



# **PLANNING COMMISSION**

## **AGENDA REPORT**

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MEETING DATE: DECEMBER 8, 2014

ITEM NUMBER:

PH-3

**SUBJECT:** PLANNING APPLICATION PA-14-25 FOR A CONDITIONAL USE PERMIT TO ESTABLISH A CHURCH USE (SADDLEBACK CHURCH) AT 1901 NEWPORT BOULEVARD

**DATE:** DECEMBER 8, 2014

**FROM:** PLANNING DIVISION / DEVELOPMENT SERVICES DEPARTMENT

**PRESENTATION BY:** ANTONIO GARDEA, SENIOR PLANNER

**FOR FURTHER INFORMATION CONTACT:** ANTONIO GARDEA, (714) 754-5692  
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### **DESCRIPTION**

The proposal involves a conditional use permit to establish Saddleback Church at 1901 Newport Boulevard. The proposed uses include a 10,651 sq. ft. assembly/worship hall (Suite 100), 3,690 sq. ft. religious education space (Suite 177), 2,000 sq. ft. youth education space (Suite 261), and 2,471 sq. ft. administrative offices (Suite 271 A) for a total 19,312 sq. ft. of tenant space at 1901 Newport Boulevard.

### **APPLICANT**

Steve Camp is the authorized agent on behalf of the applicant, Saddleback Church, and the property owner, 1901 Newport, LLC.

### **RECOMMENDATION**

Approve by adoption of Planning Commission resolution, subject to conditions.

## **BACKGROUND**

This application was initially considered by the Planning Commission at the September 22, 2014, meeting. A public hearing was held and the Planning Commission continued the item to October 27, 2014 meeting to allow the applicant to prepare a traffic management plan with real-time parking counts, confer with the business owner of the banquet facility (Celebrations by Turnip Rose), and provide additional information to clarify the proposed church operations. The "Celebrations by Turnip Rose" catering venue is referred to as "Turnip Rose" in this staff report. The original Turnip Rose facility is closed.

This staff report focuses on the parking-related impacts of the proposed Saddleback Church, with specific attention to competing demands between Saddleback Church and the Turnip Rose. The September 22<sup>nd</sup> staff report previously provided analysis with regard to compatibility with adjacent residential uses. The minutes and staff report from the September 22, 2014 meeting are provided for reference (Attachment 3).

Following the Planning Commission meeting, staff facilitated a meeting between the applicant and Turnip Rose. At the meeting, Turnip Rose provided detailed information on their operations to understand the critical days and times of the parking demand. The applicant anticipated the parking and circulation analysis, as requested by the Commission, would be completed in mid-November. Consequently, the applicant requested to continue the item to November 10 and later to December 8, 2014 Planning Commission meeting.

## **ANALYSIS**

### ***Saddleback Church to replace Original Turnip Rose Banquet Facility***

#### *Conditional Use Permit ZE-84-73 for the Turnip Rose Banquet Facility*

On April 9, 1984, the Planning Commission granted a conditional use permit to allow the establishment of a banquet facility to be used in the evenings and weekends at Suite 100. The hours of operation were 5:30 p.m. to midnight Monday through Friday and 9:00 a.m. to midnight on Saturday, Sunday, and holidays to avoid parking and traffic conflicts with other uses.

As a catering and event facility, the CUP allowed a peak parking demand of 125 spaces for the Turnip Rose. Saddleback Church is taking over the tenancy of Suite 100 which was vacated by the Turnip Rose. As an assembly use, the church's peak parking demand is identified at 191 parking spaces.

#### **Comparison of Saddleback Church with Original Turnip Rose**

Description	Peak Parking Demand
"Original" Turnip Rose Banquet Facility	125 parking spaces
Proposed Saddleback Church	191 parking spaces (Sunday services)
Net Increase:	66 parking spaces

## ***Project Description***

### ***Proposed Use***

Saddleback Church is proposing to establish a church with supportive services. The main auditorium is located in a tenant space previously occupied by the Turnip Rose banquet hall. Other ancillary uses occupy other tenant spaces previously used as general offices. The table below provides a summary of the proposed church use. Please note: while the main auditorium area is 10,561, the actual assembly hall is 7,210 square feet.

The primary assembly space will be located in Suite 100, which was previously occupied by the Turnip Rose, and is approximately 10,561 square feet in area. The seating area of the main auditorium is 7,210 square feet. In addition to the assembly space, the Church intends to use office space in Suites 177 and 261 for religious education (6,190 square feet) as well as Suite 271A as an administrative office (2,471 square feet).

Church services would be on Sundays from 8:00 a.m. to 2:00 p.m. and on Saturday from 3:00 p.m. to 7:00 p.m. During weekdays and on Saturdays, evenings, ministry services are also proposed which is proposed to be attended by a maximum of 75 attendees. The proposed church activities are summarized below:

#### **Summary of Proposed Church Operations**

Suite	Area (sf)	Days	Hours
100 - Main Auditorium**	10,561	Sunday Saturday	8:00 a.m. – 2:00 p.m. 3:00 – 7:00 p.m.
177 – Education	3,690		
261 -- Education	2,500		
100 - Main Auditorium	10,561	M-Sat. (Ministries)	6:30– 10:00 p.m.
271A – Admin. Office	2,471	M-F	9 a.m. – 5 p.m.

Notes: \*\*Located in former Turnip Rose Banquet Hall. Assembly Area in Main Auditorium is 7,210 sq.ft.

### ***Parking and Circulation Analysis***

The applicant's traffic consultant, LSA Associates, Inc. (LSA), completed a parking and circulation analysis to evaluate parking and circulation conditions associated with peak church attendance in conjunction with weekend events at Turnip Rose, a banquet facility sharing the parking lot. The methodology and conclusions of the study were reviewed and validated by Transportation Services. The study included field observation and collecting empirical data to determine whether sufficient parking supply exists for both assembly uses. Level of service (LOS) and queue analyses were also conducted at nearby intersections to determine whether overlapping events would result in circulation impacts to nearby traffic.

## Parking Study

The following were considered in preparation of the parking study:

- Total parking supply at 1901 Newport Boulevard is 452 parking spaces (391 spaces in the parking structure and 61 surface parking spaces).
- To facilitate more expedient parking, ingress and egress, the proposed church would limit its parking to the parking structure area only (and not the surface parking lots).
- The proposed church includes a 7,210 square foot seating area within a larger auditorium. The assembly area would not contain fixed seating, however, the proposed floor plan (Exhibit A) includes a seating layout for illustrative purposes with a total of 325 seats.
- Based on the applicant's estimation of the congregation in the Newport Mesa area, the applicant indicated that services will generally be 85 percent occupied (275 seats filled). The additional seating provided in a 325-seat assembly space is intended to allow for family members to sit together.
- The Zoning Code requires churches to provide 1 parking space for every 35 sq. ft. of seating area. Given the high volume of traffic in the project vicinity and the unique parking demands associated with assembly uses, the parking requirement for this project is established by the actual attendance and parking counts anticipated for the proposed church, as detailed in the study.
- A parking survey was conducted at the existing Saddleback Church facility in Huntington Beach and determined that the use generates an average vehicle occupancy of 1.7 persons per vehicles. Therefore, this rate of 1.7 persons per vehicle from the LSA parking study was applied to determine the parking requirement.

The parking study considered the full potential of the church operation and maximum attendance, which concluded a peak parking demand of 191 parking spaces for the 9:45 AM and 11:30 AM services.

### Projected Parking Demand from Church Services

Proposed Church Service	Projected Attendance*	Average Vehicle Occupancy	# of Vehicles Expected Per Service
Saturday, 5:00 - 6:00 PM	200	1.7	118
Sunday, 8:15 - 9:15 AM	275	1.7	162
Sunday, 9:45 - 10:45 AM	325	1.7	191
Sunday, 11:30 - 12:30 AM	325	1.7	191

\*Data Source: LSA Parking Study, 2014

### Comparison of Parking Demand with Existing Turnip Rose

Hours of Operation	Saturday	Sunday	Peak Parking Demand
Saddleback Church (services only)	4PM – 7PM	8AM-2PM	191 parking spaces
Celebrations by Turnip Rose (Existing)	10AM--1AM	10AM-11PM	170 parking spaces

Guest parking for the proposed church would be restricted to the parking structure. To determine whether sufficient parking exists to accommodate the proposed and existing uses, LSA combined the anticipated parking demand from Saddleback Church and Turnip Rose (based on conditional use permits and lease agreement).

The LSA parking study indicated that the services at 9:25AM and 11:30AM would require traffic management to avoid conflict with Turnip Rose operations. Furthermore, the study identified approximately seven spaces remaining in the parking structure during these Saddleback Church services and concurrent event at the Turnip Rose.

### Anticipated Operational Parking Demand with Church Service and Turnip Rose

	Parking Structure Supply	Turnip Rose Demand	Saddleback Church Demand	Other Observed Demand	Spaces Remaining in Structure <sup>1</sup>
Saturday 5:00 p.m. to 6:00 p.m.	391	170 <sup>2</sup>	118	26	77
Sunday 8:15 a.m. to 9:15 a.m.	391	0	162	9	220
Sunday 9:45 a.m. to 10:45 a.m.	391	170	191	23	7
Sunday 11:30 a.m. to 12:30 p.m.	391	170 <sup>2</sup>	191	23	7

<sup>1</sup> An additional 61 surface parking spaces exist on the site.

<sup>2</sup> The Turnip Rose lease specifies that 170 parking spaces are to be available at these times.

\*Data Source: LSA (Revised)

### *Queuing Analysis*

LSA also completed a traffic circulation analysis to evaluate the proposed church's impact to existing traffic conditions. Specifically, LSA reviewed traffic data from three major intersections (illustrated below).

Figure 1 – Traffic Analysis Study Areas



LSA concluded the major intersections would still operate at an acceptable level of service even with additional traffic generated by Saddleback Church. LSA determined queues formed by vehicles travelling to the parking structure would be contained internally without affecting traffic on 19th Street. However, without proper management, LSA determined the proposed church may create other access and circulation issues with the potential to impact the street system.

Consequently, LSA recommends the following parking management measures:

- Saddleback Church shall instruct its congregation and visitors originating from Huntington Beach (and other surrounding areas) to take Victoria Street to Newport Boulevard to reach church services. Directions shall be provided on the church's website and through other communication methods.
- Physical barriers shall be installed to block surface parking lot spaces for church attendees (except for use by Church Staff, disabled spaces and surgery center parking) before the Sunday morning services, and the barriers shall be removed after the start of the 11:15 a.m. Sunday service.
- A minimum of three (3) staff / volunteers from Saddleback Church shall direct visitors to and through the parking lot:
  - One at the right-in/right-out driveway holding a sign for Saddleback Church
  - One at the western drive aisle directing vehicles to turn right
  - One midway through Parking Lot A encouraging vehicles to continue to the parking structure

With the inclusion of these parking management measures, LSA concluded the proposed church will not result in adverse parking and traffic impacts to the project site or the surrounding area. The recommended conditions from the LSA study are incorporated in Exhibit B of the Planning Commission resolution. The study is provided as Attachment 3.

## ***Justifications for Approval***

While the LSA parking study concluded that the proposed Saddleback Church operations could be adequately managed, despite at times coinciding with the Turnip Rose's operations, staff is recommending modifications to the original proposal to minimize conflicts to the fullest extent possible.

Pursuant to Title 13, Section 13-29, *Planning Application Review Process*, of the Costa Mesa Municipal Code, the Planning Commission shall find that the evidence presented in the administrative record substantially meets specified findings. Staff recommends approval of the proposed project, based on the following assessment of facts and findings which are also reflected in the draft resolution.

- *While City staff (Planning Division and Transportation Division) has validated the conclusions of the LSA parking study, modifications to the original proposal by Saddleback Church are necessary to provide greater assurance of compatibility with the existing, approved uses at 1901 Newport Plaza.*

The parking and queuing study, dated November 2014, prepared by LSA concluded that sufficient parking exists at the parking structure to accommodate the proposed use. The Zoning Code requires churches to provide 1 parking space for every 35 sq. ft. of seating area. However, given the high volume of traffic in the project vicinity and the unique parking demands associated with assembly uses, the parking requirement for this project is established by the study. The unique parking rate of 1.7 persons per vehicle was based by the actual attendance and parking counts of Saddleback Church. The study included field observation and collecting empirical data to determine whether sufficient parking supply exists for both assembly uses. Level of service (LOS) and queue analyses were also conducted at nearby intersections to determine whether overlapping events would result in circulation impacts to City.

Although, the study concludes that sufficient parking is available to accommodate the anticipated parking demand, the number of parking spaces remaining (7 spaces) represents a slim margin for compatibility. Therefore, staff has conditioned the following modifications to the proposal:

- Maximum attendance for assembly services shall be limited to 325 seats in the assembly area.
- The proposed Saturday evening service shall be eliminated; Only three services are allowed on Sunday. Because evening services may be problematic as they conflict with the larger dinner events at the Turnip Rose, staff recommends that evening services be prohibited altogether.
- The proposed hours of the Sunday services shall be modified to prevent potential conflicts (parking/ingress/egress) with the Turnip Rose patrons. Staff believes that a greater cushion of time between services would alleviate on-site congestion and improve circulation. Church guests may potentially linger between services and not quickly vacate the parking area

for the guest of the following service. Furthermore, the Turnip Rose will typically book a lunchtime event around noon on Sundays. While the LSA study concluded that there would be an adequate cushion to allow sufficient parking and traffic flow for outgoing and incoming guests, staff believes that adjusted service hours would be a critical enhancement, especially considering the noontime event offerings at the Turnip Rose which may conflict with an 11:30AM church service. Therefore, staff has conditioned that each Sunday service be modified by an earlier start time of 15 minutes.

Staff acknowledges that the modified service hours will be a significant constraint to the applicant given that the Saddleback Church services are generally synchronized with a live telecast.

Saddleback Church Services	
Original Proposal	Modification by Condition of Approval
<u>Saturday service</u> 5PM to 6PM	Eliminate all evening services, including proposed Saturday service
<u>Sunday services</u> 8:15AM 9:45AM 11:30AM	<u>Modified Sunday hours:</u> 8:00AM 9:30AM 11:15AM

Additionally, conditions of approval require a 60 day review of the parking and traffic situation after the church use has been established.

- As concurred by the applicant, the CUP shall sunset within two years. The applicant has indicated that the lease will strictly be for a two year term because this is a temporary space for the church. Staff has included the following condition:

The City grants this conditional use permit for a period of two (2) years from December 16, 2014 to December 16, 2016 based on the applicant's temporary need to operate at this location. The two (2) year approval period is generally consistent with the applicant's lease term at the Property. On December 17, 2016, whether or not the applicant extends the lease term, the approvals set forth herein shall have no further force or effect nor shall it require additional notice and/or hearing to terminate. Any operation beyond this period shall require a new application for conditional use permit.

- Parking attendants will be provided to direct traffic and minimize any potential impacts to nearby intersections. LSA recommended that a minimum of three volunteers help facilitate parking on the property for the Sunday services. Staff recommends that this number be increased to a minimum of five attendants. As conditioned, parking attendants will direct the on-site and off-site traffic to facilitate on-site traffic flow and minimize any potential impacts to nearby intersections.

- Tenant concerns related to availability of parking are addressed through conditions of approval and maximum number of attendance. As conditioned, adequate parking will be available to accommodate church services and Turnip Rose events. The maximum number of seats shall be limited to 325 seats. As conditioned, the property owner needs to monitor the parking area to make all levels of parking structure available to 1901 Newport Boulevard tenants and terminate any parking agreements with neighboring properties.

Staff has received a complaint that the neighboring Methodist Church's patrons continue to park without authorization in the parking structure at 1901 Newport Blvd. A condition of approval requires professional on-site security be provided by the property owner on Sunday from 7:30AM to 2:00PM to ensure that illegal parking from surrounding uses is not occurring. This condition also requires new signage indicating "No Methodist Church Parking / Violators will be Towed."

- The project complies with the Zoning Code and General Commercial land use designation. The proposed church use is consistent with the Commercial Center designation which allows institutional uses that serve the community. As conditioned, the church use would be compatible with the existing office uses and existing banquet facility and have minimum impacts on the circulation system.

### **Conditions of Approval**

The following section highlights parking-related conditions above and beyond those required by the LSA parking study: If parking shortages or other parking related problems arise, the applicant shall institute whatever operational measures are necessary to minimize or eliminate the problem, including, but not limited to, submitting a valet parking plan approved by the Transportation Services Manager, modifying the number and times of services, scheduling additional services, or canceling services that coincide with other scheduled events at the banquet facility and/or activities at the site.

- Sunday services shall be limited to three services at 8:00 AM, 9:30 AM and 11:15 AM. There shall be no Saturday or Sunday evening services. The weekday evening hours of operation shall be limited from 6:30 p.m. to 10:00 p.m. and shall be limited to a maximum of 75 attendees.
- The maximum number of seats in the auditorium shall be limited to 325 seats.
- The applicant shall provide an attendant to patrol and direct service attendees to the upper levels of the parking structure.
- The property manager shall terminate the agreement to provide top two levels of parking for the Triangle within 30 days after approval of the Conditional Use Permit.
- Bus transportation for church services shall be prohibited.
- The applicant/property manager shall post signs at the entry along 19<sup>th</sup> Street and at entry points to the parking structure indicating that parking structure is private property and no unauthorized parking is allowed.

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- The applicant shall coordinate with the Turnip Rose to prevent parking and circulation conflicts with banquet events. There shall be no Saturday or Sunday evening service to minimize conflicts with Turnip Rose operation.
- All assemblies shall be contained entirely in the assembly room. There shall be no congregation in the lobby or hallways during church services.
- The property management shall monitor the parking structure to ensure that all parking spaces are available on Sundays and after 5:00 PM Monday through Friday when the church is operating. There shall be no allowance for parking from the adjacent church and or neighboring properties.

With the recommended conditions of approval, the proposed use will be compatible with on-site and surrounding uses. Staff is recommending a sixty day review after establishment of the church.

### **GENERAL PLAN CONFORMANCE**

The proposed church use is consistent with the Commercial Center designation which allows institutional uses that serve the community. The proposed church use would use existing facilities previously used as banquet space with a similar weekend parking demand. The proposed use consists of religious services with ministries for children, administrative offices, and small evening religious ministry services. The church use would be compatible with the existing office uses and existing banquet facility. The proposed church use would add more activity and thereby facilitate the sense of security for the site and its surroundings.

### **ENVIRONMENTAL DETERMINATION**

If approved, the project would be exempt from the provisions of the California Environmental Quality Act under Section 15301 for Existing Facilities.

### **LEGAL REVIEW**

The City Attorney has reviewed the resolution and it has been approved as to form by the City Attorney's Office.

### **ALTERNATIVES**

The Planning Commission has the following alternatives:

1. Approve the proposal with modifications. The Planning Commission may suggest specific changes that are necessary to alleviate concerns. If any of the additional requested changes are substantial, the item should be continued to a future meeting to allow modifications or additional analysis. In the event of significant changes to the proposal, should the Planning Commission choose to do so, staff will return with a revised resolution incorporating new findings and/or conditions.

2. Deny the proposal. If the Planning Commission believes that there are insufficient facts to support the findings for approval, Planning Commission must deny the application and provide facts in support of denial. If the project were denied, the applicant could not submit substantially the same type of application for six months.

### CONCLUSION

At the request of the Planning Commission at its September 22, 2014, meeting, the applicant submitted a comprehensive study to evaluate the project's impact to parking and traffic circulation. The study indicates that the proposed church use, subject to conditions, would be compatible with neighboring uses and would not create parking deficiencies at 1901 Newport Boulevard. To ensure compatibility with existing uses (i.e. Turnip Rose), staff has recommended parking-related conditions that are above and beyond those recommended in the LSA parking study. The site is designated as Commercial Center which allows institutional uses that serve the community. Approval of the conditional use permit would allow a use that is consistent with this designation. As proposed, the church use would be compatible with the existing office uses and work in harmony with the existing banquet facility.



ANTONIO GARDEA  
Senior Planner



CLAIRE FLYNN, AICP  
Asst. Director of Development Services

- Attachments:
1. Draft Resolutions
  2. VicinityP Map
  3. September 22, 2014 Planning Commission Meeting Minutes & Staff Report
  4. Parking and Circulation Analysis Study (Under Separate Cover)

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**ATTACHMENT 1  
DRAFT RESOLUTIONS**

**RESOLUTION NO. PC-14-**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA APPROVING PLANNING APPLICATION PA-14-25 FOR ESTABLISHMENT OF A CHURCH USE LOCATED AT 1901 NEWPORT BOULEVARD, SUITES 100, 117, 261 & 271A**

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

WHEREAS, an application was filed for a conditional use permit to establish a church by Steve Camp, authorized agent for the owner of property located at 1901 Newport Boulevard, Suites 100, 117, 261 and 271A;

WHEREAS, the primary assembly space will be located in Suite 100 and is approximately 10,561 square feet in area. The seating area of the main auditorium is 7,210 square feet. In addition to the assembly space, the Church intends to use office space in Suites 177 and 261 for religious education (6,190 square feet) as well as Suite 271A as an administrative office (2,471 square feet). Church services would be on Sundays from 8:00 a.m. to 2:00 p.m. and on Saturday from 3:00 p.m. to 7:00 p.m. During weekdays and on Saturdays, evenings, ministry services are also proposed which is proposed to be attended by a maximum of 75 attendees. The proposed church activities are summarized below:

**Summary of Proposed Church Operations**

Suite	Area (sf)	Days	Hours
100 - Main Auditorium**	10,561	Sunday Saturday	8:00 a.m. – 2:00 p.m. 3:00 – 7:00 p.m.
177 – Education 261 -- Education	3,690 2,500		
100 - Main Auditorium	10,561	M-Sat. (Ministries)	6:30– 10:00 p.m.
271A – Admin. Office	2,471	M-F	9 a.m. – 5 p.m.

