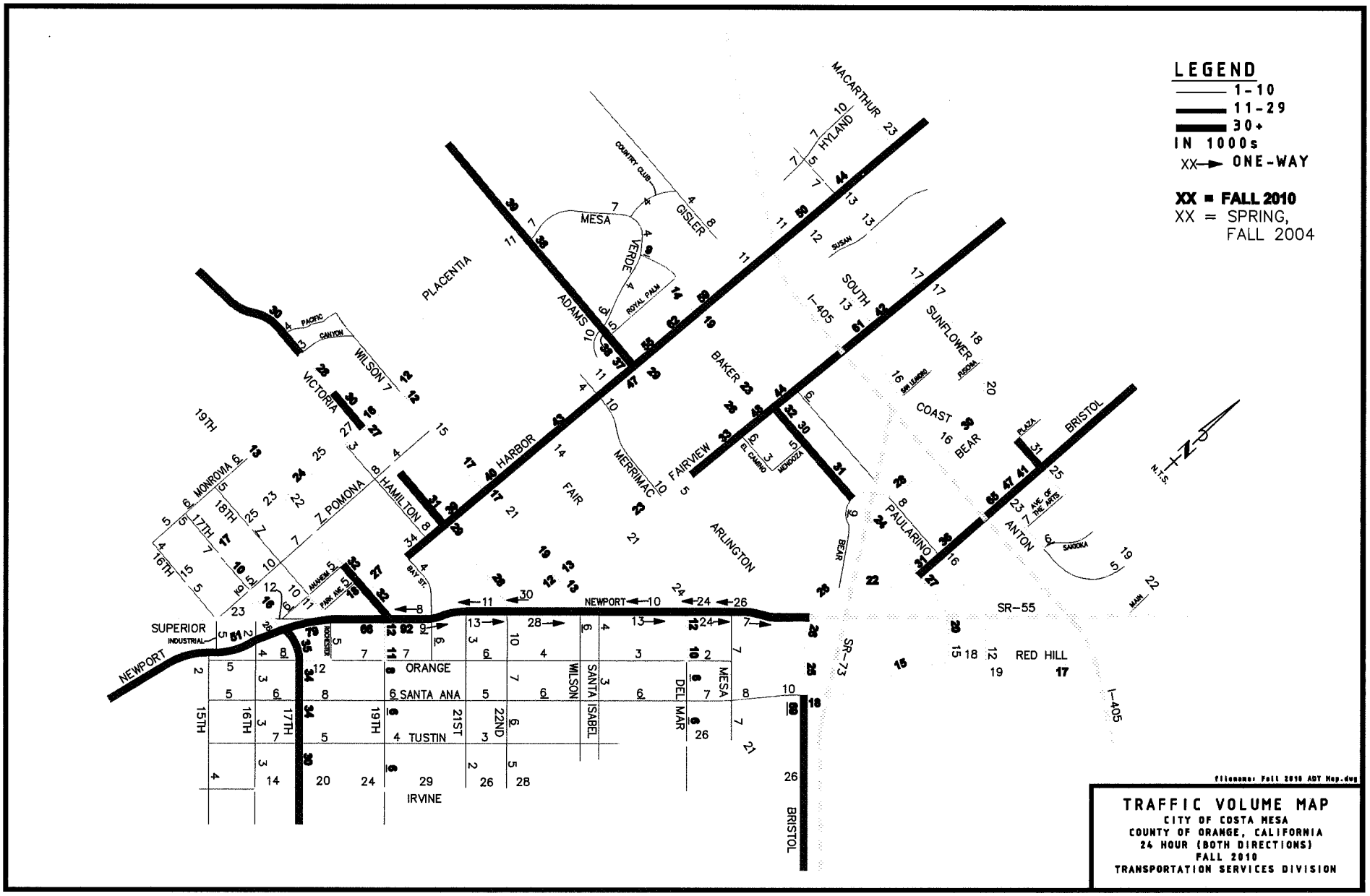


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	180	**411**	77	668	63	123	40	226	**26**	342	**53**	421	199	124	9	332
+15 mins.	**199**	402	**94**	**695**	**83**	**133**	**59**	**275**	13	**411**	36	460	**214**	**149**	6	**369**
+30 mins.	187	408	85	680	71	132	37	240	12	408	48	**468**	182	125	**14**	321
+45 mins.	195	408	78	681	65	114	46	225	13	389	43	445	212	118	12	342
Total Volume	761	1629	334	2724	282	502	182	966	64	1550	180	1794	807	516	41	1364
% App. Total	27.9	59.8	12.3		29.2	52	18.8		3.6	86.4	10		59.2	37.8	3	
PHF	.956	.991	.888	.980	.849	.944	.771	.878	.615	.943	.849	.958	.943	.866	.732	.924