Notes: \*\*Located in former Turnip Rose Banquet Hall. Assembly Area in Main Auditorium is 7,210 sq.ft.

WHEREAS, modifications to originally proposed hours for Saturday and Sunday church services are described in Exhibit B through conditions of approval;

WHEREAS, a duly noticed public hearings were held by the Planning Commission on September 22, 2014 and on December 8, 2014 with all persons having the opportunity to speak and be heard for and against the proposal;

WHEREAS, the project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City environmental procedures, and has been found to be exempt from CEQA under Section 15301 for Existing Facilities;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A and subject to the conditions of approval contained within Exhibit B, the Planning Commission hereby **APPROVES** Planning Application PA-14-25.

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 Planning Application PA-14-25 and upon applicant's compliance with each and all of the conditions in Exhibit B, and 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 project, or if the applicant fails to comply with any of the conditions of approval.

BE IT FURTHER RESOLVED that if any section, division, sentence, clause, phrase or portion of this resolution, or the documents in the record in support of this resolution, are for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

**PASSED AND ADOPTED this 8<sup>th</sup> day of December, 2014.**

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Jim Fitzpatrick Chair,  
Costa Mesa Planning Commission



## EXHIBIT A

### FINDINGS

- A. The information presented substantially complies with Costa Mesa Municipal Code Section 13-29(g)(2) because:

**Finding:** 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.

**Facts in Support of Finding:** The proposed church use is compatible with the office uses at the site with hours of operation during weekends and weekday off-peak evening hours for smaller ministry services. The proposed church use would occupy a vacant space previously used as a banquet facility with similar operating characteristics. Church attendees may patronize businesses in the neighboring shopping centers after services on weekends when the office uses are typically closed.

**Finding:** Granting the 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.

**Facts in Support of Finding:** Granting the Conditional Use Permit for the church will not be detrimental or injurious to the office tenants at the site nor the surrounding commercial and residential properties. The proposed church use would occupy vacant tenant spaces and provide an active use during off-peak hours and weekends. The availability of parking in the structure provides safe access and convenient parking to the site. The convenience of the parking structure encourages attendees to park on site and not in the surrounding neighborhood. The additional activity during nights and weekends helps create a sense of security and vigilance. The proposed deviation to the shared parking requirements is warranted because the proposed church use would operate during hours and days when lower parking demand for the existing office uses. Moreover, the church services would occur on Sunday mornings when the other office tenants are closed. Ministry services would take place on weekday evenings after regular business hours. A study was completed collecting actual parking and traffic circulation data from the project site and existing church facility. The study concludes that sufficient number of parking spaces are provided on-site to accommodate the existing uses and proposed church use. Furthermore, the study concludes the project will not create conditions or situations that would adversely impact traffic circulation in the project vicinity. The draft resolution includes several conditions of approval to address parking and traffic management.

**Finding:** Granting the 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.

**Facts in Support of Finding:** The property is designated as Commercial Center in the General Plan Land Use Element. The General Plan designation of Commercial Center allows institutional uses that serve the community and is consistent with the designation for the site. The proposed church use, which is institutional in nature, would use existing facilities previously used as banquet space, with a similar weekend parking demand. The proposed use consists of religious services with ministries for children, administrative offices, and small evening religious ministry services. The proposed church use would add more activity and thereby facilitate the sense of security for the site and its surroundings. The church also complies with the applicable Zoning Code development standards for churches and places of worship near residentially zoned areas. Therefore, the proposed church use is consistent with the General Plan and compliant with the development standards of the Zoning Code.

- B. 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 15301 for Existing Facilities.
- C. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

## EXHIBIT B

### CONDITIONS OF APPROVAL

- Plng. 1. The use shall be limited to the type of operation as described herein. Any change in the operational characteristics shall require review by the Planning Division and may require an amendment to the conditional use permit, subject to either Zoning Administrator or Planning Commission approval, depending on the nature of the proposed change. The applicant is reminded that Code allows the Planning Commission to modify or revoke any planning application based on findings related to public nuisance and/or noncompliance with conditions of approval [Title 13, Section 13-29(o)].
2. The conditional use permit herein approved shall be valid until revoked, but shall expire upon discontinuance of the activity authorized hereby for a period of 180 days or more. The conditional use permit may be referred to the Planning Commission for modification or revocation at any time if the conditions of approval have not been complied with, if the use is being operated in violation of applicable laws or ordinances, or if, in the opinion of the development services director or his designee, any of the findings upon which the approval was based are no longer applicable.
3. The maximum number of seats in the auditorium shall be limited to 325 seats.
4. Sunday services shall be limited to three services at 8:00 AM, 9:30 AM and 11:15 AM. There shall be no Saturday or Sunday evening services. The weekday evening hours of operation shall be limited from 6:30 p.m. to 10:00 p.m. and shall be limited to a maximum of 75 attendees.
5. The applicant or property owner shall provide professional on-site security to patrol and direct service attendees to the upper levels of the parking structure on Sunday from 7:30AM to 2:00PM to ensure that illegal parking from surrounding uses is not occurring.
6. The property manager shall terminate the agreement to provide top two levels of parking for the Triangle within 30 days after approval of the Conditional Use Permit.
7. Bus transportation for church services shall be prohibited.
8. The applicant/property manager shall post signs at the entry along 19<sup>th</sup> Street and at entry points to the parking structure indicating that parking structure is private property and no unauthorized parking is allowed. Signage shall indicate "No Methodist Church Parking / Violators will be Towed."
9. The applicant shall coordinate with the Turnip Rose to prevent parking and circulation conflicts with banquet events. There shall be no Saturday or

Sunday evening service to minimize conflicts with existing uses, including the Turnip Rose.

10. All assemblies shall be contained entirely in the assembly room. There shall be no congregation in the lobby or hallways during church services.
11. The property management shall monitor the parking structure to ensure that all parking spaces are available on Sundays and after 5:00 PM Monday through Friday when the church is operating. There shall be no allowance for parking from the adjacent church and or neighboring properties.
12. If parking shortages or other parking related problems arise, the applicant shall institute whatever operational measures are necessary to minimize or eliminate the problem, including, but not limited to, submitting a valet parking plan approved by the Transportation Services Manager, modifying the number and times of services, scheduling additional services, or canceling services that coincide with other scheduled events at the banquet facility and/or activities at the site.
13. The church operation including all ancillary uses 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 security and operational measures are necessary to comply with this requirement.
14. The applicant and/or property owner shall submit a security plan for review and approval by the Development Services Director. The security plan shall set forth measures to ensure that the property itself (inclusive of the parking structure) and the surrounding residential community are not negatively impacted. Security measures may include personnel and/or structures to discourage trespassing.
15. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of, or which are in any way related to, the applicant's project, or any approvals granted by City related to the applicant's project. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section. City shall have the right to choose its own legal counsel to represent the City's interests, and applicant shall indemnify City for all such costs incurred by City.

16. If any section, division, sentence, clause, phrase or portion of this resolution is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.
17. The City grants this conditional use permit for a period of two (2) years from December 16, 2014 to December 16, 2016 based on the applicant's temporary need to operate at this location. The two (2) year approval period is generally consistent with the applicant's lease term at the Property. On December 17, 2016, whether or not the applicant extends the lease term, the approvals set forth herein shall have no further force or effect nor shall it require additional notice and/or hearing to terminate. Any operation beyond this period shall require a new application for conditional use permit.
18. Within 60 days of the full operations of the church, the church operator shall submit a parking and circulation plan to the Development Services Director for review and approval to ensure that there are no negative impacts to the existing tenants and adjacent residential communities. The plan shall show the adequacy of parking areas, contain realtime parking counts at peak demand times, and specifically verify that there are no parking-related conflicts with the existing banquet facility (Celebrations by Turnip Rose) and other tenants at 1901 Newport Plaza.
19. All church services shall be conducted within the building. A copy of the conditions of approval for the conditional use permit must be kept on premises and presented to any authorized City official upon request. Services in the lobby area and outdoor courtyards are prohibited. Additionally, there shall be no outdoor sound amplification.
- Trans. 20. Saddleback Church shall instruct its congregation and visitors originating from Huntington Beach (and other surrounding areas) to take Victoria Street to Newport Boulevard to reach church services. Directions shall be provided on the church's website and through other communication methods.
21. Physical barriers shall be installed to block surface parking lot spaces for church attendees (except for church staff, disabled parking and surgery center) before the Sunday morning services, and the barriers shall be removed after the start of the 11:15 AM Sunday service.
22. A minimum of five (5) volunteers from Saddleback Church shall direct visitors to and through the parking lot:
  - One at the right-in/right-out driveway holding a sign for Saddleback Church;
  - One at the western drive aisle directing vehicles to turn right; and

- One midway through Parking Lot A encouraging vehicles to continue to the parking structure.

### **CODE REQUIREMENTS**

The following list of federal, state and local laws applicable to the project has been compiled by staff for the applicant's reference. Any reference to "City" pertains to the City of Costa Mesa.

- |       |    |  |
|-------|----|--|
| Bldg. | 1. | Comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and California Energy Code at the time of plan submittal) and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. |
| Fire  | 2. | Provide a Fire Alarm system in accordance with Chapter 9 of the California Fire Code, 2013 Edition.  |

**RESOLUTION NO. PC-14-**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA DENIYING PLANNING APPLICATION PA-14-25 FOR ESTABLISHMENT OF A CHURCH USE LOCATED AT 1901 NEWPORT BOULEVARD, SUITES 100, 117, 261 & 271A**

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

WHEREAS, an application was filed for a conditional use permit to establish a church by Steve Camp, authorized agent for the owner of property located at 1901 Newport Boulevard, Suites 100, 117, 261 and 271A;

WHEREAS, a duly noticed public hearings were held by the Planning Commission on September 22, 2014 and on December 8, 2014 with all persons having the opportunity to speak and be heard for and against the proposal;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A and subject to the conditions of approval contained within Exhibit B, the Planning Commission hereby **DENIES** Planning Application PA-14-25.

**PASSED AND ADOPTED this 8<sup>th</sup> day of December, 2014.**

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Jim Fitzpatrick Chair,  
Costa Mesa Planning Commission



## EXHIBIT A

### FINDINGS (DENIAL)

- A. The proposed project does not comply with Costa Mesa Municipal Code Section Code Section 13-29(g)(2) because the
  - 1. The proposed development or use is not substantially compatible with developments in the same general area and would be materially detrimental to other properties within the area.
  - 2. Granting the 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.
  - 3. Granting the 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.
- B. The Costa Mesa Planning Commission has denied Planning Application PA-14-25. 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
- C. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.



**ATTACHMENT 3**  
**SEPTEMBER 22, 2014 PLANNING COMMISSION MEETING MINUTES & STAFF REPORT**

## PUBLIC COMMENTS

Susan McDowell, representing RSI Homes, addressed the solar panels, stated RSI Homes had read and accepted the Conditions of Approval; she requested the Commission's approval.

Chair Fitzpatrick wanted the project to be considered for a Green Design Award and requested the Commission be notified if Ms. McDowell's project was approved tonight and they achieved a net zero of community.

Jay Humphrey, Costa Mesa resident, applauded the developer for bringing forward a profitable project and hoped the subfloor could tolerate the weight of trash trucks.

Chair Fitzpatrick asked Ms. McDowell to work with staff and come up with other treatments to break up the alley-look appearance of the private street. Ms. McDowell agreed to work with staff.

**MOTION: Based on the evidence in the record, the Findings set forth in Exhibit A and subject to the Conditions of Approval set forth in Exhibit B, that the Planning Commission hereby approve PA-14-21 and Tentative Tract Map 17762 for an 18-unit residential unit at 650 Hamilton Street. Moved by Chair Fitzpatrick, seconded by Commissioner Mathews.**

**RESOLUTION NO. 14-45 – A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA APPROVING PLANNING APPLICATION PA-14-21 AND TENTATIVE TRACT MAP TT-17762 FOR PROPERTY LOCATED AT 650 HAMILTON STREET.**

Chair Fitzpatrick asked Ms. Flynn to encourage applicants to provide before and after pictures and to inform them of other options besides the restrictiveness of the inflexible contract with the Sanitary District.

The motion carried by the following roll call vote:

Ayes: Fitzpatrick, McCarthy, Mathews, Sesler  
Noes: None  
Absent: Dickson  
Abstained: None

The Chair explained the appeal process.

- \* 4. **Application No.** PA-14-25  
**Applicant:** Steve Camp, AIA  
**Site Address:** 1901 Newport Blvd., Suites 100, 177, 261, and 271A  
**Zone:** PDC  
**Project Planner:** Antonio Gardea  
**Environmental Determination:** This project is categorically exempt under Section 15301 of the California Environmental Quality Act (CEQA) Guidelines related to existing facilities.

**Description:**

Conditional use permit to establish a church with a deviation from the shared parking requirements due to off-set hours of operation. Saddleback Church is proposed to occupy 19,312 sq. ft. of tenant space within the 1901 Newport office building; uses include a 10,651 sq. ft. assembly/worship hall in Suite 100, 3,690 sq. ft. religious education in Suite 177, 2,000 sq. ft. youth education in Suite 261, and 2,471 sq. ft. administrative offices in Suite 271A. The proposed hours of operation are Saturday from

3:00 p.m. to 7:00 p.m. and Sunday from 8 a.m. to 2:00 p.m. for the main services, and evenings Monday through Saturday from 6:30 p.m. to 10:00 p.m. for ministry services.

Antonio Gardea, Senior Planner, presented the staff report and Supplemental Memo.

Mr. Gardea and Ms. Flynn provided answers to questions posed by the Commissioners regarding parking, auditorium occupancy limit, traffic management plan and ministries.

Steve Camp, Architect representing Saddleback Church, had read all of the Conditions of Approval including the conditions on the Supplemental Memo and agreed with them. Mr. Camp reported that Saddleback was making arrangements with staff from the Turnip Rose.

Ron Keck, Saddleback Church Pastor, spoke about the ministries, explained Christmas services and said they would abide with the parameters of the conditional use permit.

#### **PUBLIC COMMENTS**

Beth Refakes, Costa Mesa resident, addressed parking issues in the neighborhood, Condition of Approval No. 11 and feeding programs.

Mr. Camp spoke about the parking agreement with The Triangle.

Pastor Keck confirmed they would not have food services in the parks.

**MOTION: Continue PA-14-25 to give staff and the applicant time to conduct outreach and consider the Commission's concerns regarding ministries, transportation management plan, parking, occupancy limits and The Triangle Agreement. Moved by Chair Fitzpatrick, seconded by Commissioner McCarthy.**

The motion carried by the following roll call vote:

Ayes: Fitzpatrick, McCarthy, Mathews, Sesler  
Noes: None  
Absent: Dickson  
Abstained: None

Ms. Flynn reported the matter would be brought back to the Planning Commission at its October 27, 2014 meeting.

#### **DEPARTMENTAL REPORT(S):**

1. Public Services – None.
2. Economic and Development Services – Ms. Flynn reported the Costa Mesa Connect item would be brought forward to the Planning Commission on October 27, 2014.

#### **CITY ATTORNEY'S OFFICE REPORT(S)**

1. City Attorney – None.

**ADJOURNMENT: NEXT PLANNING COMMISSION MEETING AT 6:00 P.M. ON MONDAY, OCTOBER 13, 2014.**

Submitted by:



CLAIRE FLYNN, SECRETARY  
COSTA MESA PLANNING COMMISSION



# **PLANNING COMMISSION**

## **AGENDA REPORT**

MEETING DATE: SEPTEMBER 22, 2014

ITEM NUMBER:

PH-4

**SUBJECT: PLANNING APPLICATION PA-14-25 FOR A CONDITIONAL USE PERMIT TO ESTABLISH A CHURCH USE (SADDLEBACK CHURCH) AT 1901 NEWPORT BOULEVARD**

**DATE: SEPTEMBER 22, 2014**

**FROM: PLANNING DEPARTMENT/DEVELOPMENT SERVICES DIVISION**

**PRESENTATION BY: ANTONIO GARDEA, SENIOR PLANNER**

**FOR FURTHER INFORMATION CONTACT: ANTONIO GARDEA, (714) 754-5692  
antonio.gardea@costamesaca.gov**

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### **DESCRIPTION**

The proposal involves a conditional use permit to establish Saddleback Church at 1901 Newport Boulevard. The proposed uses include a 10,651 sq. ft. assembly/worship hall (Suite 100), 3,690 sq. ft. religious education space (Suite 177), 2,000 sq. ft. youth education space (Suite 261), and 2,471 sq. ft. administrative offices (Suite 271 A) for a total 19,312 sq. ft. of tenant space at 1901 Newport Boulevard.

### **APPLICANT**

Steve Camp is the authorized agent on behalf of the applicant, Saddleback Church, and the property owner, 1901 Newport, LLC.

### **RECOMMENDATION**

Staff recommends that the Planning Commission:

Approve by adoption of Planning Commission resolution, subject to conditions of approval.

## **BACKGROUND**

### ***Project Site/Environs***

The subject site is located at the northwest corner of Newport Boulevard and W. 19<sup>th</sup> Street at the terminus of the 55 Freeway. The property is zoned as Planned Development Commercial (PDC) and has a General Plan designation of Commercial Center.

The First United Methodist Church abuts the property to the west and is zoned General Business District (C2). The surrounding properties to the northeast and across Newport Boulevard to the southeast are zoned C2 and developed with commercial buildings. The Triangle is located in the PDC zone across W. 19<sup>th</sup> Street to the south. Properties across Bernard Street to the north are zoned as Multiple Family Residential District (R2-MD).

The project site is developed with a three-story building and a single story building at the corner with total area of approximately 127,512 square feet. The northern portion of the site facing Bernard Street is developed with a three story residential complex (Pacifica at Newport Plaza condominium complex). A total of 452 parking spaces are provided, including the 386 parking spaces in the five-level parking structure.

### ***Prior Land Use Approvals***

#### ***Conditional Use Permit ZE-84-73 for the Turnip Rose Banquet Facility***

On April 9, 1984, the Planning Commission granted a conditional use permit to allow the establishment of a banquet facility to be used in the evenings and weekends at Suite 100. The hours of operation were 5:30 p.m. to midnight Monday through Friday and 9:00 a.m. to midnight on Saturday, Sunday, and holidays to avoid parking and traffic conflicts with other uses. Saddleback Church is taking over the tenancy of Suite 100 which was vacated by the Turnip Rose.

#### ***Minor Conditional Use Permit ZA-03-07 for Medical Uses***

On July 24, 2003, the Zoning Administrator granted a minor conditional use permit to deviate from shared parking requirements to allow a total of 29,951 square feet of medical uses. The approval was granted based on using the parking spaces allocated to night-time uses. The parking summary is periodically updated to ensure that more intense uses, i.e. medical office spaces, do not exceed the parking allowance. In April, Gold Coast Counseling was permitted in Suite 210 and was assessed a parking rate of ten spaces per 1,000 square feet of area. Based on the parking allocation that remains, the available medical office space is approximately 2,800 square feet.

### *Minor Conditional Use Permit ZA-08-16 for Celebrations*

On June 5, 2008, the Zoning Administrator granted a minor conditional use permit to allow the banquet facility (Celebrations by Turnip Rose) to replace the previously existing nightclub (Vegas) located in Suite LL101. The approval for the Turnip Rose allowed the use of valet parking and a reduction in parking, which were carried over from Conditional Use Permit PA-02-45, the original entitlement for the nightclub. As a condition of approval, the second level of the parking structure had to be reserved for event attendees after the abutting residential project was built. A minimum of 168 parking spaces are required as a condition of approval. At the time, the Turnip Rose used both Suites (100 and LL101) as banquet facilities.

### *Minor Conditional Use Permit ZA-09-34*

On November 5, 2009, the Zoning Administrator granted a minor conditional use permit to apply a reduced parking requirement for a group counseling center. The counseling center is located in Suite 149, a tenant space of approximately 3,800 square feet. The applicant indicated that all counseling attendees would arrive to the site by passenger van and only employee parking would be necessary. Taking this into account, the approval was granted and the parking demand for this specific use reduced to only six required spaces (four employees and two passenger vans).

## **ANALYSIS**

### *Proposed Use*

Saddleback Church is proposing to establish a church with supportive services. The main auditorium is located in a tenant space previously occupied by the Turnip Rose banquet hall. Other ancillary uses occupy other tenant spaces previously used as general offices. The table below provides a summary of the proposed church use. Please note: while the main auditorium area is 10,561, the actual assembly hall is 7,210 square feet.

The primary assembly space will be located in Suite 100, which was previously occupied by the Turnip Rose, and is approximately 10,561 square feet in area. The seating area of the main auditorium is 7,210 square feet. In addition to the assembly space, the Church intends to use office space in Suites 177 and 261 for religious education (6,190 square feet) as well as Suite 271A as an administrative office (2,471 square feet). Church services would be on Sundays from 8:00 a.m. to 2:00 p.m. and on Saturday from 3:00 p.m. to 7:00 p.m. During weekdays and on Saturdays, evenings, ministry services are also proposed which is proposed to be attended by a maximum of 75 attendees. The proposed church activities are summarized below:

**Table A**

**Summary of Proposed Church Operations**

Suite	Area (sf)	Days	Hours
100 - Main Auditorium**	10,561	Sunday Saturday	8:00 a.m. – 2:00 p.m. 3:00 – 7:00 p.m.
177 – Education 261 – Education	3,690 2,500		
100 - Main Auditorium	10,561	M-Sat. (Ministries)	6:30– 10:00 p.m.
271A – Admin. Office	2,471	M-F	9 a.m. – 5 p.m.