Source: OCTA 2010 Traffic Flow Map



TRAFFIC VOLUME MAP

CITY OF COSTA MESA
COUNTY OF ORANGE, CALIFORNIA
24 HOUR (BOTH DIRECTIONS)
FALL 2010
TRANSPORTATION SERVICES DIVISION

APPENDIX C
Existing Conditions Intersection Analysis Worksheets

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	B	12.7	0.354	B	12.7	0.354	+ 0.000 D/V
# 2 Superior / 17th	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 3 Newport / 18th	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
# 4 Newport / 17th	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORPORATION, TUSTIN

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: B[12.7]

Street Name:	Superior Avenue						Anaheim / Superior Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 0 0 0 0			0 0 0 1 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	127	34	0	0	0	0	4	125	258	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	34	0	0	0	0	4	125	258	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	127	34	0	0	0	0	4	125	258	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	127	34	0	0	0	0	4	125	258	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	127	34	0	0	0	0	4	125	258	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	161	0	146	144	144
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	735	1091	827	751	909
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	735	1091	729	751	909
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.11	0.35	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1075	xxxx	737	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	*	B	*
ApproachDel:	xxxxxx			xxxxxx			8.8			12.7		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	107	1038	50	279	49	16	382	29	388	376	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	107	1038	50	279	49	16	382	29	388	376	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	107	1038	50	279	49	16	382	29	388	376	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	107	1038	50	279	49	16	382	29	388	376	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	107	1038	50	279	49	16	382	29	388	376	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	107	1038	50	279	49	16	382	29	388	376	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	1.81	1.00	1.70	0.30	1.00	1.86	0.14	1.00	1.80	0.20
Final Sat.:	1600	299	2901	1600	2722	478	1600	2974	226	1600	2878	322
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.03	0.10	0.10	0.01	0.13	0.13	0.24	0.13	0.13
Crit Moves:		****		****				****		****		

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2999	9	67	2937	120	170	74	28	2	71	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	2999	9	67	2937	120	170	74	28	2	71	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	2999	9	67	2937	120	170	74	28	2	71	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	2999	9	67	2937	120	170	74	28	2	71	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	6381	19	1600	4800	1600	3200	1600	1600	1600	979	621
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.04	0.61	0.08	0.05	0.05	0.02	0.00	0.07	0.07
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1809	190	625	1626	442	953	461	19	120	337	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1809	190	625	1626	442	953	461	19	120	337	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1809	190	625	1626	442	953	461	19	120	337	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1809	190	625	1626	442	953	461	19	120	337	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.62	0.38	2.00	3.00	1.00	3.00	1.92	0.08	2.00	3.00	1.00
Final Sat.:	1600	5792	608	3200	4800	1600	4800	3073	127	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.20	0.34	0.28	0.20	0.15	0.15	0.04	0.07	0.11
Crit Moves:		****		****			****					****

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	C	19.6	0.502	C	19.6	0.502	+ 0.000 D/V
# 2 Superior / 17th	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 3 Newport / 18th	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 4 Newport / 17th	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C

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Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: C[19.6]

Street Name:	Superior Avenue									Anaheim / Superior Avenue								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	223		42		0		0		0	0		13		220	279		0		77
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	223		42		0		0		0	0		13		220	279		0		77
Added Vol:	0	0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	223		42		0		0		0	0		13		220	279		0		77
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	223		42		0		0		0	0		13		220	279		0		77
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	223		42		0		0		0	0		13		220	279		0		77
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		265		0	251		244		244
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		644		1091	707		661		800
Move Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		644		1091	556		661		800
Volume/Cap:	xxxx	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		0.02		0.20	0.50		0.00		0.10
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT -	LTR -		RT		LT -		LTR -		RT	LT -		LTR -		RT	LT -		LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		1050	xxxx		595		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		0.8	xxxxx		3.9		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		9.4	xxxxx		19.6		xxxxx
Shared LOS:	*	*		*		*		*		*	*		*		A	*		C		*
ApproachDel:	xxxxxx					xxxxxx							9.4					19.6		
ApproachLOS:		*						*					A					C		