Notes: \*\*Located in former Turnip Rose Banquet Hall. Assembly Area in Main Auditorium is 7,210 sq.ft.

*Conditional Use Permit*

A Conditional Use Permit is required for churches and other places of religious assembly within the C1 zone, subject to the requirements of Article 4.5 of Title 13 (Development Standards for Churches and other places of religious assembly). When granting a conditional use permit, Code Section 13-29(g)(2) requires that the Planning Commission make the following findings:

- 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 conditional use permit or 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 conditional use permit or 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.

The proposed institutional use would serve the community and is consistent with the Commercial Center General Plan designation for the site. The primary church use would occupy a vacant space previously used as a banquet facility with off-set hours of operation. Similar to the banquet use, the church use would operate at hours when the majority of the office uses in the building are closed and opposite times that events are taking place at the banquet facilities to prevent any parking related impacts. The availability of parking in the adjacent structure provides safe and convenient access for patrons and the additional activity during nights and weekends helps create a sense of security and vigilance. As further described below, the church complies with the applicable development standards for places of worship near residentially zoned areas. The required Conditional Use Permit findings in support of the proposed church use are included as an attachment to the Resolution.

## *Development Standards*

In addition to the Conditional Use Permit requirement, the municipal code includes general development standards for churches and other places of religious assembly as well as standards for churches within 200 feet of residentially zoned properties. The standards are intended to ensure compatibility with adjacent land uses. Churches near residentially zoned properties need to adhere to standards regarding lighting, noise and outdoor activities.

The proposed church use complies with both the general standards and the specific requirements for churches near residential zones. Residential compatibility is analyzed as follows:

- *Noise impacts to surrounding residential uses would be less than significant.*

The main auditorium/assembly hall of Saddleback Church does not propose to conduct outdoor services. A condition of approval prohibits outdoor services and outdoor sound amplification. In addition, the development standards require that truck deliveries related to church activities occur between the hours of 7:00 a.m. and 8:00 p.m. to avoid disturbances to the residential neighbors.

- *There are no encroachments into required setbacks.*

The use does not encroach into required setbacks, landscaped areas, nor parking and circulation areas. Accessory facilities as part of the proposed use, including youth rooms for religious education and administrative space are provided in separate rooms and will be conducted entirely within those suites. The hours of operation are on Sunday from 8:00 a.m. to 2:00 p.m., Saturday from 3:00 p.m. to 7:00 p.m. In addition, ancillary services (ministries) are proposed for weekday and Saturday evenings from 6:30 p.m. to 10:00 p.m. The conditions of approval reflect these operating hours.

- *Security concerns related to trespassing on rooftop deck of the parking structure are addressed.*

A 32-unit condominium complex is directly abutting the parking structure. There have been concerns expressed from the condominium owners regarding individuals who access rooftop areas from the fifth level of the parking structure. Clothing, trash, cigarettes, and beverage containers have been found.

A condition of approval requires the following: The applicant and/or property owner shall submit a security plan for review and approval by the Development Services Director. The security plan shall set forth measures to ensure that the property itself (inclusive of the parking structure) and the surrounding residential community are not negatively impacted. Security measures may include personnel and/or structures to discourage trespassing.

### Parking Requirements

Saddleback Church will have a high parking demand, and staff has analyzed the shared parking to determine if there are any conflicts with the uses allowed at 1901 Newport. Particular emphasis is placed on the joint use of the parking structure between Saddleback Church and the Celebrations Banquet Facility.

Per the Zoning Code, parking for church uses is based on the amount of fixed seats or non-fixed seating area in the assembly space. The Zoning Code parking ratio for churches is one space for each three fixed seats or one space for every 35 square feet of seating area if there are no fixed seats within the main auditorium or assembly area. (CMMC Sec. 13-89). The proposed assembly area does not include fixed seating nor any permanent fixtures. With an area of 7,210 square feet, a minimum of 206 parking spaces are required for the assembly area.

The applicant's request is based on the premise that the church activities will occur during times that parking demand is low, the majority of the offices are closed, and church service is not significantly overlapping with Celebrations. The shared parking demand analysis (Attachment 4) shows the maximum demand at full building occupancy is 390 spaces, including full occupancy of the church use and the banquet facility (Celebrations by Turnip Rose), which results in a surplus of 53 parking spaces.

The shared parking requirement does not include a demand analysis for the church. Therefore, the 206 code-required parking spaces are added to the predicated peak demand number. The result is the minimum required parking spaces for the primary church services as shown on the table below. A minimum of 221 parking spaces would be necessary on weekdays after 6:00 p.m., 376 parking spaces on Saturday afternoons, 194 parking spaces on Saturday evening, and a minimum of 387 parking spaces on Sundays. A summary of the parking demand is provided below.

Table B  
Parking Summary

	Parking Demand Office Uses	Required for Banquet Facilities / Church	Total	Provided
<b>Weekday</b>				<b>452</b>
6 a.m. – 5 p.m.	390	0	390	
After 6 p.m.	28	374	402	
<b>Weekend</b>				
Saturday 3-7 p.m.	1	374	375	
7:30 -10:00 p.m.	1	193	194	
Sunday 8 a.m. – 2 p.m.	5	374	379	

### *Weekday Demand*

The applicant indicates that the church will use Suite 271A as administrative office during the week. The shared parking demand requirement of 390 parking spaces includes the church's administrative office space in the calculations. No church activities, other than administrative functions, would be taking place during regular business hours.

The applicant is requesting approval of ancillary services during weekday evenings for various ministries from 6:30 p.m. to 10:00 p.m. According to the applicant, these ministries are limited in attendance to an anticipated maximum of 75 attendees. A condition of approval is included that places a limit on the number of attendees allowed for these ancillary services. Applying the parking ratio of one space per each three seats is used for assembly space with fixed seating, 25 parking spaces would be necessary. On weekday evenings after 6:00 p.m., the parking demand is 221 required parking spaces. Because of the off-set hours of operation after 6:00 p.m. and the limitation on the number of attendees, the 452 spaces in the parking structure are sufficient for these weekday evening services.

### *Weekend Demand*

The parking demand is arrived at by cumulatively adding all of uses that are active on the weekends. A minimum of 387 parking spaces are required using the same method of adding the minimum 206 code-required parking spaces for the church use and the minimum 168 required parking spaces for the banquet facility to the maximum weekend parking demand for the offices. The weekend parking demand omits the office uses that are closed.

On Sunday mornings a minimum of 387 parking spaces are required presuming that events are occurring at the same time as church services. On Saturday afternoons, 376 parking spaces are likewise required. On Saturday evenings, 194 parking spaces are necessary due to the limited scope of the ministry services.

On event days, the first two levels of the parking structure are reserved for guests at Celebrations. As such, the church attendees would need to use the upper levels of the parking structure. A total of 452 parking spaces are provided on site, which leaves a remainder of 65 parking spaces.

### Conditions of Approval Related to Parking

Within 60 days of the full operations of the church, the church operator shall submit a parking and circulation plan to the Development Services Director for review and approval to ensure that there are no negative impacts to the existing tenants and adjacent residential community. The plan shall show the adequacy of parking areas, contain realtime parking counts at peak demand times, and specifically verify that there are no parking-related conflicts with the existing banquet facility (Celebrations) and other tenants at 1901 Newport Boulevard.

If parking shortages or other parking related problems arise, the applicant shall institute whatever operational measures are necessary to minimize or eliminate the problem,

including, but not limited to, submitting a valet parking plan approved by the Transportation Services Manager, modifying the number and times of services, scheduling additional services, or canceling services that coincide with other scheduled events at the banquet facility and/or activities at the site.

The applicant shall provide an attendant to patrol and direct service attendees to the upper levels of the parking structure.

The parking structure shall remain open and accessible at all times that the church is in operation to prevent parking on adjacent properties.

### **GENERAL PLAN CONFORMANCE**

The proposed church use is consistent with the Commercial Center designation which allows institutional uses that serve the community. The proposed church use would use existing facilities previously used as banquet space with a similar weekend parking demand. The proposed use consists of religious services with ministries for children, administrative offices, and small evening religious ministry services. The church use would be compatible with the existing office uses and existing banquet facility. The proposed church use would add more activity and thereby facilitate the sense of security for the site and its surroundings.

### **ENVIRONMENTAL DETERMINATION**

If approved, the project would be exempt from the provisions of the California Environmental Quality Act under Section 15301 for Existing Facilities.

### **LEGAL REVIEW**

The City Attorney has reviewed the resolution and it has been approved as to form by the City Attorney's Office.

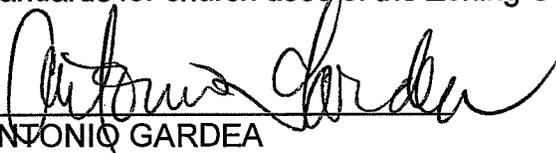
### **ALTERNATIVES**

The Planning Commission has the following alternatives:

1. Approve the project with modifications. The Planning Commission may suggest specific changes that are necessary to alleviate concerns. If any of the additional requested changes are substantial, the item should be continued to a future meeting to allow modifications or additional analysis. In the event of significant changes to the proposal, should the Planning Commission choose to do so, staff will return with a revised resolution incorporating new findings and/or conditions.
2. Deny the project. If the Planning Commission believes that there are insufficient facts to support the findings for approval, Planning Commission must deny the application and provide facts in support of denial. If the project were denied, the applicant could not submit substantially the same type of application for six months.

**CONCLUSION**

The parking analysis indicates that the proposed church use, subject to conditions, would be compatible with neighboring residences and would not create parking deficiencies at 1901 Newport. The site is designated as Commercial Center which allows institutional uses that serve the community. Approval of the conditional use permit would allow a use that is consistent with this designation. The church use would be compatible with the existing office uses and work in harmony with the existing banquet facility. Findings in support of the proposed church use are provided in the attached Resolution; therefore it is consistent with the intent of the General Plan and conforms to the specific requirements and development standards for church uses of the Zoning Code.



ANTONIO GARDEA  
Senior Planner



CLAIRE FLYNN, AICP  
Assistant Director of Development  
Services

- Attachments:
1. Draft Resolution
  3. Applicant's Description and Justification Letters
  4. Location Map, Site Photos, and Plans
  5. Shared Parking Worksheet & Tenant Listing

- Distribution:
- Director of Economic & Development Services/Deputy CEO
  - Senior Deputy City Attorney
  - Public Services Director
  - City Engineer
  - Transportation Services Manager
  - Fire Protection Analyst
  - Staff (6)
  - File (2)

Steve Camp, AIA  
Elements Architecture  
6 B Liberty #100  
Aliso Viejo, CA 92656

Paul Kim, President  
1901 Newport, LLC  
3424 Wilshire Boulevard, Suite 1200  
Los Angeles, CA 90010

**RESOLUTION NO. PC-14-**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA APPROVING PLANNING APPLICATION PA-14-25 FOR ESTABLISHMENT OF A CHURCH USE LOCATED AT 1901 NEWPORT BOULEVARD, SUITES 100, 117, 261 & 271A**

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

WHEREAS, an application was filed for a conditional use permit to establish a church by Steve Camp, authorized agent for the owner of property located at 1901 Newport Boulevard, Suites 100, 117, 261 and 271A;

WHEREAS, a duly noticed public hearing held by the Planning Commission on September 22, 2014 with all persons having the opportunity to speak and be heard for and against the proposal;

WHEREAS, the project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City environmental procedures, and has been found to be exempt from CEQA under Section 15301 for Existing Facilities;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A and subject to the conditions of approval contained within Exhibit B, the Planning Commission hereby **APPROVES** Planning Application PA-14-25.

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 Planning Application PA-14-25 and upon applicant's compliance with each and all of the conditions in Exhibit B, and 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 project, or if the applicant fails to comply with any of the conditions of approval.

**PASSED AND ADOPTED this 22<sup>th</sup> day of September, 2014.**

---

Jim Fitzpatrick 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 September 22, 2014 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Secretary, Costa Mesa  
Planning Commission

## EXHIBIT A

### FINDINGS

- A. The information presented substantially complies with Costa Mesa Municipal Code Section 13-29(g)(2) because:

**Finding:** 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.

**Facts in Support of Finding:** The proposed church use is compatible with the office uses at the site. The proposed church use would occupy a vacant space previously used as a banquet facility with similar operating characteristics. Church attendees would support and patronize businesses in the neighboring shopping centers after services on weekends when the office uses are typically closed.

**Finding:** Granting the 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.

**Facts in Support of Finding:** Granting the Conditional Use Permit for the church will not be detrimental or injurious to the office tenants at the site nor the surrounding commercial and residential properties. The proposed church use would occupy vacant tenant spaces and provide an active use during off-peak hours and weekends. The availability of parking in the adjacent structure provides safe access and convenient parking to the site. The convenience of the parking structure encourages attendees to park on site and not in the surrounding neighborhood. The additional activity during nights and weekends helps create a sense of security and vigilance. The proposed deviation to the shared parking requirements is warranted because the proposed church use would operate during hours and days when lower parking demand for the existing office uses. Moreover, the church services would occur on Saturday afternoons, and Sunday mornings when the other office tenants are closed. Ministry services would take place on weekday evenings after regular business hours. A sufficient number of parking spaces are provided to satisfy the parking demand and the specific number of code-required parking spaces for the proposed church use. These characteristics of the church operations address parking and traffic concerns as the church's proposed operating hours will not conflict with peak parking demand periods for the other office uses at the site.

**Finding:** Granting the 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.

**Facts in Support of Finding:** The property is designated as Commercial Center in the General Plan Land Use Element. The General Plan designation of Commercial

Center allows institutional uses that serve the community and is consistent with the designation for the site. The proposed church use, which is institutional in nature, would use existing facilities previously used as banquet space, with a similar weekend parking demand. The proposed use consists of religious services with ministries for children, administrative offices, and small evening religious ministry services. The proposed church use would add more activity and thereby facilitate the sense of security for the site and its surroundings. The church also complies with the applicable Zoning Code development standards for churches and places of worship near residentially zoned areas. Therefore, the proposed church use is consistent with the General Plan and compliant with the development standards of the Zoning Code.

- B. 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 15301 for Existing Facilities.
- C. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

## EXHIBIT B

### CONDITIONS OF APPROVAL

- Plng. 1. The use shall be limited to the type of operation as described herein. Any change in the operational characteristics shall require review by the Planning Division and may require an amendment to the conditional use permit, subject to either Zoning Administrator or Planning Commission approval, depending on the nature of the proposed change. The applicant is reminded that Code allows the Planning Commission to modify or revoke any planning application based on findings related to public nuisance and/or noncompliance with conditions of approval [Title 13, Section 13-29(o)].
2. The conditional use permit herein approved shall be valid until revoked, but shall expire upon discontinuance of the activity authorized hereby for a period of 180 days or more. The conditional use permit may be referred to the Planning Commission for modification or revocation at any time if the conditions of approval have not been complied with, if the use is being operated in violation of applicable laws or ordinances, or if, in the opinion of the development services director or his designee, any of the findings upon which the approval was based are no longer applicable.
3. Within 60 days of the full operations of the church, the church operator shall submit a parking and circulation plan to the Development Services Director for review and approval to ensure that there are no negative impacts to the existing tenants and adjacent residential community. The plan shall show the adequacy of parking areas, contain realtime parking counts at peak demand times, and specifically verify that there are no parking-related conflicts with the existing banquet facility (Celebrations) and other tenants at 1901 Newport Boulevard.
4. If parking shortages or other parking related problems arise, the applicant shall institute whatever operational measures are necessary to minimize or eliminate the problem, including, but not limited to, submitting a valet parking plan approved by the Transportation Services Manager, modifying the number and times of services, scheduling additional services, or canceling services that coincide with other scheduled events at the banquet facility and/or activities at the site.
5. The applicant shall provide an attendant to patrol and direct service attendees to the upper levels of the parking structure.
6. The parking structure shall remain open and accessible at all times that the church is in operation to prevent parking on adjacent properties.
7. The church operation including all ancillary uses 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 security and operational measures are necessary to comply with this requirement.
8. The applicant and/or property owner shall submit a security plan for review and approval by the Development Services Director. The security plan shall set forth measures to ensure that the property itself (inclusive of the parking

structure) and the surrounding residential community are not negatively impacted. Security measures may include personnel and/or structures to discourage trespassing.

9. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of, or which are in any way related to, the applicant's project, or any approvals granted by City related to the applicant's project. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section. City shall have the right to choose its own legal counsel to represent the City's interests, and applicant shall indemnify City for all such costs incurred by City.
10. If any section, division, sentence, clause, phrase or portion of this resolution is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.
11. Approval shall be for a period of one year. Prior to expiration, applicant may request renewal, subject to reevaluation at that time. The Director of Economic & Development/Deputy CEO may extend the planning application for a period not to exceed two (2) years if all conditions of approval have been satisfied, no complaints have been received, and the site inspection reveals compliance with applicable ordinance requirements. Thereafter, the Director of Economic & Development/Deputy CEO may extend the permit for successive two (2) year periods under the same terms.
12. A copy of the conditions of approval for the conditional use permit must be kept on premises and presented to any authorized City official upon request.
13. The hours of operation for the main sanctuary shall be limited on Saturday from 3:00 p.m. to 7:00 p.m. and on Sundays from 8:00 a.m. to 2:00 p.m.
14. The weekday and Saturday evening hours of operation shall be limited from 6:30 p.m. to 10:00 p.m. and shall be limited to a maximum of 75 attendees.
15. All church services shall be conducted within the building. Services in the lobby area and outdoor courtyards are prohibited. Additionally, there shall be no outdoor sound amplification.

## **CODE REQUIREMENTS**

The following list of federal, state and local laws applicable to the project has been compiled by staff for the applicant's reference. Any reference to "City" pertains to the City of Costa Mesa.

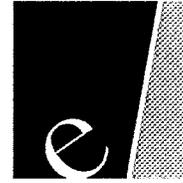
- Bldg. 1. Comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and California Energy Code at the time of plan submittal) and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa.

**SPECIAL DISTRICT REQUIREMENTS**

The requirements of the following special districts are hereby forwarded to the applicant:

- AQMD            Applicant shall contact the Air Quality Management District (800) 288-7664 for potential additional conditions of development or for additional permits required by the district.

Saddleback Church of Costa Mesa  
1901 Newport Blvd.



ELEMENTS  
ARCHITECTURE

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Aliso Viejo, CA 92656  
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18 July 2014

**Development Services Department**  
CITY OF COSTA MESA  
77 Fair Drive  
Costa Mesa, CA 92626

### **PROJECT DESCRIPTION**

**SADDLEBACK CHURCH OF COSTA MESA**

#### a) Existing and Proposed use:

The existing building is occupied by multiple service-oriented tenants. There is one large assembly use tenant called The Turnip Rose. Saddleback Church is proposing to occupy four suites within the building. The proposed hours of operation are indicated below. Only cosmetic improvements such as flooring and paint will be done to the spaces.

#### b) Location of Proposed Use:

Saddleback Church of Costa Mesa is currently located at Ocean View High School in Huntington Beach where they have been a tenant for 26 months. They are proposing a re-location to 1901 Newport Blvd.

#### c) Size of Operation:

Suite 100 (10,651 RSF) will function as the main auditorium. Suite 177 (3,690 RSF) will function as Sunday School type multi-purpose classrooms. Suite 261 (2,500 RSF) will function as Youth Sunday School education space. Suite 271A (2,471 RSF) will function as administrative office space for a total of 19,312 RSF.

#### d) Number of Employees:

Saddleback Church of Costa Mesa  
1901 Newport Blvd.

Saddleback Church currently employs 5 full or part time employees. The regular business hours for the administrative staff are 9 AM - 5 PM, Monday through Friday.

e) Hours of Operation:

Saturday:  
3:00 - 7:00 PM

Sunday:  
8:00 AM - 2 PM

Children's Ministry is provided at each service with an average of 60 children attending per service.

There are various ministries during the week - Monday through Saturday evening from 6:30 PM to 10 PM. These ministries range in attendance from 5 - 75 people.

f) Types of use provided:

Church use only, with no permanent child-care or private school activities. The uses of each space are designated on the attached floor plans.

g) No manufacturing or generation of any hazardous materials and/or waste is proposed.

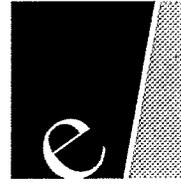
Prepared and submitted by:  
Elements Architecture



M. Steven Camp AIA  
Principal

Attachment: Floor Plan, July 18, 2014

Saddleback Church of Costa Mesa  
1901 Newport Blvd..



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ARCHITECTURE

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18 July 2014

**Development Services Department**  
CITY OF COSTA MESA  
77 Fair Drive  
Costa Mesa, CA 92626

**JUSTIFICATION FOR CONDITIONAL USE PERMIT**  
SADDLEBACK CHURCH OF COSTA MESA

A) Affect on adjoining land uses or growth and development of the area:

The church has been a tenant in good standing at Ocean View High School for more than two years, and has a track record of being a good neighbor in that community. The heaviest use of the facility will occur on Sunday between the hours of 8 AM and 2 PM. This makes the occupancy compatible with adjoining uses for a couple of reasons.