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name:	Superior Avenue									17th Street								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Prot+Permit				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0		0		0	0		0		0	0		0		0
Y+R:	4.0	4.0		4.0		4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	1	0	0	1	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	109	175		650		100		298		95	25		571		60	355		476		60
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	109	175		650		100		298		95	25		571		60	355		476		60
Added Vol:	0	0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	109	175		650		100		298		95	25		571		60	355		476		60
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	109	175		650		100		298		95	25		571		60	355		476		60
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
Reduced Vol:	109	175		650		100		298		95	25		571		60	355		476		60
PCE Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	109	175		650		100		298		95	25		571		60	355		476		60
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	0.42		1.58		1.00		1.52		0.48	1.00		1.81		0.19	1.00		1.78		0.22
Final Sat.:	1600	679		2521		1600		2426		774	1600		2896		304	1600		2842		358
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.26		0.26		0.06		0.12		0.12	0.02		0.20		0.20	0.22		0.17		0.17
Crit Moves:		****				****							****			****				

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	D

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	90	2462	15	113	3042	128	184	66	58	17	95	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	2462	15	113	3042	128	184	66	58	17	95	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2462	15	113	3042	128	184	66	58	17	95	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	2462	15	113	3042	128	184	66	58	17	95	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2462	15	113	3042	128	184	66	58	17	95	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	2462	15	113	3042	128	184	66	58	17	95	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6361	39	1600	4800	1600	3200	1600	1600	1600	1152	448
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.07	0.63	0.08	0.06	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	68	1536	183	750	1610	324	817	498	45	260	501	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1536	183	750	1610	324	817	498	45	260	501	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1536	183	750	1610	324	817	498	45	260	501	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1536	183	750	1610	324	817	498	45	260	501	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1536	183	750	1610	324	817	498	45	260	501	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1536	183	750	1610	324	817	498	45	260	501	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.57	0.43	2.00	3.00	1.00	3.00	1.83	0.17	2.00	3.00	1.00
Final Sat.:	1600	5719	681	3200	4800	1600	4800	2935	265	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.23	0.34	0.20	0.17	0.17	0.17	0.08	0.10	0.10
Crit Moves:		****		****			****				****	

APPENDIX D
Near Term Without Project Intersection Analysis Worksheets

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Scenario Report

Scenario:	Near Term AM
Command:	Near Term AM
Volume:	Near Term AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	B	12.9	0.363	B	12.9	0.363	+ 0.000 D/V
# 2 Superior / 17th	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 3 Newport / 18th	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 4 Newport / 17th	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C

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Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[12.9]

Street Name:	Superior Avenue									Anaheim / Superior Avenue								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	127		34		0		0		0	0		4		125	258		0		15
Growth Adj:	1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	130		35		0		0		0	0		4		128	263		0		15
Added Vol:	0	0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	130		35		0		0		0	0		4		128	263		0		15
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	130		35		0		0		0	0		4		128	263		0		15
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	130		35		0		0		0	0		4		128	263		0		15
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		164		0	149		147		147
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		732		1091	824		748		905
Move Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		732		1091	724		748		905
Volume/Cap:	xxxx	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		0.01		0.12	0.36		0.00		0.02
Level of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		1075	xxxx		732		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		0.4	xxxxx		1.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		8.8	xxxxx		12.9		xxxxx
Shared LOS:	*	*		*		*		*		*	*		*		A	*		B		*
ApproachDel:	xxxxxx					xxxxxx							8.8					12.9		
ApproachLOS:		*						*					A					B		

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Street Name:	Superior Avenue									17th Street								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Prot+Permit				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0	0		0		0	0		0		0	0		0	
Y+R:	4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	
Lanes:	1	0	0	1	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	37	107		1038		50	279		49		16	382		29		388	376		42	
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	38	109		1059		51	285		50		16	390		30		396	384		43	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	38	109		1059		51	285		50		16	390		30		396	384		43	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	38	109		1059		51	285		50		16	390		30		396	384		43	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	38	109		1059		51	285		50		16	390		30		396	384		43	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	38	109		1059		51	285		50		16	390		30		396	384		43	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	0.19		1.81		1.00	1.70		0.30		1.00	1.86		0.14		1.00	1.80		0.20	
Final Sat.:	1600	299		2901		1600	2722		478		1600	2974		226		1600	2878		322	
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.36		0.36		0.03	0.10		0.10		0.01	0.13		0.13		0.25	0.13		0.13	
Crit Moves:		****				****						****				****				

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	3059	9	68	2996	122	173	75	29	2	72	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	3059	9	68	2996	122	173	75	29	2	72	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	3059	9	68	2996	122	173	75	29	2	72	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	3059	9	68	2996	122	173	75	29	2	72	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	3059	9	68	2996	122	173	75	29	2	72	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	6381	19	1600	4800	1600	3200	1600	1600	1600	979	621
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.04	0.62	0.08	0.05	0.05	0.02	0.00	0.07	0.07
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	1845	194	638	1659	451	972	470	19	122	344	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1845	194	638	1659	451	972	470	19	122	344	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1845	194	638	1659	451	972	470	19	122	344	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1845	194	638	1659	451	972	470	19	122	344	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1845	194	638	1659	451	972	470	19	122	344	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.62	0.38	2.00	3.00	1.00	3.00	1.92	0.08	2.00	3.00	1.00
Final Sat.:	1600	5792	608	3200	4800	1600	4800	3073	127	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.20	0.35	0.28	0.20	0.15	0.15	0.04	0.07	0.12
Crit Moves:		****		****			****					****

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Scenario Report

Scenario:	Near Term PM
Command:	Near Term PM
Volume:	Near Term PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Note: Intersection #1 - Anaheim Avenue is designated as an east/west street for analysis purposes only, Therefore, SBL = EBT & SBT = EBR

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	C	20.5	0.519	C	20.5	0.519	+ 0.000 D/V
# 2 Superior / 17th	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
# 3 Newport / 18th	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 4 Newport / 17th	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C

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Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: C[20.5]

Street Name:	Superior Avenue									Anaheim / Superior Avenue								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	223		42		0		0		0	0		13		220	279		0		77
Growth Adj:	1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	227		43		0		0		0	0		13		224	285		0		79
Added Vol:	0	0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	227		43		0		0		0	0		13		224	285		0		79
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	227		43		0		0		0	0		13		224	285		0		79
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	227		43		0		0		0	0		13		224	285		0		79
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		270		0	256		249		249
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		640		1091	702		657		795
Move Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		640		1091	549		657		795
Volume/Cap:	xxxx	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		0.02		0.21	0.52		0.00		0.10
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		1050	xxxx		588		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		0.9	xxxxx		4.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		9.4	xxxxx		20.5		xxxxx
Shared LOS:	*	*		*		*		*		*	*		A		*	*		C		*
ApproachDel:	xxxxxx					xxxxxx					9.4					20.5				
ApproachLOS:	*					*					A					C				

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

Street Name:	Superior Avenue									17th Street								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Prot+Permit				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0		0		0	0		0		0	0		0		0
Y+R:	4.0	4.0		4.0		4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	1	0	0	1	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	109	175		650		100	298		95		25	571		60		355	476		60	
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	111	179		663		102	304		97		26	582		61		362	486		61	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	111	179		663		102	304		97		26	582		61		362	486		61	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	111	179		663		102	304		97		26	582		61		362	486		61	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	111	179		663		102	304		97		26	582		61		362	486		61	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	111	179		663		102	304		97		26	582		61		362	486		61	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	0.42		1.58		1.00	1.52		0.48		1.00	1.81		0.19		1.00	1.78		0.22	
Final Sat.:	1600	679		2521		1600	2426		774		1600	2896		304		1600	2842		358	
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.26		0.26		0.06	0.13		0.13		0.02	0.20		0.20		0.23	0.17		0.17	
Crit Moves:		****				****						****				****				

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	1 0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	90	2462	15	113	3042	128	184	66	58	17	95	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	92	2511	15	115	3103	131	188	67	59	17	97	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	2511	15	115	3103	131	188	67	59	17	97	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	2511	15	115	3103	131	188	67	59	17	97	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2511	15	115	3103	131	188	67	59	17	97	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	2511	15	115	3103	131	188	67	59	17	97	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6361	39	1600	4800	1600	3200	1600	1600	1600	1152	448
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.07	0.65	0.08	0.06	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	1 0	2 0	3 0	1	3 0	1	1 0	2 0	3 0	1
Volume Module:												
Base Vol:	68	1536	183	750	1610	324	817	498	45	260	501	155
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	69	1567	187	765	1642	330	833	508	46	265	511	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1567	187	765	1642	330	833	508	46	265	511	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1567	187	765	1642	330	833	508	46	265	511	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1567	187	765	1642	330	833	508	46	265	511	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1567	187	765	1642	330	833	508	46	265	511	158
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.57	0.43	2.00	3.00	1.00	3.00	1.83	0.17	2.00	3.00	1.00
Final Sat.:	1600	5719	681	3200	4800	1600	4800	2935	265	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.24	0.34	0.21	0.17	0.17	0.17	0.08	0.11	0.10
Crit Moves:		****		****			****				****	