Firstly, there is very little use of the commercial office and retail buildings and parking lot during this time period - reducing the potential for traffic and parking conflicts. The landlord has guaranteed the tenant a minimum of 400 spaces in the parking structure during this time period (see attached lease excerpt).

Secondly, when church lets out, many of the folks who attend will patronize the local retail / restaurant establishments that are conveniently located near the center. In this way, the proposed use will benefit the adjoining uses instead of causing an adverse affect.

There is historical evidence to support this claim. In Lake Forest, an area that suffered economically during the recent and continuing downturn, retail and especially restaurant businesses have continued to flourish within a mile radius of Saddleback church, while others outside this zone have shuttered.

The next highest use period for Saddleback is on Saturday evening. This is also a time when the office tenants are not present.

Regarding noise, all of the functions of the church use will be within the walls of the building. Therefore noise that might affect the surrounding uses will be minimized. Also, the auditorium with the highest volume of sound, is located on the side of the building facing the alley - adjacent to the parking structure. There is a courtyard space that acts as an additional buffer to noise. The highest percentage of attendees will be parking in the structure and walking to the front door from there. This will also serve to reduce pedestrian noise to the rest of the center.

**B) Adequate size with local growth capacity:**

All of the surrounding properties are built out, so it is unlikely that new structures will be proposed. However, the tenant spaces were previously used as office space with heaviest traffic primarily during a time frame that conflicted with other office tenants between 7 AM and 6 PM. The "off hours" use of the parking lot / structure will provide additional parking and therefore expansion potential to the other office tenants.

As mentioned in the previous section, most of the congregation members will park in the structure and have safe walking access to the front door and elevators. This will minimize the potential for vehicular / pedestrian conflicts in other parts of the center or neighborhood.

**C) Traffic Burden:**

This item has been addressed in the previous two sections A) & B) with regard to "off peak" traffic. In addition, it is noted that the surrounding collector streets have been necessarily designed to handle a large volume of traffic due to proximity to Newport Blvd.

**D) Health and safety of the citizens of Costa Mesa.**

Saddleback church is well established in Southern California as a place that provides safe gathering for the local community. In addition to being a place of worship (a benefit to the soul), the members hear excellent teaching that provides a good moral compass for their lives.

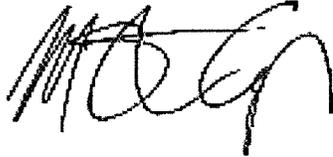
Saddleback has ministries that reach out to the community and especially the youth and young families to provide a setting where they can gather and enjoy healthy well-monitored activities that lead to good behavior while discouraging bad.

Saddleback is committed to knitting families together in a community setting so that they learn how to serve one another and the community around them.

Saddleback Church of Costa Mesa  
1901 Newport Blvd..

For these reasons and more, the statement - the addition of this facility to the city of Costa Mesa will not only not harm the health and safety of the citizens, but will actually improve their health and safety.

Prepared and submitted by:  
Elements Architecture

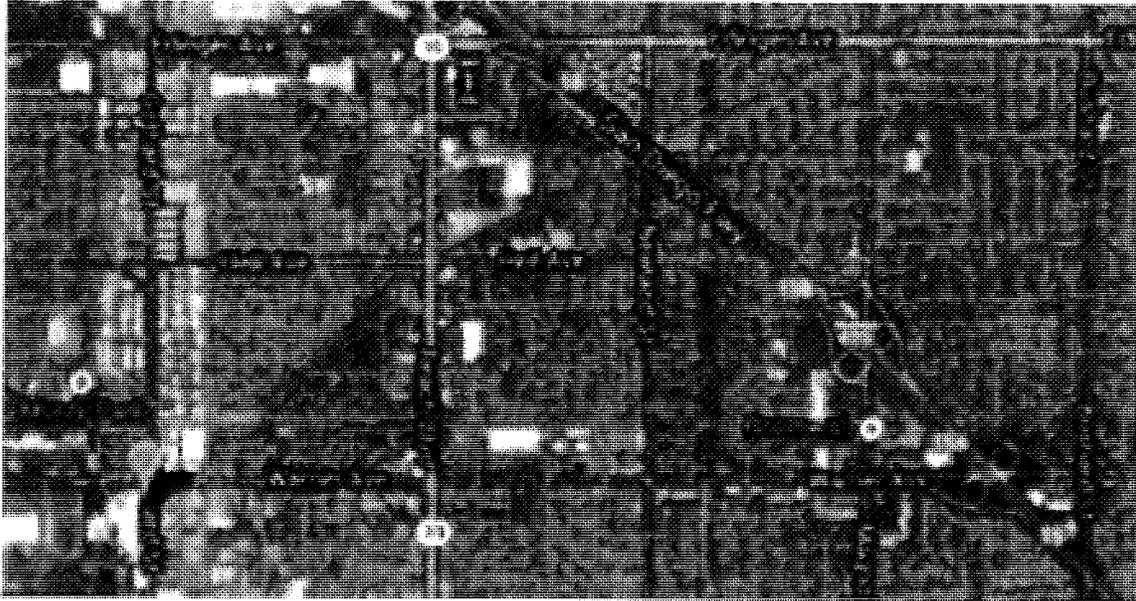
A handwritten signature in black ink, appearing to read 'M. Steven Camp', with a stylized flourish at the end.

M. Steven Camp AIA  
Principal

Attachment: Floor Plan, July 18, 2014

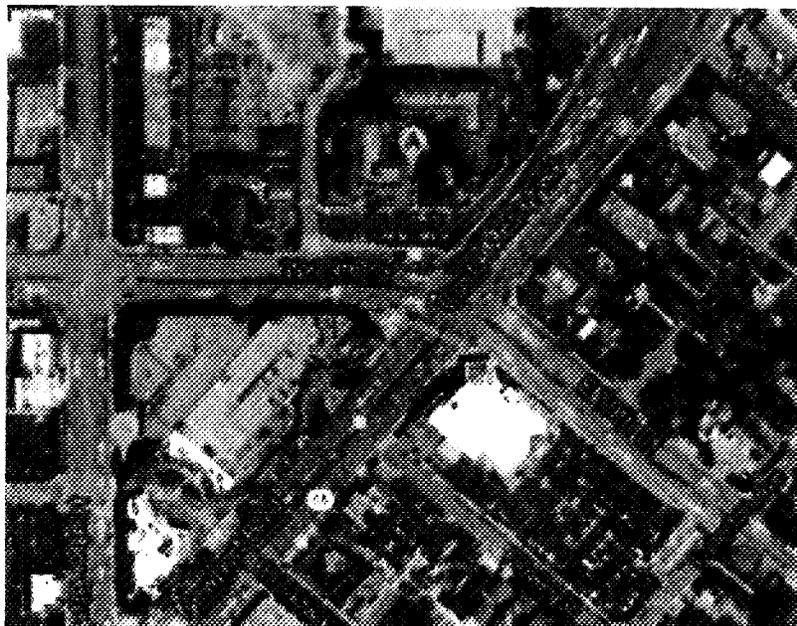
# Current Location

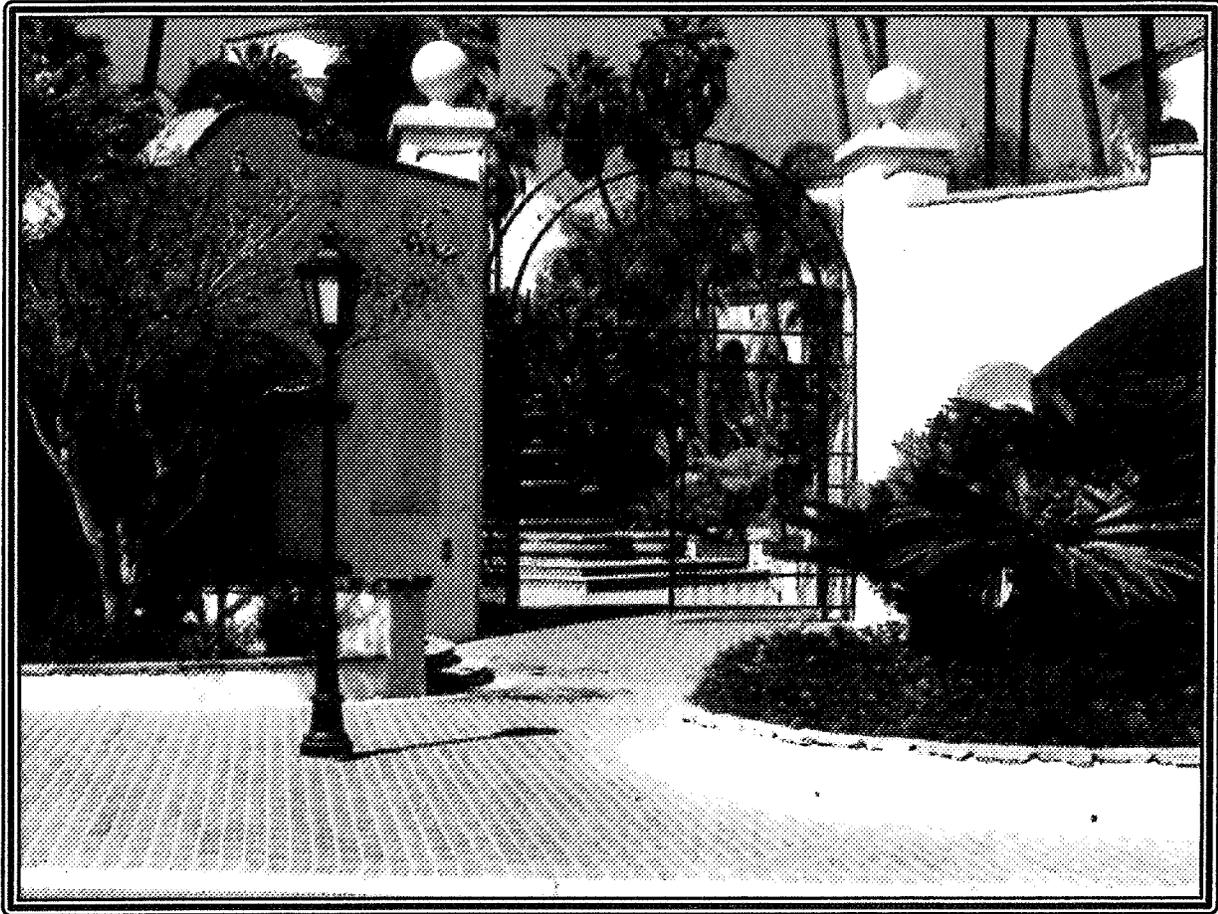
Ocean View High School  
17071 Gothard Street Huntington Beach