APPENDIX E
Existing With Project Conditions Intersection Analysis Worksheets

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Scenario Report

Scenario:	Existing WP AM
Command:	Existing WP AM
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Trip Generation Report

Forecast for AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Proposed Wal	1.00	Pharmacy/Drugs	24.00	17.00	24	17	41	100.0
	Zone 1 Subtotal		.....			24	17	41	100.0
TOTAL			.....			24	17	41	100.0

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Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Trip Distribution Report

Percent Of Trips Project Site

Zone	To Gates 1	3	4	5	6	7	8	9
1	15.0	15.0	15.0	10.0	20.0	5.0	10.0	10.0

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	B	12.7	0.354	B	13.3	0.381	+ 0.560 D/V
# 2 Superior / 17th	C	xxxxx	0.760	C	xxxxx	0.767	+ 0.007 V/C
# 3 Newport / 18th	C	xxxxx	0.759	C	xxxxx	0.761	+ 0.001 V/C
# 4 Newport / 17th	D	xxxxx	0.821	D	xxxxx	0.822	+ 0.001 V/C

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[13.3]

Street Name:	Superior Avenue						Anaheim / Superior Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	127	34	0	0	0	0	4	125	258	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	34	0	0	0	0	4	125	258	0	15
Added Vol:	0	0	20	0	0	0	0	4	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	127	54	0	0	0	0	8	125	272	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	127	54	0	0	0	0	8	125	272	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	127	54	0	0	0	0	8	125	272	0	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	181	0	158	154	154
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	717	1091	813	741	897
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	717	1091	713	741	897
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.11	0.38	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1058	xxxx	722	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	*	B	*
ApproachDel:	xxxxxx			xxxxxx			8.9			13.3		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	107	1038	50	279	49	16	382	29	388	376	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	107	1038	50	279	49	16	382	29	388	376	42
Added Vol:	0	2	0	10	2	3	4	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	109	1038	60	281	52	20	382	29	388	376	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	109	1038	60	281	52	20	382	29	388	376	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	109	1038	60	281	52	20	382	29	388	376	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	109	1038	60	281	52	20	382	29	388	376	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	1.81	1.00	1.69	0.31	1.00	1.86	0.14	1.00	1.74	0.26
Final Sat.:	1600	304	2896	1600	2700	500	1600	2974	226	1600	2785	415
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.04	0.10	0.10	0.01	0.13	0.13	0.24	0.13	0.14
Crit Moves:		****		****				****		****		

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 3	0 1	2	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2999	9	67	2937	120	170	74	28	2	71	45
Added Vol:	0	4	2	0	6	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	3003	11	67	2943	120	170	74	28	4	71	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	3003	11	67	2943	120	170	74	28	4	71	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	3003	11	67	2943	120	170	74	28	4	71	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	3003	11	67	2943	120	170	74	28	4	71	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	6377	23	1600	4800	1600	3200	1600	1600	1600	979	621
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.04	0.61	0.08	0.05	0.05	0.02	0.00	0.07	0.07
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	2	0 3	0 1	3	0 1	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1809	190	625	1626	442	953	461	19	120	337	183
Added Vol:	5	0	0	0	0	8	6	1	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1809	190	625	1626	450	959	462	22	120	338	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1809	190	625	1626	450	959	462	22	120	338	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1809	190	625	1626	450	959	462	22	120	338	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1809	190	625	1626	450	959	462	22	120	338	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.62	0.38	2.00	3.00	1.00	3.00	1.91	0.09	2.00	3.00	1.00
Final Sat.:	1600	5792	608	3200	4800	1600	4800	3055	145	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.20	0.34	0.28	0.20	0.15	0.15	0.04	0.07	0.11
Crit Moves:		****		****			****					****