# Potential New Location

1901 Newport Blvd Costa Mesa



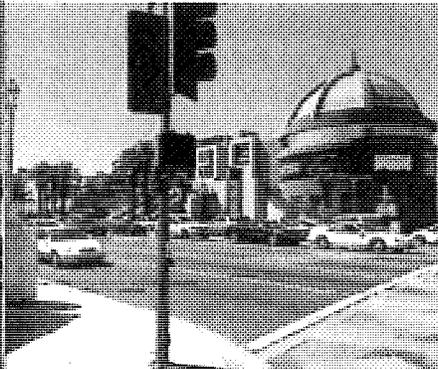


Saddleback  
Huntington Beach  
Relocation

# The Vision for this Location



Costa Mesa Location



Premier Location



Corner of 55th Ave / 19th St



First time guest entrance



First time guest entrance



First time guest entrance



Entrance to SK/SSM/Adults

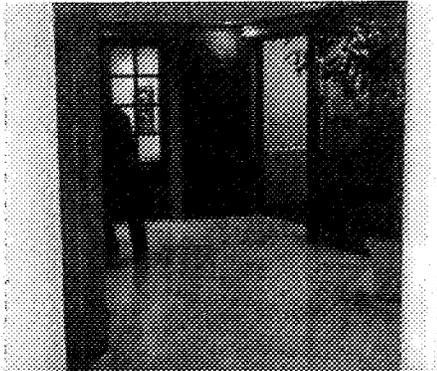


SK/SSM Entrance



Adult Worship Center

# Children's Ministry



Children's entry



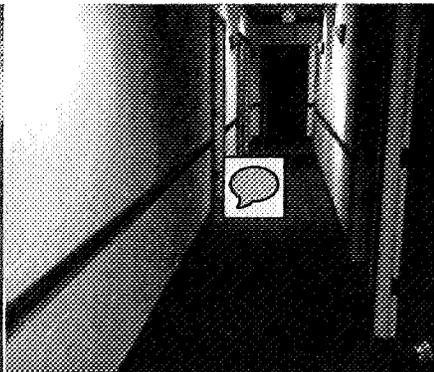
Children's Hallway



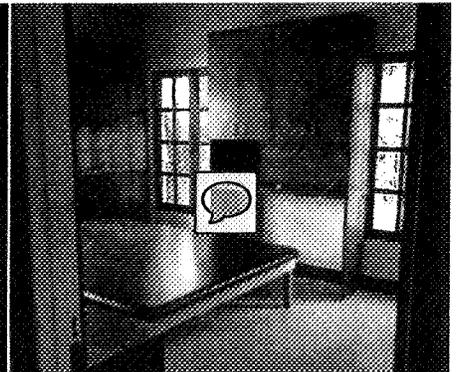
Children's Check in



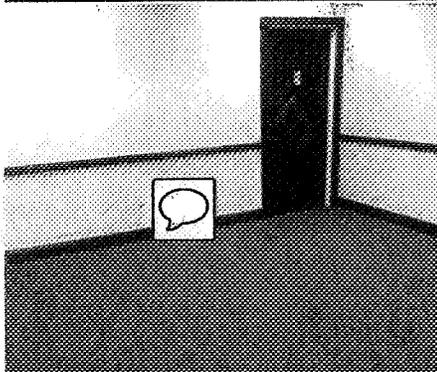
Children's Large-room Worship



Children's Classrooms



Children's Classroom



Children's Classroom

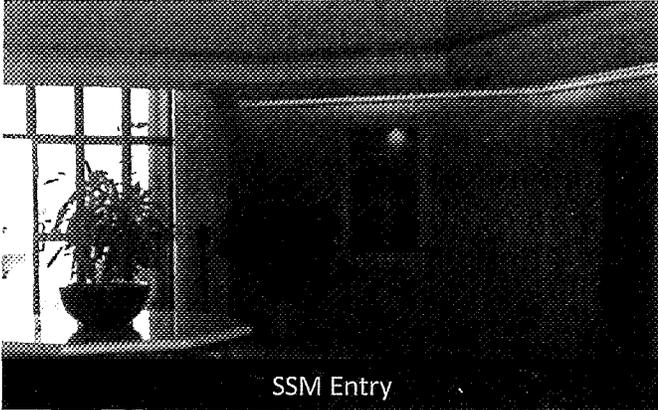


Children's Exit

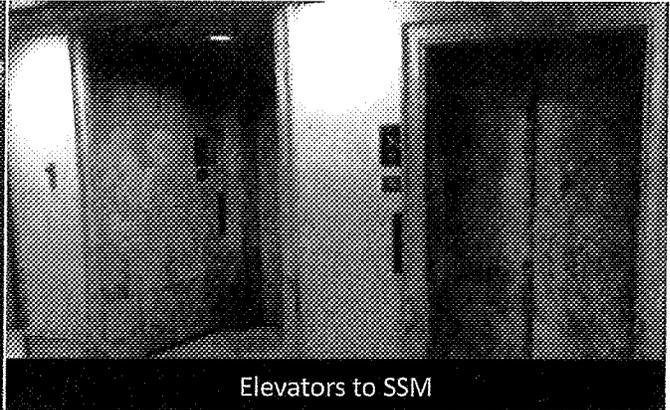


Children's Exit Hallway

# SSM



SSM Entry



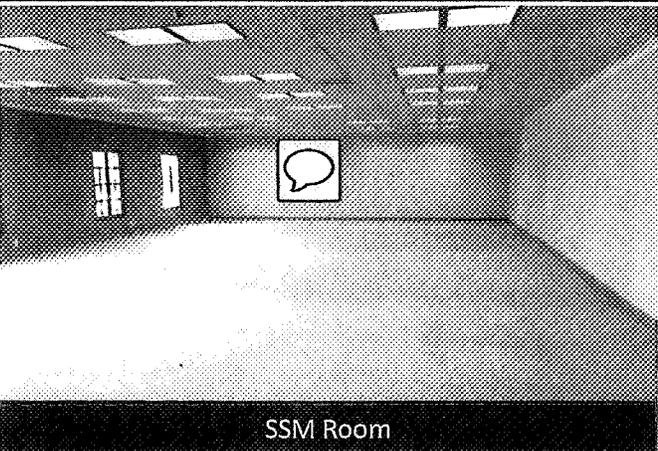
Elevators to SSM



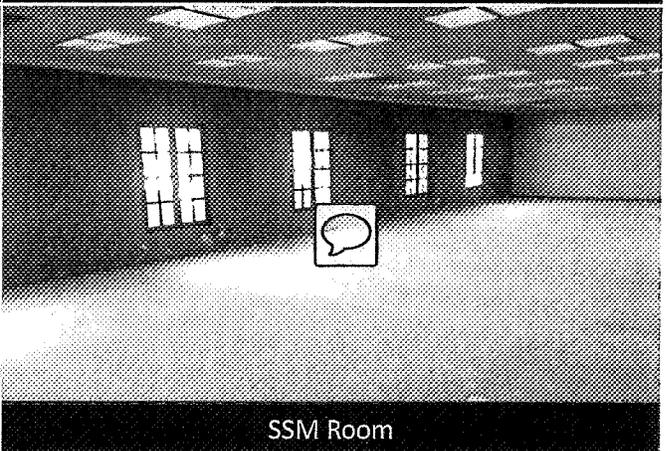
Hallway SSM



Front Door to SSM

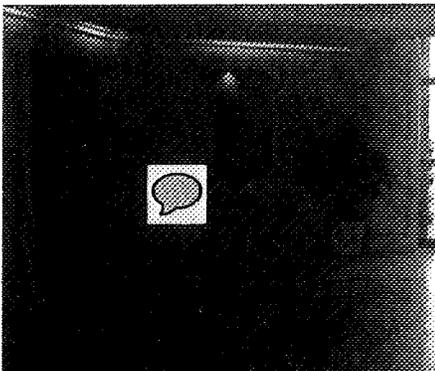


SSM Room



SSM Room

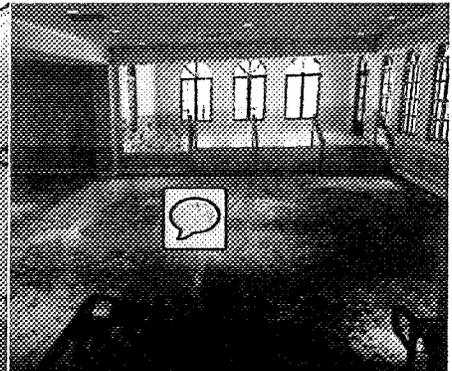
# Adult Worship Center



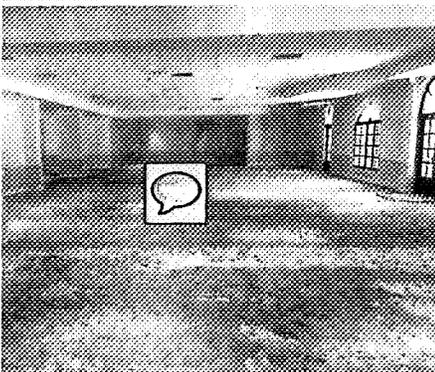
Front Door to Worship Center



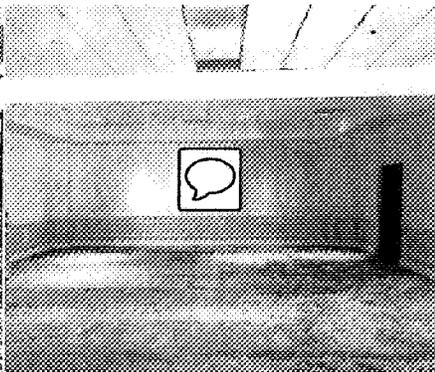
Front Door to Worship Center



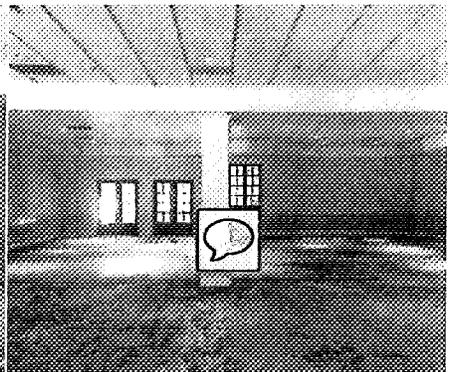
Entrance to Worship Center



View from Back to Stage



Stage Area



Left side of Worship Center



Right side of Worship Center

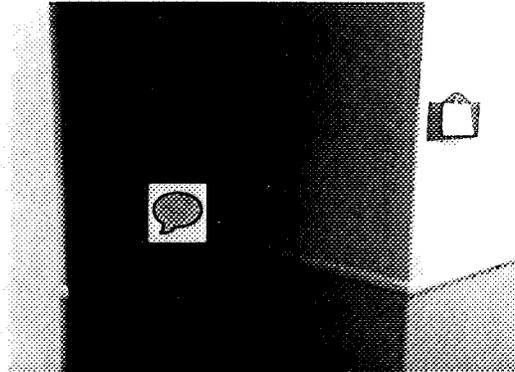


Courtyard view from inside

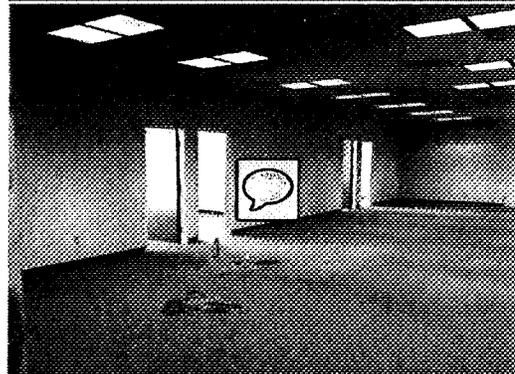


Courtyard

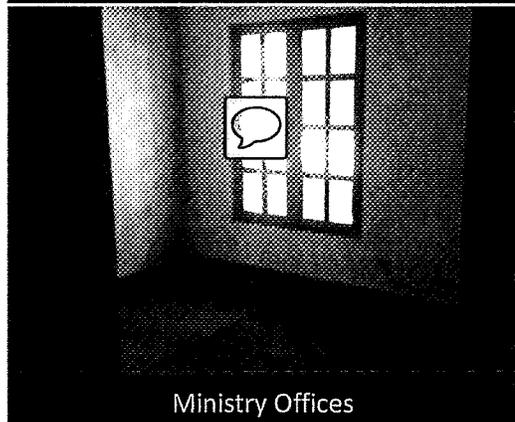
# Ministry Office



Ministry office Entrance

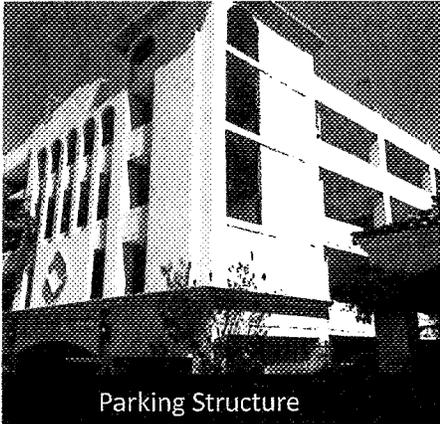


Ministry Office Space

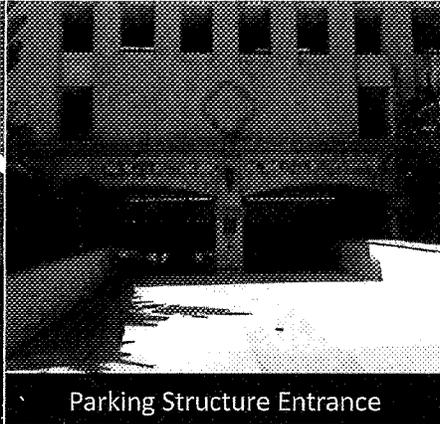


Ministry Offices

# Parking Structure



Parking Structure



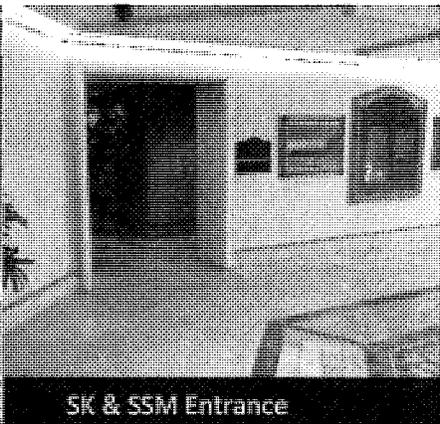
Parking Structure Entrance



Entrance to church from parking structure



Entrance to SK, SSM, from parking structure



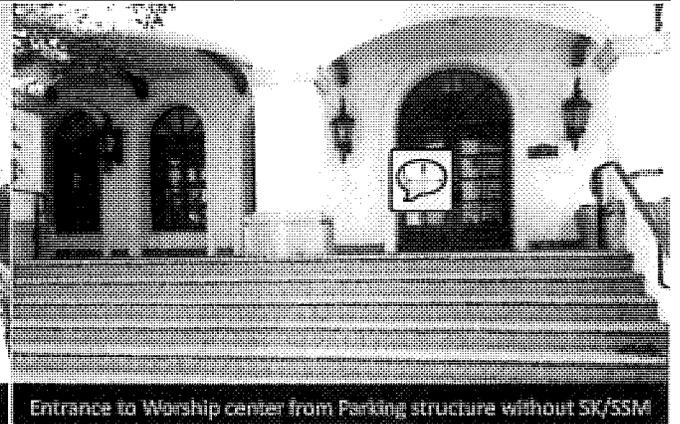
SK & SSM Entrance



Worship Center Entrance



Entrance to Worship center from Parking structure without SK/SSM



Entrance to Worship center from Parking structure without SK/SSM

**PROJECT DIRECTORY**

OWNER:  
1921 NEWPORT LLC  
1921 NEWPORT BLVD  
COSTA MESA, CA 92627

TRUSTEE:  
SACRAMENTO VALLEY COMMUNITY CHURCH INC  
1921 NEWPORT BLVD  
COSTA MESA, CA 92627

ARCHITECT:  
ELEMENTS ARCHITECTURE  
1921 NEWPORT BLVD  
COSTA MESA, CA 92627

CONTACT: STEVE COHN, FA, ARCHITECT, HNS/C/E

**PROPOSED USE:**

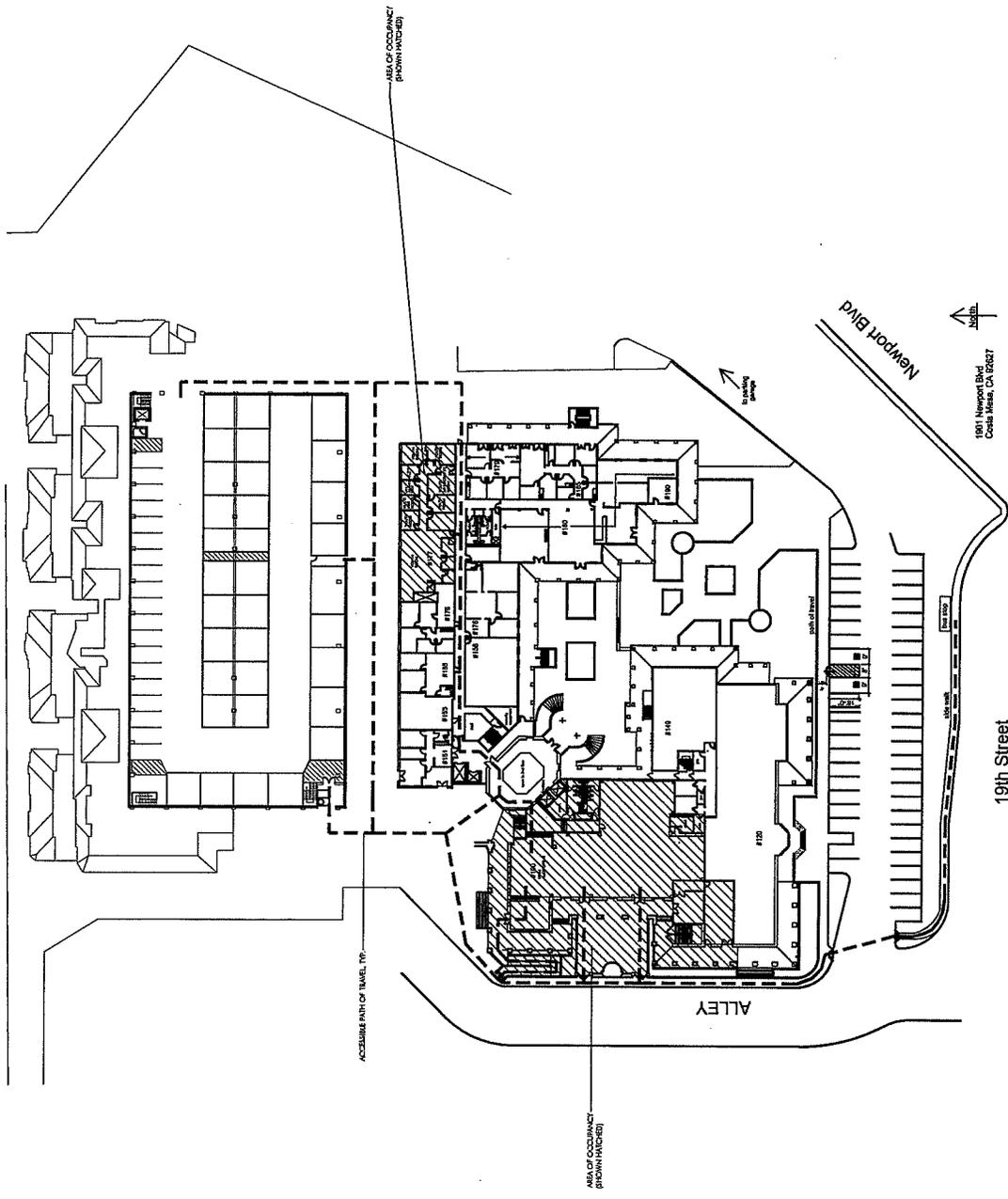
SITE 030 MANUFACTURING 16,611 SF  
 SITES 031 MANUFACTURING 3,870 SF  
 SITES 032 MANUFACTURING 3,870 SF  
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 SITES 034 MANUFACTURING 3,870 SF  
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 SITES 099 MANUFACTURING 3,870 SF  
 SITES 100 MANUFACTURING 3,870 SF  
 TOTAL 12,113 SF

**PARKING REQUIRED:**

MANUFACTURING (OPEN SPACE) 21,187 / 75 = 282 STALLS

**PARKING PROVIDED:**

PARKING SPACES (IN PARKING STRUCTURE) 218 STALLS



**SITE PLAN** | 1/8" = 1'-0"

**Sacramento Valley Community Church Costa Mesa**  
 1921 Newport Blvd, Costa Mesa, CA 92627

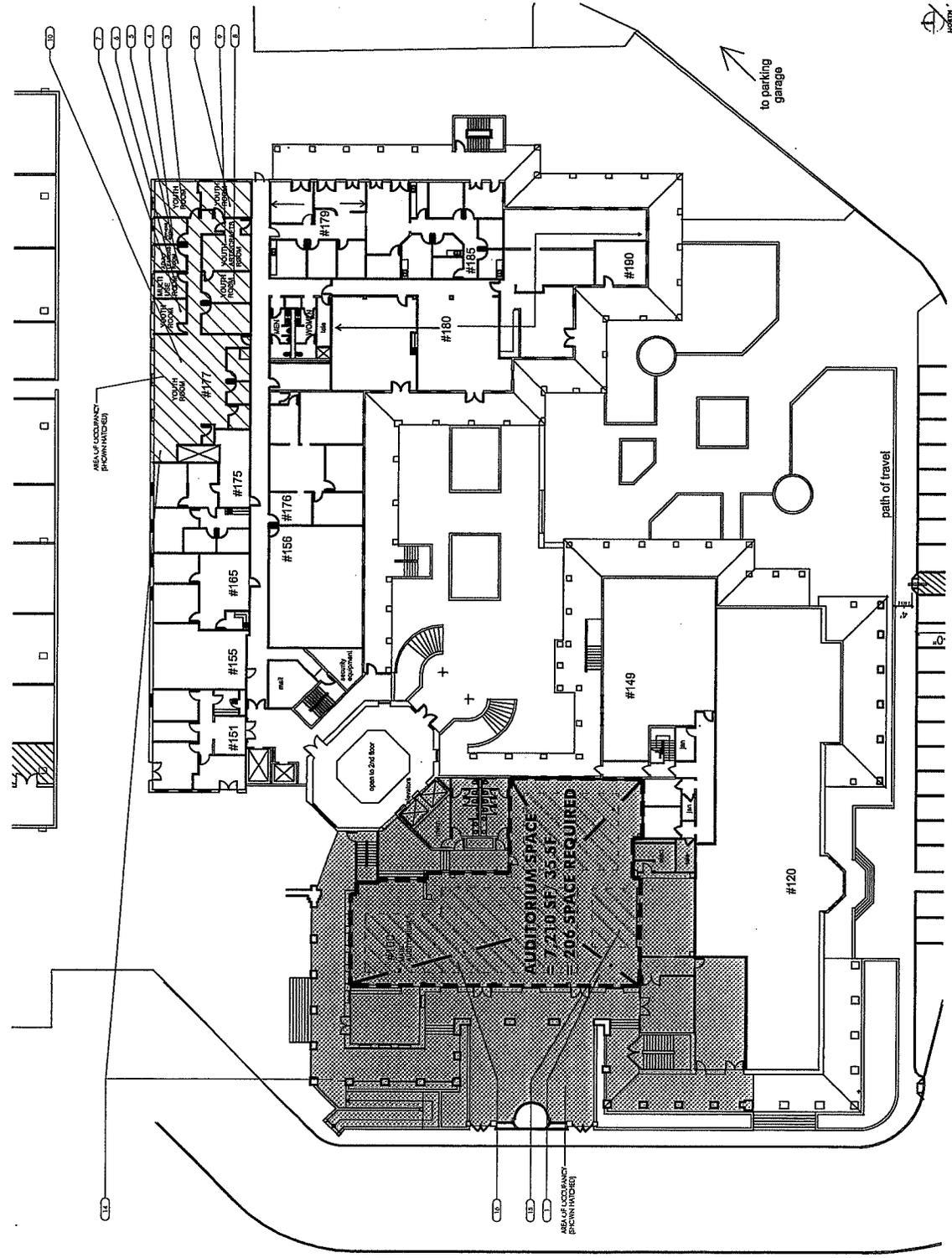
September 11, 2014



**ARCHITECTURAL KEYNOTES:**

**GENERAL OBSERVATIONS & ROOM USE**

- 1. MAIN AUDITORIUM
- 2. YOUTH ROOM
- 3. YOUTH ROOM
- 4. CLASS ROOM
- 5. ADULT LEADER ROOM
- 6. LARGE ORIENTATION, YOUTH DEDICATION & YOUTH BAPTISM CLASS FOR TRAINING
- 7. YOUTH CLASS ROOM
- 8. YOUTH CLASS ROOM
- 9. YOUTH ARTS & CRAFTS ROOM
- 10. YOUTH CLASS ROOM
- 11. YOUTH CLASS ROOM (BANKING CHAIR)
- 12. OFFICE
- 13. OFFICE
- 14. ZONES OF OCCUPATION
- 15. TEMPORARY / MODULAR PARTITION 20' x 10' WITH 1" CORNER AT THE BACK
- 16. LIGHT HEAVY AREA, 2" FLUOR WALLS



3/16" = 1'-0"

FIRST FLOOR PLAN

Southwick Church Costo Mesa  
 100 Southwick Church Costo Mesa  
 Southwick, MA 01907

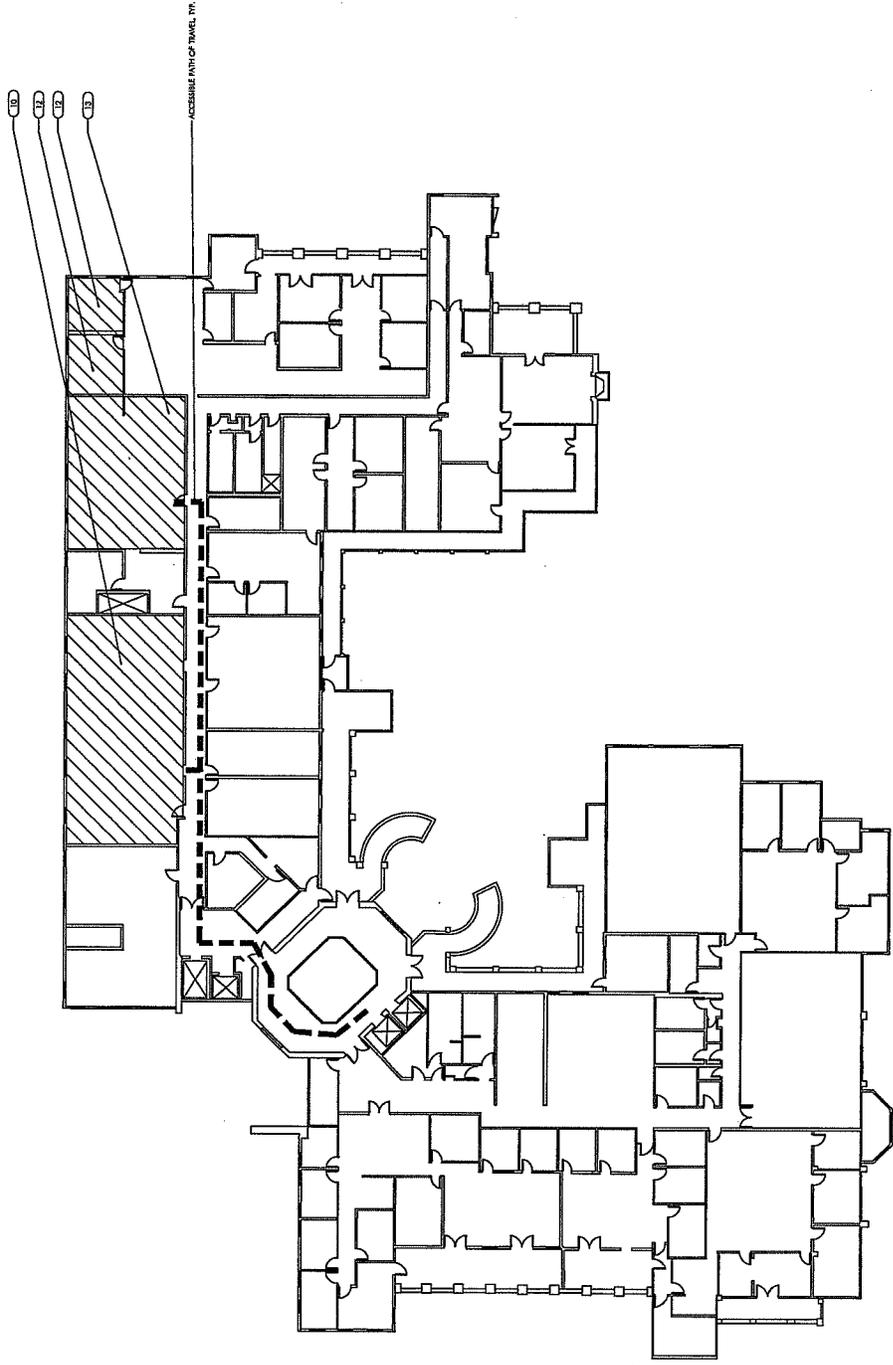
September 11, 2014

600

**ARCHITECTURAL KEYNOTES:**

**GENERAL LOCATION & ROOM USE**

- 1. MAIN AUDITORIUM
- 2. YOUTH ROOM
- 3. YOUTH ROOM
- 4. CLASS ROOM
- 5. ADULT LEADER BACKL.A.
- 6. LEADER ORIENTATION, YOUTH REDUCTION & YOUTH MATRONS CLASSES FOR PARENTS
- 7. YOUTH CLASS ROOM
- 8. YOUTH CLASS ROOM
- 9. YOUTH ARTS & CRAFTS ROOM
- 10. YOUTH CLASS ROOM
- 11. YOUTH CLASS ROOM (BUNNITS ONLY)
- 12. OFFICE
- 13. OFFICE
- 14. ZONES OF OCCUPATION
- 15. TRANSOMY / ANCHORAGE PLATFORM 20' x 10' WITH FLOOR AT THE BACK
- 16. USABLE STANDING AREA 3' FROM WALLS



6el-

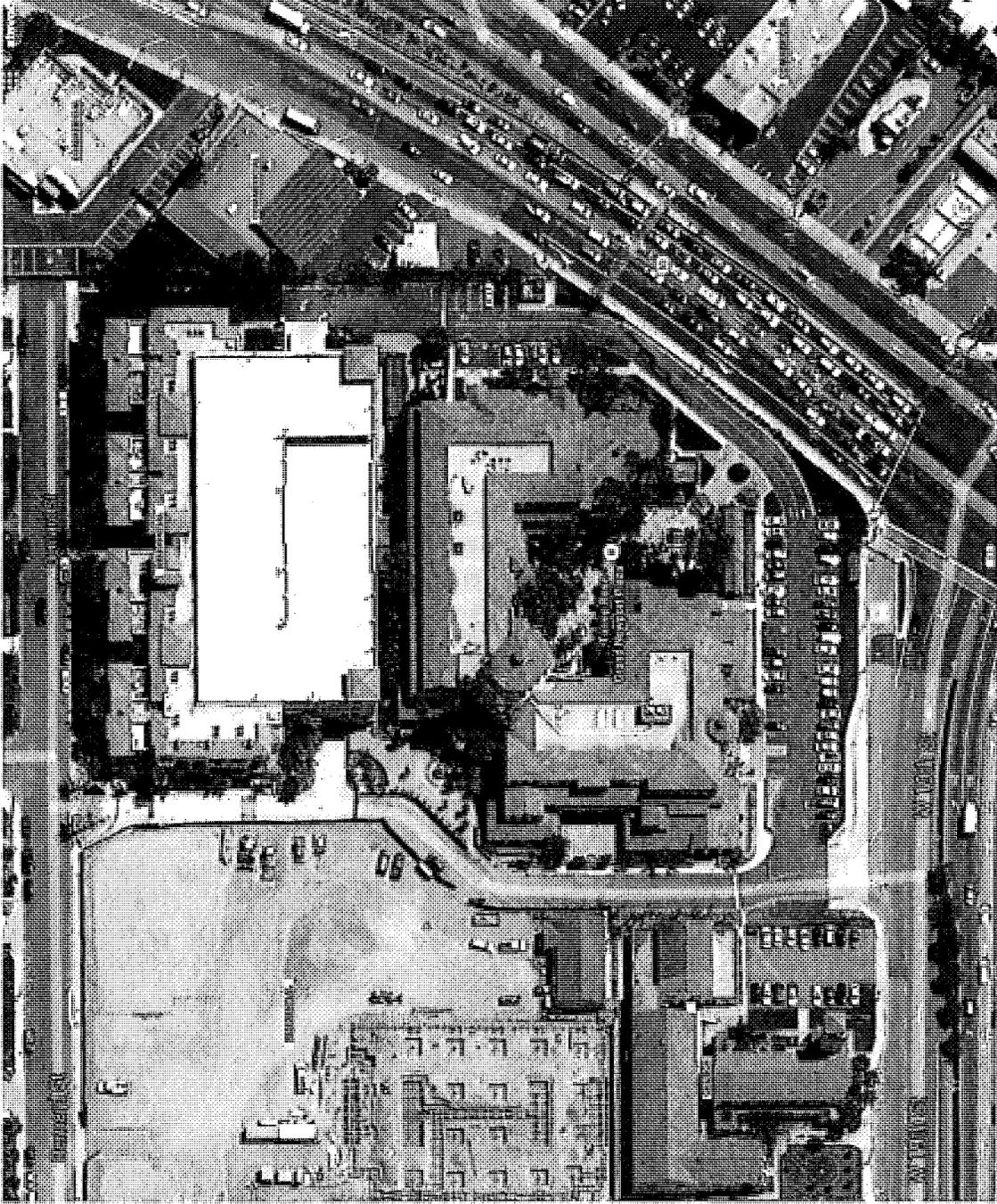


1/16" = 1'-0"

**SECOND FLOOR PLAN**


  
**Scribbleback Church Costa Mesa**
  
1170 S. GARDEN ST. COSTA MESA, CA 92626

September 11, 2014



NTS

ADJACENCY MAP

**Saddleback Church Costa Mesa**  
180 NEWPORT BOULEVARD, COSTA MESA, CA 92627

July 18, 2014



ELEMENTS  
architecture

602

USE	Office <100,000 (Sq. Ft.)	Medical Office (Sq. Ft.)	Banquet Facilities (Sq. Ft.)	Church (Sq. Ft.)	Total Parking Demand by Hour	
	79492	25223	11833	7210		
<b>CODE REQUIRED</b>	238.5	151.3	168.0	205.5	763	
<b>WEEKDAY</b>						<b>Weekdays</b>
6:00 AM	0	5	0	0	5	6:00 AM
7:00 AM	0	30	0	0	30	7:00 AM
8:00 AM	150	95	0	0	246	8:00 AM
9:00 AM	222	141	0	0	363	9:00 AM
10:00 AM	238	151	0	0	390	10:00 AM
11:00 AM	238	151	0	0	390	11:00 AM
NOON	215	136	0	0	351	NOON
1:00 PM	215	136	0	0	351	1:00 PM
2:00 PM	231	147	0	0	378	2:00 PM
3:00 PM	222	141	0	0	363	3:00 PM
4:00 PM	184	117	0	0	300	4:00 PM
5:00 PM	112	71	0	0	183	5:00 PM
6:00 PM	55	35	0	0	90	6:00 PM
7:00 PM	17	11	168	206	402	7:00 PM
8:00 PM	0	11	168	206	384	8:00 PM
9:00 PM	0	5	168	206	378	9:00 PM
10:00 PM	0	5	168	206	378	10:00 PM
11:00 PM	0	0	168	0	168	11:00 PM
MIDNIGHT	0	0	168	0	168	MIDNIGHT
<b>MAXIMUM WEEKDAY DEMAND</b>					<b>401.5</b>	

63

1901 Newport Parking

USE	Office <100,000 (Sq. Ft.)	Medical Office (Sq. Ft.)	Banquet Facilities (Sq. Ft.)	Church (Sq. Ft.)	Total Parking Demand by Hour	
<b>SATURDAY</b>						
						<b>Weekend</b>
6:00 AM	0	0	0	0	0	6:00 AM
7:00 AM	0	0	0	0	0	7:00 AM
8:00 AM	0	6	0	0.0	6	8:00 AM
9:00 AM	0	8	0	0.0	8	9:00 AM
10:00 AM	2	8	168	0.0	178	10:00 AM
11:00 AM	3	10	168	0.0	181	11:00 AM
NOON	3	10	168	0.0	181	NOON
1:00 PM	2	8	168	0.0	178	1:00 PM
2:00 PM	2	6	168	0.0	176	2:00 PM
3:00 PM	0	3	168	206	377	3:00 PM
4:00 PM	0	2	168	206	376	4:00 PM
5:00 PM	0	1	168	206	375	5:00 PM
6:00 PM	0	1	168	206	375	6:00 PM
7:00 PM	0	1	168	206	375	7:00 PM
8:00 PM	0	1	168	206	375	8:00 PM
9:00 PM	0	0	168	206	374	9:00 PM
10:00 PM	0	0	168	206	374	10:00 PM
11:00 PM	0	0	168	206	374	11:00 PM
MIDNIGHT	0	0	168	206	374	MIDNIGHT
<b>MAXIMUM DEMAND</b>		<b>377.0</b>				
<b>REQUIRED PARKING</b>		<b>401.5</b>		<b>41894</b>		
452 Spaces Provided						

604

1901 Newport Parking

USE	Office <100,000 (Sq. Ft.)	Medical Office (Sq. Ft.)	Banquet Facilities (Sq. Ft.)	Church (Sq. Ft.)	Total Parking Demand by Hour	
<b>SUNDAY</b>						
						<b>Weekend</b>
6:00 AM	0	0	0	0	0	6:00 AM
7:00 AM	0	0	0	0	0	7:00 AM
8:00 AM	0	0	0	206	206	8:00 AM
9:00 AM	0	3	0	206	209	9:00 AM
10:00 AM	0	4	168	206	378	10:00 AM
11:00 AM	0	4	168	206	378	11:00 AM
NOON	0	5	168	206	379	NOON
1:00 PM	0	5	168	206	379	1:00 PM
2:00 PM	0	4	168	206	378	2:00 PM
3:00 PM	0	3	168	0.0	171	3:00 PM
4:00 PM	0	2	168	0.0	170	4:00 PM
5:00 PM	0	2	168	0.0	170	5:00 PM
6:00 PM	0	1	168	0.0	169	6:00 PM
7:00 PM	0	1	168	0	169	7:00 PM
8:00 PM	0	0	168	0	168	8:00 PM
9:00 PM	0	0	168	0	168	9:00 PM
10:00 PM	0	0	168	0	168	10:00 PM
11:00 PM	0	0	168	0	168	11:00 PM
MIDNIGHT	0	0	168	0	168	MIDNIGHT
<b>MAXIMUM DEMAND</b>		<b>378.9</b>				
<b>REQUIRED PARKING</b>		<b>401.5</b>		<b>41894</b>		
452 Spaces Provided						

65

lele

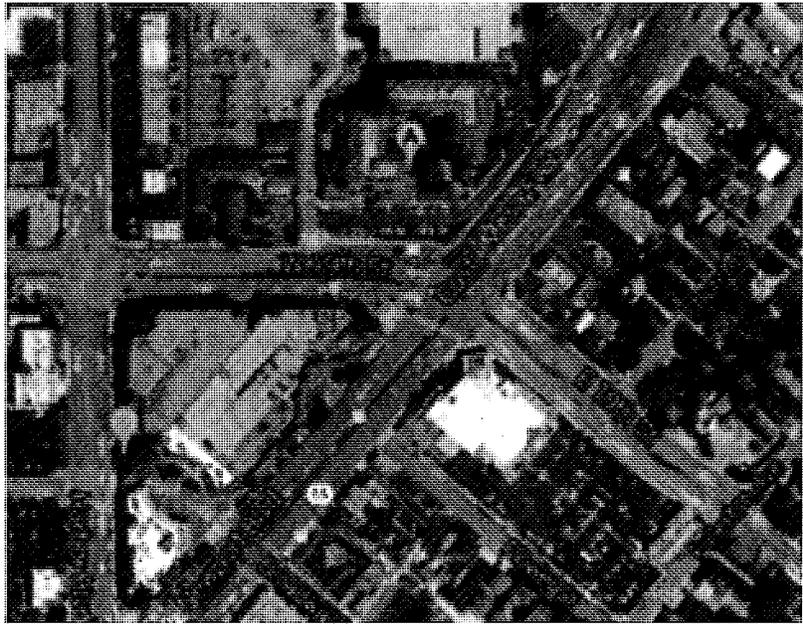
# Current Location

Ocean View High School  
17071 Gothard Street Huntington Beach



# Potential New Location

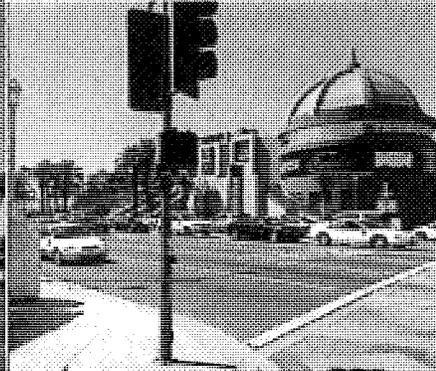
1901 Newport Blvd Costa Mesa



# The Vision for this Location



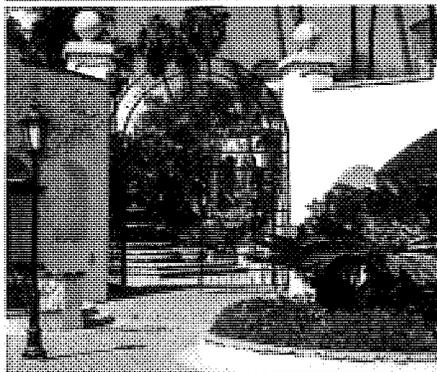
Costa Mesa Location



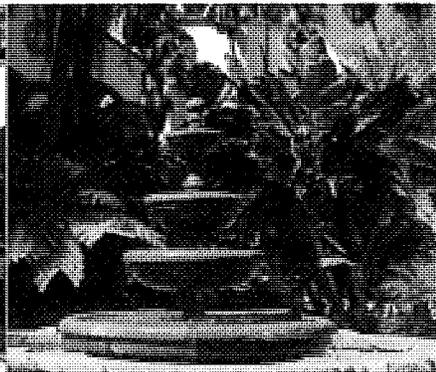
Premier Location



Corner of 55fwy / 19<sup>th</sup> St



First time guest entrance



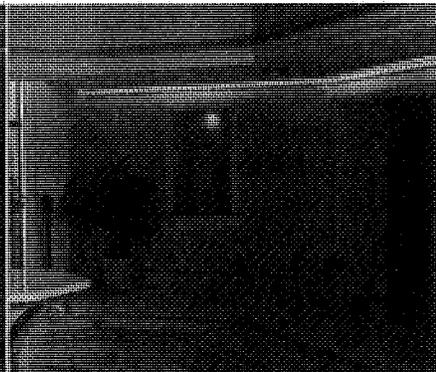
First time guest entrance



First time guest entrance



Entrance to SK/SSM/Adults

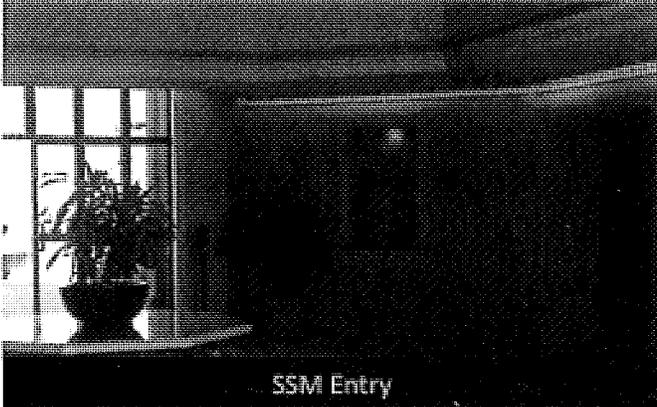


SK/SSM Entrance



Adult Worship Center

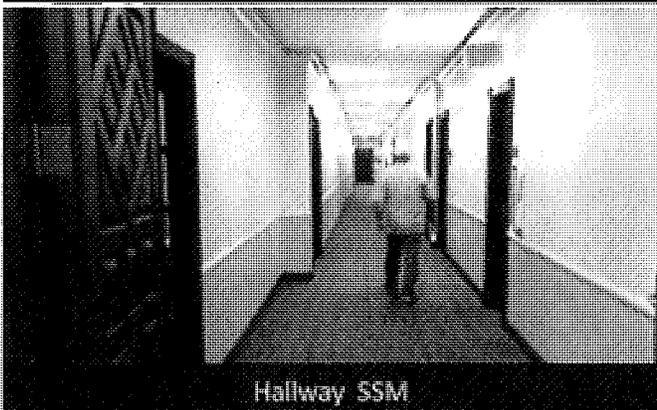
# SSM



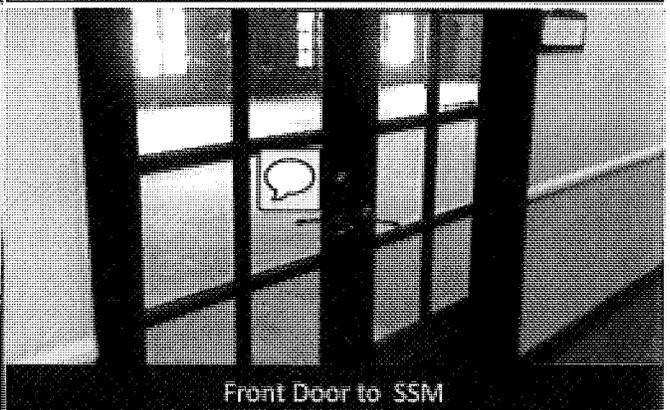
SSM Entry



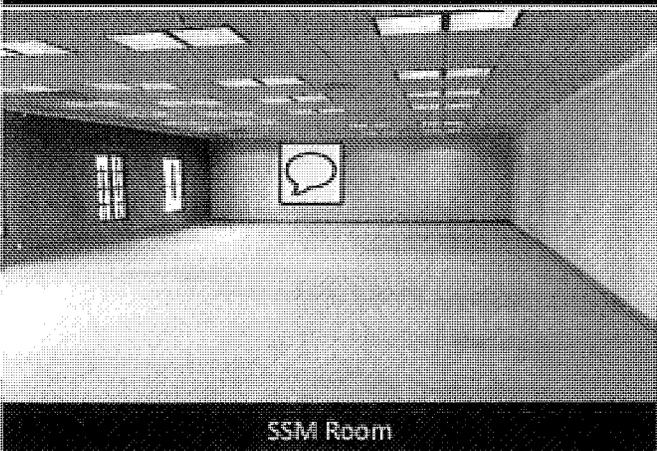
Elevators to SSM



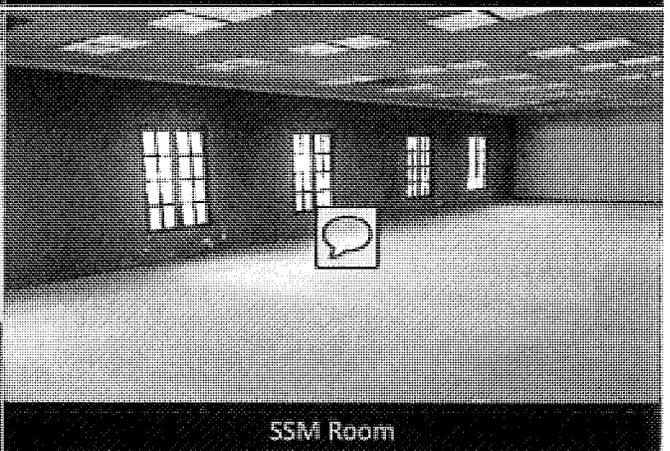
Hallway SSM



Front Door to SSM

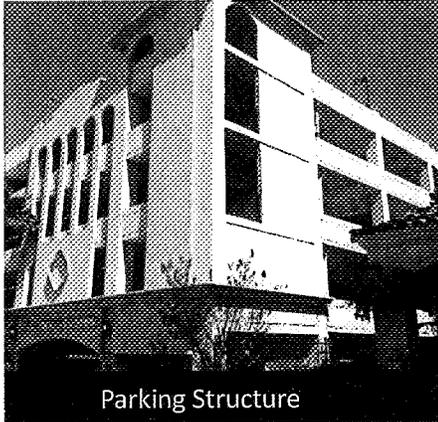


SSM Room

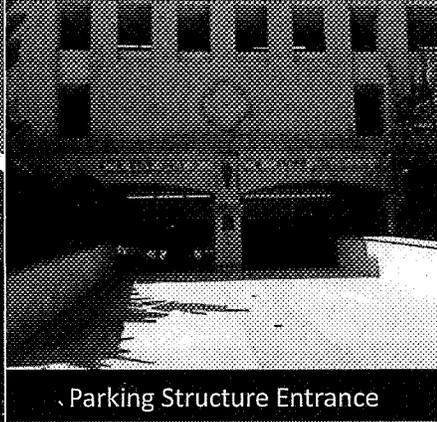


SSM Room

# Parking Structure



Parking Structure



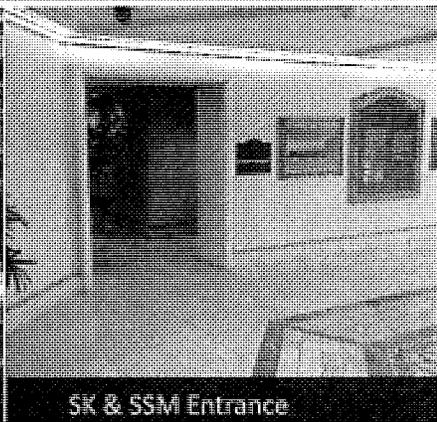
Parking Structure Entrance



Entrance to church from parking structure



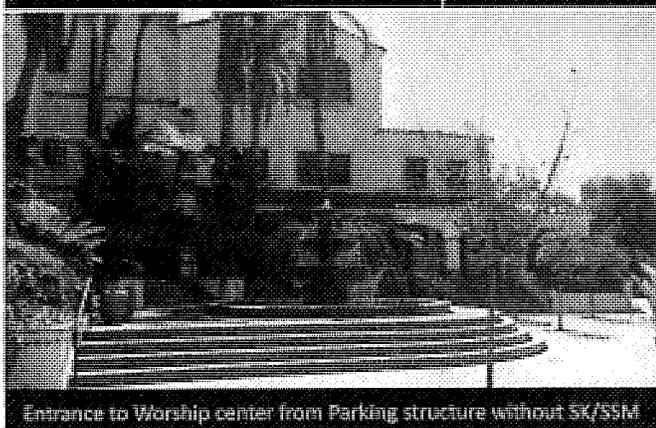
Entrance to SK, SSM, from parking structure



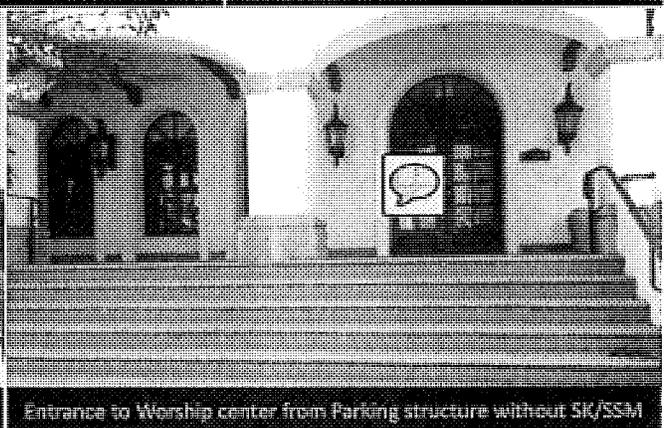
SK & SSM Entrance



Worship Center Entrance



Entrance to Worship center from Parking structure without SK/SSM



Entrance to Worship center from Parking structure without SK/SSM

**PARKING AND CIRCULATION ANALYSIS**

**SADDLEBACK CHURCH COSTA MESA  
1901 NEWPORT BOULEVARD  
CITY OF COSTA MESA, CALIFORNIA**

**LSA**

November 2014

# PARKING AND CIRCULATION ANALYSIS

SADDLEBACK CHURCH COSTA MESA  
1901 NEWPORT BOULEVARD  
CITY OF COSTA MESA, CALIFORNIA

Submitted to:

Dave Arnold  
Saddleback Valley Community Church  
1 Saddleback Parkway  
Lake Forest, California 92630

Prepared by:

LSA Associates, Inc.  
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(949) 553-0666

Project No. SDL1401

LSA

November 2014

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- B. PARKING DATA
- C: TRAFFIC VOLUME DATA
- D: EXISTING CONDITION LEVEL OF SERVICE WORKSHEETS
- E: EXISTING PLUS PROJECT CONDITION LEVEL OF SERVICE WORKSHEETS
- F: QUEUING AND WEAVING WORKSHEETS

## **PARKING AND CIRCULATION ANALYSIS SADDLEBACK CHURCH COSTA MESA**

### **INTRODUCTION**

#### **Statement of Purpose**

The purpose of this analysis is to evaluate parking demand/supply and circulation flow operations for the proposed Saddleback Church Costa Mesa at 1901 Newport Boulevard in the City of Costa Mesa, California (City). The analysis evaluates parking and circulation conditions associated with peak church attendance in conjunction with weekend events at Turnip Rose, a banquet facility sharing a parking lot with the proposed church. Utilizing field observation and collected empirical data, LSA Associates, Inc. (LSA) reviewed parking to determine whether sufficient supply exists for both assembly uses. Level of service (LOS) and queue analyses were also conducted at nearby intersections to determine whether overlapping events would result in circulation impacts to City streets.