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Scenario Report

Scenario:	Existing WP PM
Command:	Existing WP PM
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Proposed Wal	1.00	Pharmacy/Drugs	54.00	54.00	54	54	108	100.0
	Zone 1 Subtotal		.....			54	54	108	100.0
TOTAL			.....			54	54	108	100.0

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Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Trip Distribution Report

Percent Of Trips Project Site

Zone	To Gates 1	3	4	5	6	7	8	9
1	15.0	15.0	15.0	10.0	20.0	5.0	10.0	10.0

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	C	19.6	0.502	D	26.4	0.616	+ 6.720 D/V
# 2 Superior / 17th	C	xxxxx	0.739	C	xxxxx	0.761	+ 0.022 V/C
# 3 Newport / 18th	D	xxxxx	0.830	D	xxxxx	0.833	+ 0.003 V/C
# 4 Newport / 17th	C	xxxxx	0.778	C	xxxxx	0.782	+ 0.005 V/C

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 13.6 Worst Case Level Of Service: D[26.4]

Street Name:	Superior Avenue									Anaheim / Superior Avenue								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	223		42		0		0		0	0		13		220	279		0		77
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	223		42		0		0		0	0		13		220	279		0		77
Added Vol:	0	0		46		0		0		0	0		8		0	46		0		8
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	223		88		0		0		0	0		21		220	325		0		85
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	223		88		0		0		0	0		21		220	325		0		85
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	223		88		0		0		0	0		21		220	325		0		85
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		311		0	278		267		267
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		607		1091	679		642		777
Move Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		607		1091	528		642		777
Volume/Cap:	xxxx	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		0.03		0.20	0.62		0.00		0.11
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		1020	xxxx		565		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		0.9	xxxxx		6.0		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		9.6	xxxxx		26.4		xxxxx
Shared LOS:	*	*		*		*		*		*	*		*		A	*		D		*
ApproachDel:	xxxxxx					xxxxxx					9.6					26.4				
ApproachLOS:	*					*					A					D				

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Superior Avenue									17th Street								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Prot+Permit				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0		0		0	0		0		0	0		0		0
Y+R:	4.0	4.0		4.0		4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	1	0	0	1	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	109	175		650		100		298		95	25		571		60	355		476		60
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	109	175		650		100		298		95	25		571		60	355		476		60
Added Vol:	0	5		0		32		5		8	8		0		0	0		0		32
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	109	180		650		132		303		103	33		571		60	355		476		92
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	109	180		650		132		303		103	33		571		60	355		476		92
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
Reduced Vol:	109	180		650		132		303		103	33		571		60	355		476		92
PCE Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	109	180		650		132		303		103	33		571		60	355		476		92
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	0.43		1.57		1.00		1.49		0.51	1.00		1.81		0.19	1.00		1.68		0.32
Final Sat.:	1600	694		2506		1600		2388		812	1600		2896		304	1600		2682		518
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.26		0.26		0.08		0.13		0.13	0.02		0.20		0.20	0.22		0.18		0.18
Crit Moves:		****				****							****			****				

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	90	2462	15	113	3042	128	184	66	58	17	95	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	2462	15	113	3042	128	184	66	58	17	95	37
Added Vol:	0	14	5	0	14	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2476	20	113	3056	128	184	66	58	22	95	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	2476	20	113	3056	128	184	66	58	22	95	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2476	20	113	3056	128	184	66	58	22	95	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	2476	20	113	3056	128	184	66	58	22	95	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6349	51	1600	4800	1600	3200	1600	1600	1600	1152	448
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.07	0.64	0.08	0.06	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Existing With Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	68	1536	183	750	1610	324	817	498	45	260	501	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1536	183	750	1610	324	817	498	45	260	501	155
Added Vol:	11	0	0	0	0	19	19	3	11	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1536	183	750	1610	343	836	501	56	260	504	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1536	183	750	1610	343	836	501	56	260	504	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1536	183	750	1610	343	836	501	56	260	504	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	1536	183	750	1610	343	836	501	56	260	504	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.57	0.43	2.00	3.00	1.00	3.00	1.80	0.20	2.00	3.00	1.00
Final Sat.:	1600	5719	681	3200	4800	1600	4800	2878	322	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.23	0.34	0.21	0.17	0.17	0.17	0.08	0.11	0.10
Crit Moves:		****		****			****				****	

APPENDIX F

Near Term With Project Conditions Intersection Analysis Worksheets

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Scenario Report

Scenario:	Near Term WP AM
Command:	Near Term WP AM
Volume:	Near Term AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Trip Generation Report