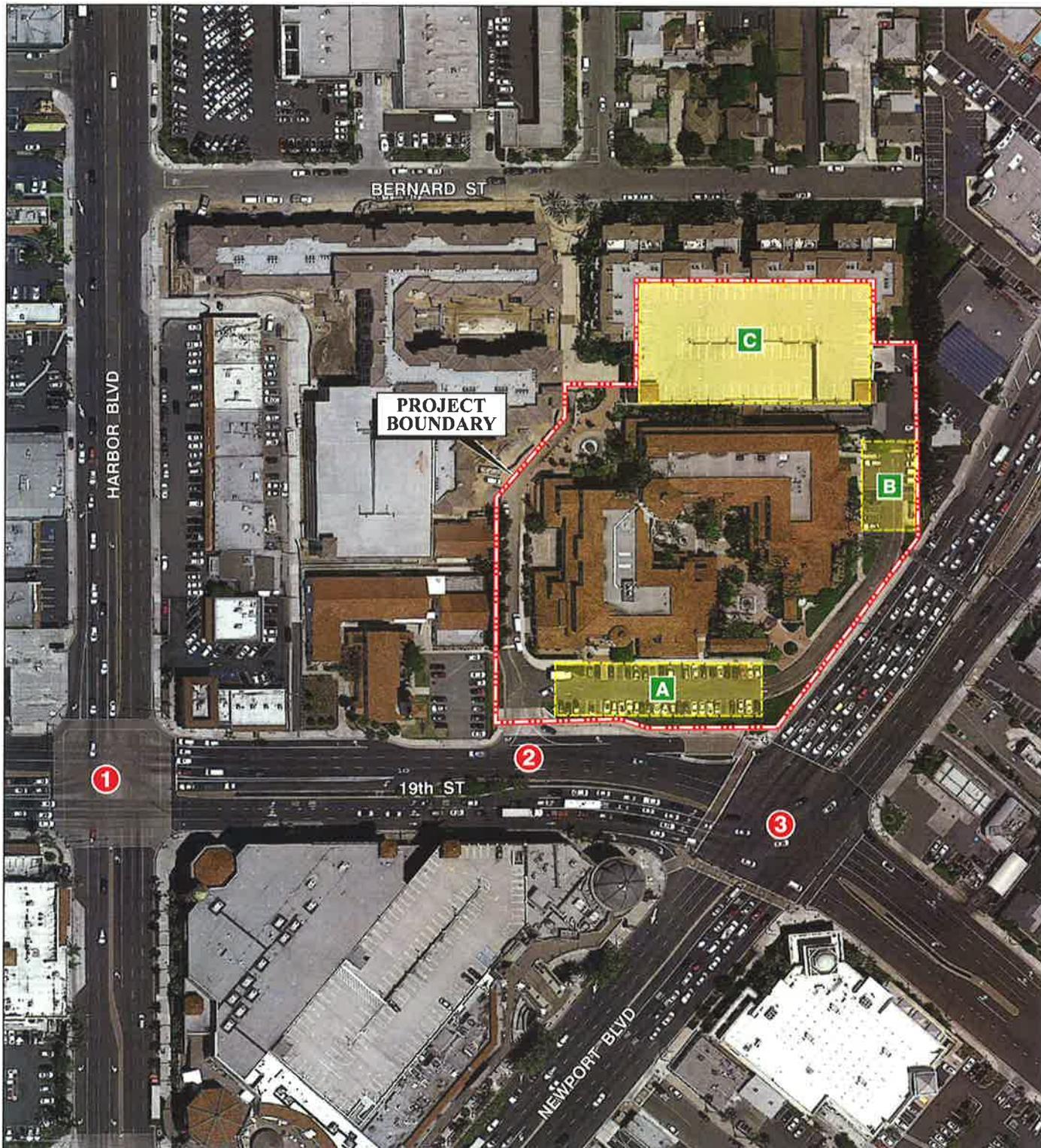
#### **Project Description**

Saddleback Church is an evangelical Christian church located in Lake Forest, California. Since 2012, Saddleback Church has held services at a satellite church campus meeting at Ocean View High School in Huntington Beach. At this satellite site on a typical Sunday, 132 people attended 8:15 a.m. services, 261 people attended 9:45 a.m. services, and 277 people attended 11:30 a.m. services according to reported Church attendance.

The Saddleback Church Costa Mesa is proposing to relocate this satellite facility to a permanent location at 1901 Newport Boulevard. The church is expected to host a Saturday evening service at 5:00 p.m. and three Sunday services at 8:15 a.m., 9:45 a.m., and 11:30 a.m. The Sunday services at the proposed project will begin immediately. The Saturday service is expected to begin next year if attendance growth supports an additional service. The church's projected attendance is 200 at the Saturday 5:00 p.m. service, 275 at the Sunday 8:15 a.m. service, 325 at the Sunday 9:45 a.m. service, and 325 at the Sunday 11:30 a.m. service. Because the highest anticipated attendance is 325, a seating layout has been prepared showing how those seats could be arranged (provided in Appendix A). An additional seating layout, based on the maximum seating recommended in this report, is also included in Appendix A.

The proposed project location and study areas are illustrated in Figure 1. The project site is bounded by Newport Boulevard/State Route 55 (SR-55) to the east, 19th Street to the south, Harbor Boulevard to the west, and Bernard Street to the north. The existing surrounding uses are retail uses to the east, a commercial shopping center to the south, a local church to the west, and apartments to the north.

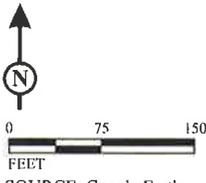
The proposed project site is currently zoned as Planned Development Commercial and is a two-story multi-tenant commercial office complex sharing office, medical office, and event center uses. The



LSA

LEGEND

- # - Study Area Intersection
- A - Front Surface Parking Lot
- B - Side Surface Parking Lot
- C - Back Parking Structure



SOURCE: Google Earth

FIGURE 1

*Saddleback Costa Mesa  
Project Location and  
Study Area Intersections*

event center is operated by Turnip Rose, a banquet facility that hosts wedding and receptions primarily on Fridays, Saturdays, and Sundays. The proposed on-site location for the Saddleback Church Costa Mesa is a vacant second banquet facility located on site.

Vehicular access to the proposed project site will be provided via a right-in/right-out driveway along 19th Street. The drive aisle from 19th Street to the parking structure extends approximately 680 ft. The right-in/right-out access requires some vehicles to U-turn at the adjacent intersections to reach their destination.

## **PARKING**

### **Data Collection**

LSA coordinated with an independent third-party data collection firm, National Data and Surveying Services, Inc. (NDS), to collect parking data at 1901 Newport Boulevard. Parking accumulation surveys were collected every half-hour between 4:00 p.m. and 7:00 p.m. on Saturday, October 25, 2014 during a Turnip Rose event with approximately 250 guests. The Turnip Rose reports that 200 to 250 guests is average. Parking accumulation surveys were also conducted every half-hour on Sunday, October 26, 2014, between 7:00 a.m. and 2:00 p.m. No event occurred at Turnip Rose that day. The parking accumulation data is provided in Appendix B.

Surveys were conducted at the satellite Saddleback Church facility at 17071 Gothard Street in Huntington Beach on Sunday, October 25, 2014, between 7:00 a.m. to 12:30 p.m. to determine the number of vehicles expected per church service. These surveys are provided in Appendix B. Parking accumulation was not collected at the site because of the shared parking use between the church and school sporting events. Instead, surveyors observed the destination of pedestrians walking from the parking lot and recorded the number of groups (and people in those groups) headed toward church services. From this data, an average vehicle occupancy (AVO) of 1.7 persons per vehicle was calculated for existing Saddleback Church services. Saddleback Church also provided attendance data for the services on Sunday, October 25, 2014. It should be noted that the Saddleback Huntington Beach does not have a Saturday evening service at this time.

### **Existing Parking Supply**

In total, 1901 Newport Boulevard has 452 marked parking spaces. As illustrated on Figure 1, the existing parking supply on site is located in three areas. Parking Lot A is a 47-space surface parking lot with a 22 foot (ft) drive aisle. Of the 47 spaces, 2 are designated Handicap stalls, 9 are designated for medical office use, and 3 are designated reserved stalls. Parking Lot B is a 14-space surface parking lot. Of the 14 spaces, 3 are designated Handicap stalls, 3 are designated Reserved, 2 are designated for medical office use and 4 are designated for Turnip Rose.

Parking Lot C is a 5-level parking structure with 391 parking spaces. The parking structure shares parking with the apartment units located to the north of the project site. The residential parking stalls have been excluded in this study as the residential parking is gated. The entrance and exit to the residential parking is accessible via Bernard Street and not through the project site. Level 2 has 75 regular stalls, 5 Handicap stalls, 10 reserved stalls, and 2 designated medical office stalls. A total of

92 regular stalls are available for patron use on Level 2. Level 3 has 92 regular stalls and 4 reserved stalls. Level 4 has 96 regular parking stalls. Level 5 has 107 regular parking stalls.

Two areas within the site are used as loading zones by vehicles making deliveries. Space for one truck is located near the right-in/right-out driveway to the west of Lot A. Multiple trucks can park and unload along the aisle on the west side of the project site.

### Existing Parking Demand

Table A illustrates the observed existing parking demand and remaining spaces on Saturday evening (5:00 p.m. to 6:00 p.m.), Sunday morning (8:15 a.m. to 9:15 a.m.), Sunday morning (9:45 a.m. to 10:45 a.m.), and Sunday afternoon (11:30 a.m. to 12:30 p.m.). During the peak demand on Saturday evening, a total of 166 vehicles were parked at the site. Of the spaces utilized, approximately 140 vehicles were associated with an event of 250 guests at Turnip Rose.<sup>1</sup> A total of 286 parking spaces remained available, 243 of which were in the parking structure.

**Table A: Existing Parking Demand**

	Parking Occupied				Parking Available			
	Lot A	Lot B	Lot C	Total	Lot A (47)	Lot B (14)	Lot C (391)	Total (452)
Saturday 5:00 p.m. to 6:00 p.m.	11	7	148	166	36	7	243	286
Sunday 8:15 a.m. to 9:15 a.m.	0	0	9	9	47	14	382	443
Sunday 9:45 a.m. to 10:45 a.m.	9	1	13	23	38	13	378	429
Sunday 11:30 a.m. to 12:30 p.m.	6	1	16	23	41	13	375	429

A greater number of parking spaces were available during the time for Sunday services. During the time of the first service, 443 parking spaces were available of which 382 were in the parking structure. During the time of the second and third services, 429 parking spaces were available of which at least 375 were in the parking structure.

<sup>1</sup> Kelly Sherbanee, Turnip Rose Catering Company, November 6, 2014

### Saddleback Church Parking Demand

Costa Mesa Municipal Code (CMMC) Section 13-89 establishes parking standards for nonresidential uses. Churches and other places of assembly require 1 parking space for each 3 fixed seats or 1 parking space for every 35 square feet of seating area. The proposed church location has 7,210 square feet of assembly area, which would require 206 parking spaces based on the Municipal Code. As shown in Table A, at least 206 parking spaces remain during each of the four possible church services. Table B shows the remaining parking spaces and recommended maximum seating when applying the standards of the CMMC.

**Table B: Remaining Parking and Recommended Maximum Seating per Costa Mesa Municipal Code**

	Total Parking Supply	Turnip Rose Demand	Other Observed Demand	Ten Percent Parking Buffer	Spaces Remaining	Recommended Maximum Seating <sup>2</sup>
Saturday 5:00 p.m. to 6:00 p.m.	452	170 <sup>1</sup>	26	45	211	633
Sunday 8:15 a.m. to 9:15 a.m.	452	0	9	45	398	
Sunday 9:45 a.m. to 10:45 a.m.	452	0	23	45	384	
Sunday 11:30 a.m. to 12:30 p.m.	452	170 <sup>1</sup>	23	45	214	

<sup>1</sup> The Turnip Rose lease specifies that 170 parking spaces are to be available at these times.

<sup>2</sup> Based on Costa Mesa Municipal Code Section 13-89 requirement for 1 parking space for each 3 seats.

Table B escalates the occupied parking spaces observed on Saturday evening to account for the maximum 170 parking spaces allocated to Turnip Rose in the lease. Table B also sets aside 10 percent of the parking supply as a buffer. As a result, a minimum of 211 parking spaces would remain on site for use by Saddleback Church. An assembly use with 633 fixed seats would require 211 parking spaces per CMMC. Saddleback Church will not have fixed seats and the CMMC requirement would apply to the size of the assembly area (206 parking spaces for 7,210 square feet). However, it is recommended that seating within that assembly area be limited to 633 seats.

LSA also examined the anticipated parking demand based on current and projected Saddleback Church operations. The parking analysis focuses on the shared parking between Turnip Rose and Saddleback Church Costa Mesa. Other uses on-site are not open for business during the proposed times for church services. The total supply of on-site parking provided is 452 spaces. To facilitate quicker parking ingress and egress, parking for Saddleback Church Costa Mesa will be limited to the parking structure which has 391 spaces.

As previously mentioned, observations at the satellite Saddleback Church facility determined that the AVO is 1.7 persons per vehicle. This ratio can be used to calculate the parking demand generated by the anticipated future congregants. The church's projected attendance is 200 at the Saturday 5:00 p.m. service, 275 at the Sunday 8:15 a.m. service, 325 at the Sunday 9:45 a.m. service, and 325 at the Sunday 11:30 a.m. service. This equates to 118 vehicles at the Saturday 5:00 p.m. service, 162 at the Sunday 8:15 a.m. service, 191 at the Sunday 9:45 a.m. service, and 191 at the Sunday 11:30 a.m.

service. Table C shows the interaction between Turnip Rose and anticipated Saddleback Church parking. It should be noted that Turnip Rose’s lease allocates use of 170 parking spaces on Saturday between 9 a.m. and 2 a.m. and 170 parking spaces on Sunday between 12 p.m. and 2 a.m. Therefore, Table C escalates observed occupied parking spaces on Saturday evening and Sunday afternoon to account for a maximum sized Turnip Rose event.

**Table C: Anticipated Operational Parking Demand**

	Parking Structure Supply	Turnip Rose Demand	Saddleback Church Demand	Other Observed Demand	Spaces Remaining in Structure <sup>1</sup>
Saturday 5:00 p.m. to 6:00 p.m.	391	170 <sup>2</sup>	118	26	77
Sunday 8:15 a.m. to 9:15 a.m.	391	0	162	9	220
Sunday 9:45 a.m. to 10:45 a.m.	391	0	191	23	177
Sunday 11:30 a.m. to 12:30 p.m.	391	170 <sup>2</sup>	191	23	7

<sup>1</sup> An additional 61 surface parking spaces exist on the site.

<sup>2</sup> The Turnip Rose lease specifies that 170 parking spaces are to be available at these times.

Table C illustrates that, based on observed Saddleback Church operations and projected congregation growth, the parking structure is anticipated to have sufficient parking to accommodate Saddleback Church parking demand and a maximum size Turnip Rose event. It should be noted that Turnip Rose events held at noon on Sunday are infrequent. Turnip Rose reports that these occur 5 to 10 times per year.

## TRAFFIC

### Methodology

Figure 1 illustrates the location of the study area intersections. The study area intersections bounding the project site are Harbor Boulevard/19th Street, Project Driveway/19th Street, and Newport Boulevard/19th Street. Harbor Boulevard north of 19th Street is a six-lane Augmented Major arterial. Harbor Boulevard south of 19th Street is a six-lane Standard Major arterial. 19th Street is a four-lane Augmented Primary arterial. Newport Boulevard is a six-lane Augmented Major arterial. At Newport Boulevard/19th Street, the westbound right-turn movement does not allow for right turns during a red light. At the same intersection, the northwest quadrant has an abandoned bus stop between a median and the curb that is sometimes used by vehicles turning southbound right-. These specifications are incorporated into the circulation analysis.

LSA used PTV *Vistro* Version 2.00-11 to calculate ICU and delay. Consistent with City standards, the Intersection Capacity Utilization (ICU) methodology was used to analyze the operation of the two signalized intersections. This methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each

intersection approach, and determines the overall ICU. Unsignalized intersection performance is analyzed using Highway Capacity Manual (HCM) calculated intersection delay.

The resulting ICU or delay is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. LOS criteria for signalized intersections using the ICU methodology are presented below.

The City considers intersections with a v/c ratio of 0.90 (LOS D) as the upper limit of satisfactory operations. A project is considered to have a significant impact if the ICU value under the Plus Project conditions exceeds 0.90 (LOS E or F) and the ICU increase attributed to the project is 0.01 or greater.

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

The relationship between LOS and the ICU value (i.e., v/c ratio) is as follows:

Level of Service (LOS)	Intersection Capacity Utilization (ICU)
A	≤ 0.600
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	> 1.000

The relationship of delay and LOS at unsignalized intersections is summarized below.

Level of Service	Unsignalized Intersection Delay per Vehicle (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

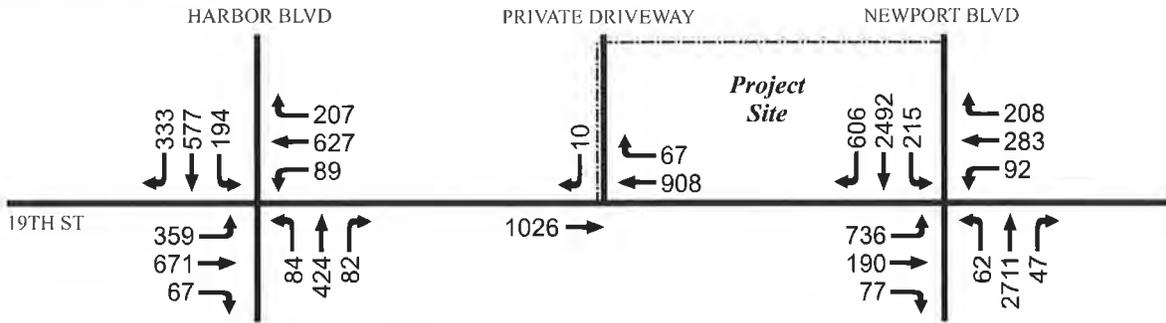
### Existing Traffic Conditions

In addition to the parking data described previously, NDS collected intersection turn-movement data for vehicles at three intersections: (1) Harbor Boulevard/19th Street, (2) Private Driveway/19th Street, and (3) Newport Boulevard/19th Street. Data were collected during peak arrivals and departures for expected church activities. Specifically, intersection turn volumes were counted taken on Saturday, October 25, 2014, from 4:00 p.m. to 6:00 p.m. and on Sunday, October 26, 2014 from 7:00 a.m. to 9:00 a.m. and 1:00 p.m. and 3:00 p.m. It should be noted that Turnip Rose hosted an event with approximately 250 guests on Saturday, October 25, 2014 with arrivals occurring during the data collection period. Existing counts for Saturday, October 25 include vehicles entering the site for the event. Traffic data is available in Appendix C.

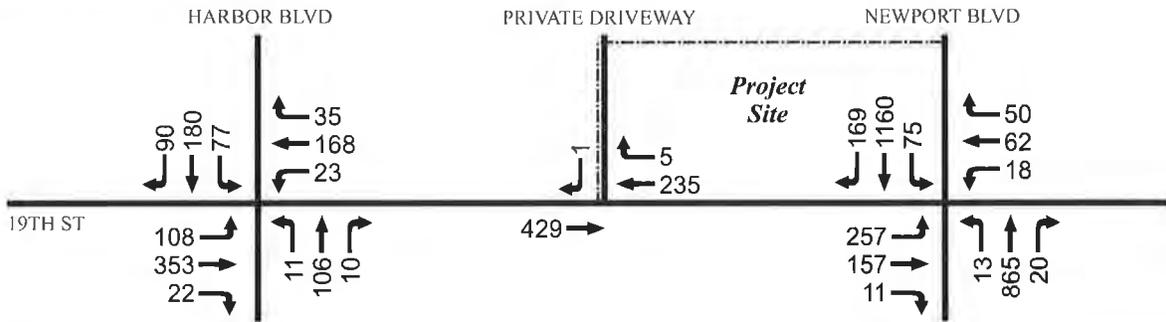
Figure 2 illustrates the existing traffic volumes that were observed at the times of the four proposed church services. For the Saturday 5:00 p.m. service and Sunday 8:15 a.m. service, the traffic volumes represent the conditions when congregants arrive at the beginning of church services. For the Sunday 9:45 a.m. service, the traffic volumes represent the conditions when congregants depart the 9:45 a.m. service and other congregants arrive for the 11:30 a.m. service. Those traffic volumes are calculated as an average of the observed traffic at 9:00 a.m. and at 1:00 p.m. For the Sunday 11:30 a.m. service, the traffic volume represents the condition when congregants depart and guests of a Turnip Rose event could be arriving.