Forecast for AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Proposed Wal	1.00	Pharmacy/Drugs	24.00	17.00	24	17	41	100.0
	Zone 1 Subtotal					24	17	41	100.0
TOTAL						24	17	41	100.0

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Trip Distribution Report

Percent Of Trips Project Site

Zone	To Gates 1	3	4	5	6	7	8	9
1	15.0	15.0	15.0	10.0	20.0	5.0	10.0	10.0

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	B	12.9	0.363	B	13.5	0.391	+ 0.585 D/V
# 2 Superior / 17th	C	xxxxx	0.775	C	xxxxx	0.782	+ 0.007 V/C
# 3 Newport / 18th	C	xxxxx	0.775	C	xxxxx	0.776	+ 0.001 V/C
# 4 Newport / 17th	D	xxxxx	0.837	D	xxxxx	0.838	+ 0.001 V/C

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: B[13.5]

Street Name:	Superior Avenue						Anaheim / Superior Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	127	34	0	0	0	0	4	125	258	0	15
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	130	35	0	0	0	0	4	128	263	0	15
Added Vol:	0	0	20	0	0	0	0	4	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	130	55	0	0	0	0	8	128	277	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	55	0	0	0	0	8	128	277	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	130	55	0	0	0	0	8	128	277	0	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	184	0	161	157	157
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	714	1091	809	739	894
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	714	1091	708	739	894
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.12	0.39	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1058	xxxx	717	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	13.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	*	B	*
ApproachDel:	xxxxxx			xxxxxx			8.9			13.5		
ApproachLOS:		*			*			A			B	

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	107	1038	50	279	49	16	382	29	388	376	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	109	1059	51	285	50	16	390	30	396	384	43
Added Vol:	0	2	0	10	2	3	4	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	111	1059	61	287	53	20	390	30	396	384	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	111	1059	61	287	53	20	390	30	396	384	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	111	1059	61	287	53	20	390	30	396	384	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	111	1059	61	287	53	20	390	30	396	384	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	1.81	1.00	1.69	0.31	1.00	1.86	0.14	1.00	1.74	0.26
Final Sat.:	1600	304	2896	1600	2701	499	1600	2974	226	1600	2787	413
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.04	0.11	0.11	0.01	0.13	0.13	0.25	0.14	0.14
Crit Moves:		****		****				****		****		

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	35	2999	9	67	2937	120	170	74	28	2	71	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	3059	9	68	2996	122	173	75	29	2	72	46
Added Vol:	0	4	2	0	6	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	3063	11	68	3002	122	173	75	29	4	72	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	3063	11	68	3002	122	173	75	29	4	72	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	3063	11	68	3002	122	173	75	29	4	72	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	3063	11	68	3002	122	173	75	29	4	72	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	6377	23	1600	4800	1600	3200	1600	1600	1600	979	621
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.04	0.63	0.08	0.05	0.05	0.02	0.00	0.07	0.07
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	Level Of Service:	D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	36	1809	190	625	1626	442	953	461	19	120	337	183
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	1845	194	638	1659	451	972	470	19	122	344	187
Added Vol:	5	0	0	0	0	8	6	1	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1845	194	638	1659	459	978	471	22	122	345	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1845	194	638	1659	459	978	471	22	122	345	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1845	194	638	1659	459	978	471	22	122	345	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1845	194	638	1659	459	978	471	22	122	345	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.62	0.38	2.00	3.00	1.00	3.00	1.91	0.09	2.00	3.00	1.00
Final Sat.:	1600	5792	608	3200	4800	1600	4800	3055	145	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.20	0.35	0.29	0.20	0.15	0.15	0.04	0.07	0.12
Crit Moves:		****		****			****					****

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Scenario Report

Scenario:	Near Term WP PM
Command:	Near Term WP PM
Volume:	Near Term PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Proposed Wal	1.00	Pharmacy/Drugs	54.00	54.00	54	54	108	100.0
	Zone 1 Subtotal					54	54	108	100.0
TOTAL						54	54	108	100.0

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Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Trip Distribution Report

Percent Of Trips Project Site

Zone	To Gates 1	3	4	5	6	7	8	9
1	15.0	15.0	15.0	10.0	20.0	5.0	10.0	10.0

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior / Anaheim	C	20.5	0.519	D	28.0	0.635	+ 7.552 D/V
# 2 Superior / 17th	C	xxxxx	0.754	C	xxxxx	0.776	+ 0.022 V/C
# 3 Newport / 18th	D	xxxxx	0.847	D	xxxxx	0.850	+ 0.003 V/C
# 4 Newport / 17th	C	xxxxx	0.793	C	xxxxx	0.798	+ 0.005 V/C

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Superior / Anaheim

Average Delay (sec/veh): 14.4 Worst Case Level Of Service: D[28.0]

Street Name:	Superior Avenue									Anaheim / Superior Avenue								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	223		42		0		0		0	0		13		220	279		0		77
Growth Adj:	1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	227		43		0		0		0	0		13		224	285		0		79
Added Vol:	0	0		46		0		0		0	0		8		0	46		0		8
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	227		89		0		0		0	0		21		224	331		0		87
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	227		89		0		0		0	0		21		224	331		0		87
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	227		89		0		0		0	0		21		224	331		0		87
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		316		0	283		272		272
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		603		1091	674		638		772
Move Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		603		1091	521		638		772
Volume/Cap:	xxxx	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		0.04		0.21	0.63		0.00		0.11
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT -	LTR -		RT		LT -		LTR -		RT	LT -		LTR -		RT	LT -		LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		1020	xxxx		558		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		0.9	xxxxx		6.5		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		9.6	xxxxx		28.0		xxxxx
Shared LOS:	*	*		*		*		*		*	*		*		A	*		D		*
ApproachDel:	xxxxxx					xxxxxx					9.6					28.0				
ApproachLOS:	*					*					A					D				

Note: Queue reported is the number of cars per lane.

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Superior / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Street Name:	Superior Avenue									17th Street								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Prot+Permit				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0		0		0	0		0		0	0		0		0
Y+R:	4.0	4.0		4.0		4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	1	0	0	1	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	109	175		650		100		298		95	25		571		60	355		476		60
Growth Adj:	1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	111	179		663		102		304		97	26		582		61	362		486		61
Added Vol:	0	5		0		32		5		8	8		0		0	0		0		32
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	111	184		663		134		309		105	34		582		61	362		486		93
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	111	184		663		134		309		105	34		582		61	362		486		93
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
Reduced Vol:	111	184		663		134		309		105	34		582		61	362		486		93
PCE Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	111	184		663		134		309		105	34		582		61	362		486		93
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	0.43		1.57		1.00		1.49		0.51	1.00		1.81		0.19	1.00		1.68		0.32
Final Sat.:	1600	694		2506		1600		2389		811	1600		2896		304	1600		2685		515
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.26		0.26		0.08		0.13		0.13	0.02		0.20		0.20	0.23		0.18		0.18
Crit Moves:		****				****							****			****				

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Newport / 18th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	Level Of Service:	D

Street Name:	Newport Boulevard						18th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	3	0	1	2	0
	1	0	1	0	1	1	0	0	1	0		
Volume Module:												
Base Vol:	90	2462	15	113	3042	128	184	66	58	17	95	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	92	2511	15	115	3103	131	188	67	59	17	97	38
Added Vol:	0	14	5	0	14	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	2525	20	115	3117	131	188	67	59	22	97	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	2525	20	115	3117	131	188	67	59	22	97	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2525	20	115	3117	131	188	67	59	22	97	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	2525	20	115	3117	131	188	67	59	22	97	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6349	51	1600	4800	1600	3200	1600	1600	1600	1152	448
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.07	0.65	0.08	0.06	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Proposed Walgreens Store TIS
City of Costa Mesa
Near Term With Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Newport / 17th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0
	1	0	1	1	0	2	0	3	0	1		
Volume Module:												
Base Vol:	68	1536	183	750	1610	324	817	498	45	260	501	155
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	69	1567	187	765	1642	330	833	508	46	265	511	158
Added Vol:	11	0	0	0	0	19	19	3	11	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1567	187	765	1642	349	852	511	57	265	514	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1567	187	765	1642	349	852	511	57	265	514	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1567	187	765	1642	349	852	511	57	265	514	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1567	187	765	1642	349	852	511	57	265	514	158
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.57	0.43	2.00	3.00	1.00	3.00	1.80	0.20	2.00	3.00	1.00
Final Sat.:	1600	5719	681	3200	4800	1600	4800	2879	321	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.24	0.34	0.22	0.18	0.18	0.18	0.08	0.11	0.10
Crit Moves:		****		****			****				****	