Table D summarizes the results of the existing LOS analysis for each of these time periods. The existing LOS calculation worksheets are contained in Appendix D, including an ICU calculation spreadsheet that shows the capacity values and the individual v/c ratios for each movement. As Table D indicates, all study area intersections operate at an acceptable LOS (LOS D or better) in each of the four time periods.

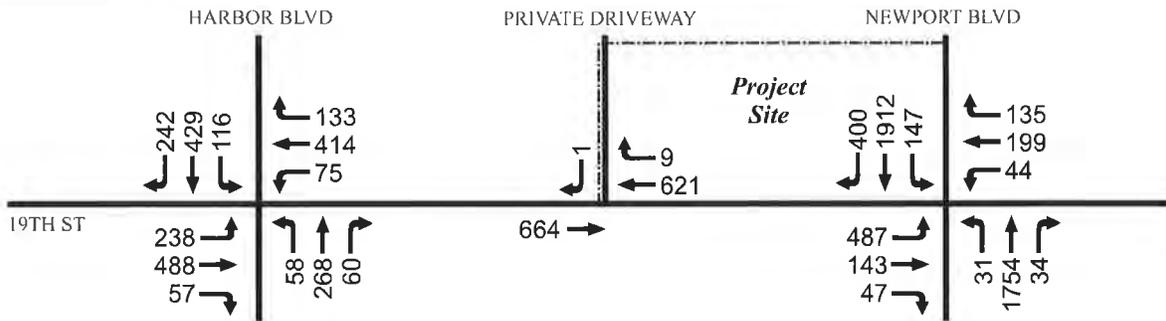
**SATURDAY - 5:00 PM**



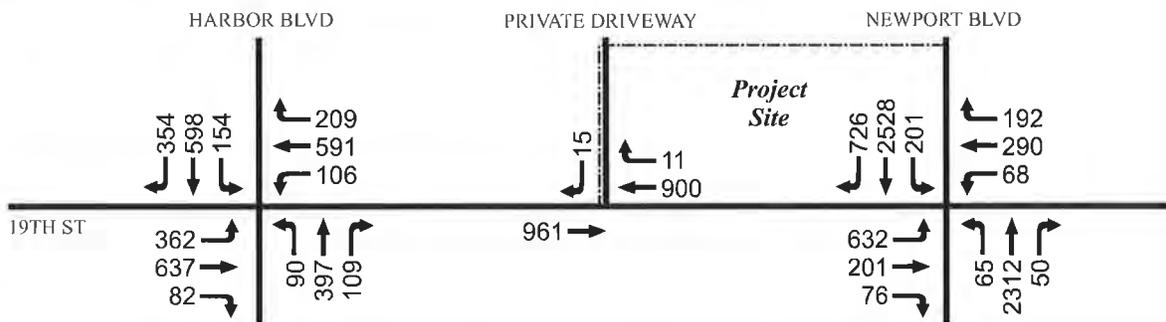
**SUNDAY - 8:15 AM**



**SUNDAY - 9:45 AM**



**SUNDAY - 11:30 AM**



LSA



FIGURE 2

SCHEMATIC - NOT TO SCALE

Saddleback Costa Mesa  
Existing Peak Hour Volumes

**Table D: Existing Intersection Level of Service Summary**

Intersection	Saturday 5:00 p.m.		Sunday 8:15 a.m.		Sunday 9:45 a.m.		Sunday 11:30 a.m.	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Harbor Boulevard/19th Street	0.52	A	0.18	A	0.38	A	0.54	A
2. Private Driveway/19th Street	12.8 sec	B	9.65 sec	A	11.12sec	A	12.8 sec	B
3. Newport Boulevard/19th Street	0.80	C	0.30	A	0.54	A	0.71	C

ICU = Intersection Capacity Utilization  
LOS = Level of Service  
Sec = Seconds

### Trip Generation

Table C provided the number of vehicles expected to park for each church service. To present a conservative analysis, all of these vehicles are presumed to arrive in the one hour before the church service and depart in the one hour after the church service. Table E shows the resulting trip generation for each church service.

**Table E: Saddleback Church Trip Generation Summary**

	Saturday 5:00 p.m.	Sunday 8:15 a.m.	Sunday 9:45 a.m.	Sunday 11:30 a.m.
Inbound Trips	118	162	191	167 <sup>†</sup>
Outbound Trips	0	0	191	191
Total Trips	118	162	382	358

<sup>†</sup> Trips inbound to a Turnip Rose event

The time periods analyzed represent four unique conditions:

- Saturday 5:00 p.m. scenario: Saddleback Church adds inbound traffic volume on top of Turnip Rose inbound traffic, which is already included in the existing traffic volume data
- Sunday 8:15 a.m. scenario: Saddleback Church alone adds inbound traffic volume
- After Sunday 9:45 a.m. scenario: Saddleback Church adds inbound and outbound traffic volume
- After Sunday 11:30 a.m. scenario: Saddleback Church adds outbound traffic volume on top of Turnip Rose inbound traffic

### Existing Plus Project Condition

The project trip distribution was developed per discussion with City of Costa Mesa staff. Twenty-five percent of vehicles were projected to travel southbound along Harbor Boulevard to the project site. As the project driveway is a right-in/right-out only, these vehicles were routed to U-turn along

Newport Boulevard/19th Street. Five percent of vehicles were projected to travel southbound along Newport Boulevard/SR-55 South. Twenty percent of vehicles were projected to travel westbound along 19th Street. Fifty percent of vehicles were projected to travel northbound along Newport Boulevard to the project site. The inbound vehicles returning eastbound on 19th Street must U-turn at Harbor Boulevard/19th Street when they exit the site because of the right-in/right-out driveway. Vehicles returning southbound on Newport Boulevard could travel south on Harbor Boulevard, but in a worst case scenario would U-turn at Harbor Boulevard/19th Street and turn right at Newport Boulevard/19th Street. All U-turn movements at Harbor Boulevard/19th Street and Newport Boulevard/19th Street were incorporated into the analysis. Figure 3 displays the project turning movement volumes resulting from this distribution.

Saddleback Church project volumes (displayed in Figure 3) were added to the existing traffic volume. When necessary to add additional traffic volume for Turnip Rose (i.e., during Sunday afternoon) the maximum 170 inbound vehicles was used. Figure 4 illustrates the Existing Plus Project turning movement volumes. Tables F through I display the result of the LOS analysis in the Existing Plus Project conditions. Traffic analysis worksheets for the Existing Plus Project conditions are available in Appendix E. As shown in Tables F through I, all study intersections are anticipated to operate at an acceptable level of service even with the addition of Saddleback Church and Turnip Rose traffic.

**Table F: Saturday 5:00 p.m. Existing Plus Project Intersection Level of Service Summary**

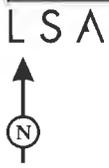
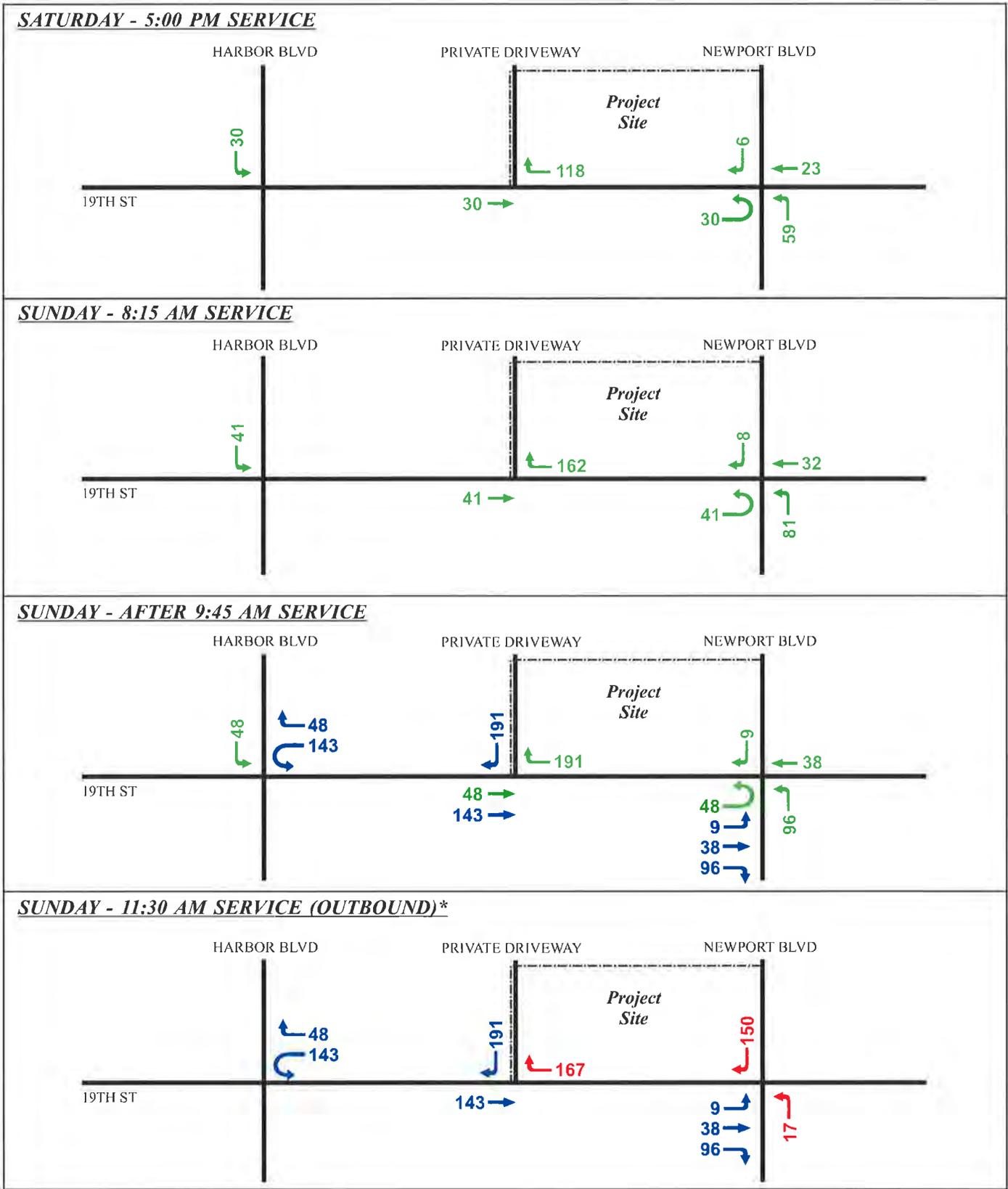
Intersection	No Project		With Project		Change with Project
	ICU/Delay	LOS	ICU/Delay	LOS	
1. Harbor Boulevard/19th Street	0.52	A	0.53	A	0.01
2. Private Driveway/19th Street	12.8 sec	B	12.8 sec	B	0.0 sec
3. Newport Boulevard/19th Street	0.80	C	0.80	C	0.00

ICU = Intersection Capacity Utilization  
LOS = Level of Service  
Sec = Seconds

**Table G: Sunday 8:15 a.m. Existing Plus Project Intersection Level of Service Summary**

Intersection	No Project		With Project		Change with Project
	ICU/Delay	LOS	ICU/Delay	LOS	
1. Harbor Boulevard/19th Street	0.18	A	0.20	A	0.02
2. Private Driveway/19th Street	9.7 sec	A	9.7 sec	A	0.0 sec
3. Newport Boulevard/19th Street	0.30	A	0.40	A	0.10

ICU = Intersection Capacity Utilization  
LOS = Level of Service  
Sec = Seconds



**LEGEND**

**XX/YY** - Inbound Trips to Saddleback Church Costa Mesa

**XX/YY** - Outbound Trips from Saddleback Church Costa Mesa

**XX/YY** - Trips Generated by Turnip Rose

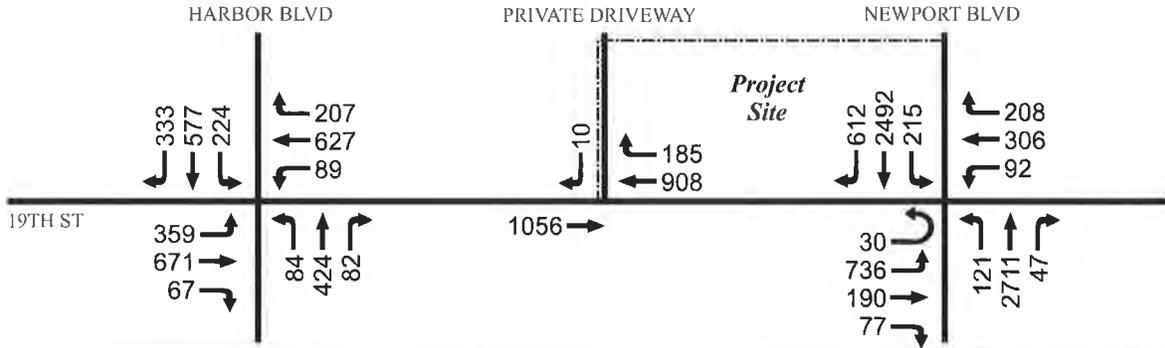
\*Potential trips generated for Turnip Rose were included in existing condition analysis for Sunday 11:30 AM.

FIGURE 3

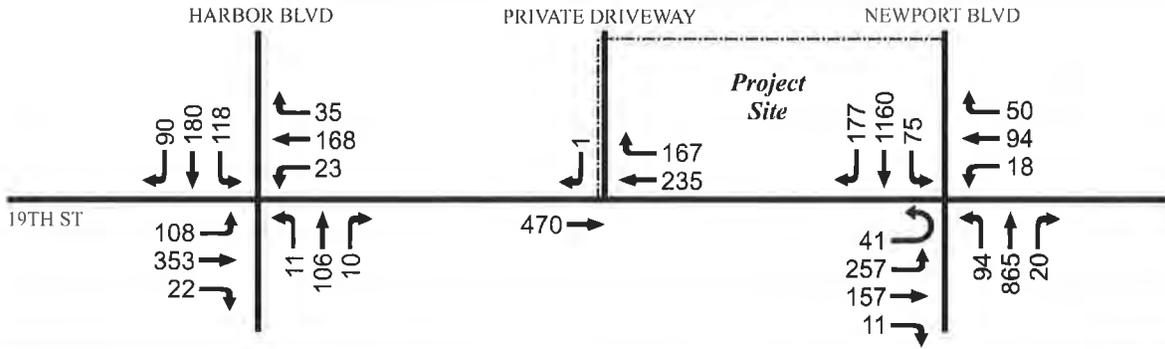
Saddleback Costa Mesa  
Project Peak Hour Volumes

SCHEMATIC - NOT TO SCALE

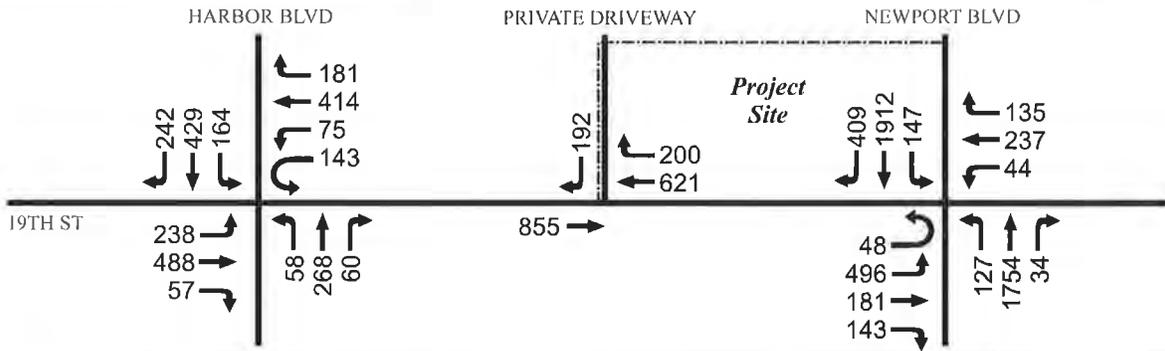
**SATURDAY - 5:00 PM SERVICE**



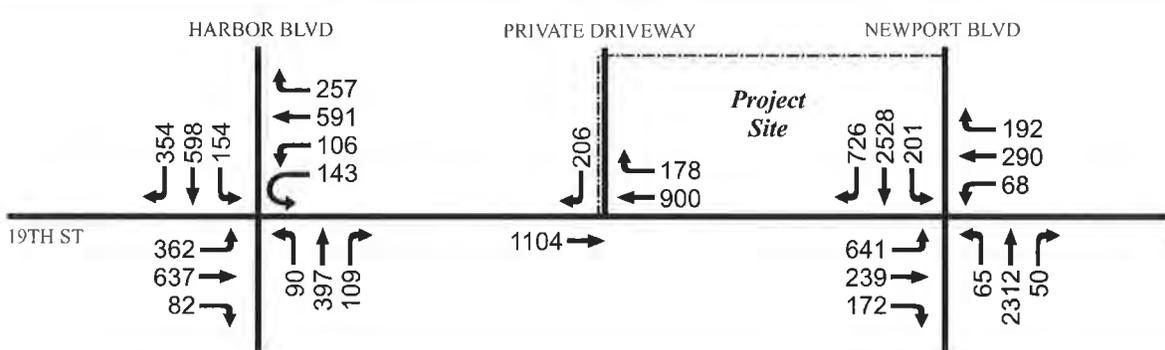
**SUNDAY - 8:15 AM SERVICE**



**SUNDAY - AFTER 9:45 AM SERVICE**



**SUNDAY - 11:30 AM SERVICE**



LSA



FIGURE 4

SCHEMATIC - NOT TO SCALE

Saddleback Costa Mesa  
Existing Plus Project Peak Hour Volumes

**Table H: Sunday After 9:45 a.m. Existing Plus Project Intersection Level of Service Summary**

Intersection	No Project		With Project		Change with Project
	ICU/Delay	LOS	ICU/Delay	LOS	
1. Harbor Boulevard/19th Street	0.38	A	0.40	A	0.02
2. Private Driveway/19th Street	11.2 sec	A	14.2sec	B	3.0 sec
3. Newport Boulevard/19th Street	0.55	A	0.56	A	0.01

ICU = Intersection Capacity Utilization  
LOS = Level of Service  
Sec = Seconds

**Table I: Sunday 11:30 a.m. Existing Plus Project Intersection Level of Service Summary**

Intersection	No Project		With Project		Change with Project
	ICU/Delay	LOS	ICU/Delay	LOS	
1. Harbor Boulevard/19th Street	0.54	A	0.54	A	0.00
2. Private Driveway/19th Street	12.8 sec	B	18.4 sec	C	5.6 sec
3. Newport Boulevard/19th Street	0.71	C	0.72	C	0.01

ICU = Intersection Capacity Utilization  
LOS = Level of Service  
Sec = Seconds

## SPECIAL ISSUES

### Queuing

In addition to examining intersection LOS, LSA examined the potential for queues to form internal to the project (and extending to 19<sup>th</sup> Street) as well as the forecast length of queues at the adjacent intersections.

**Internal Queuing.** Within the site, Parking Lot A has perpendicular parking spaces on both sides of the drive aisle. Past Parking Lot A, lane widths narrow from 11 feet to 10 feet along the aisle to Parking Lot B. The distance from 19th Street to the first parking stall on site measures approximately 43 ft. The distance from 19th Street to the point where the drive aisle narrows and turns (the anticipated start of the internal queue) measures approximately 260 ft.

To minimize any possible queuing along 19th Street, it is recommended that all Saddleback Church Costa Mesa patrons park in the parking structure. If church patrons park in the front parking lot (Parking Lot A), inbound vehicles may experience queuing waiting for outbound vehicles to back out between church services. To prevent such occurrence, it is recommended that Saddleback Church Costa Mesa direct patrons only to the parking structure. By restricting church parking in the front lot, inbound delay will be controlled as no vehicles will be backing out in the front parking lot. Because of business hours and lease restrictions on parking, Saddleback Church Costa Mesa may restrict

parking from Parking Lot A via physical barriers (i.e., signs, cones) across all surface parking spaces (except for the 5 Handicap spaces) for all three Sunday services without affecting the other businesses on the site. Upon the start of the 11:30 a.m. service, physical barriers would be removed making the surface parking available for Turnip Rose and other businesses on site.

Saddleback Church plans to place volunteers at the entrance to the site to greet guests and expedite ingress and parking. These volunteers could set up and take down the physical barriers in Parking Lot A and stand in strategic locations to direct vehicles. One volunteer will likely stand at the right-in/right-out driveway holding a sign directing vehicles into the driveway. Another should direct vehicles to turn right instead of following the western drive aisle. A third person should be positioned midway down Parking Lot A to encourage vehicles to continue along the drive aisle and not attempt to move the physical barriers. The second and third volunteers could carry signs stating "Parking in Structure."

In order to determine the potential queues that may form at the driveway entryway, the methodology described in the Robert Crommelin report titled *Entrance-Exit Design and Control for Major Parking Facilities* was used to prepare this study. Worksheets related to the Crommelin analysis are included in Appendix F. Empirical data gathered at the satellite Saddleback Church facility in Huntington Beach was used to calculate the percent of inbound traffic expected to arrive in the 15 minutes before a service. This inbound volume was compared to the service rate given the changing conditions at each service. With no vehicles in Parking Lot A to impede vehicle entry, the service rate for the 8:15 a.m. Sunday service would be the highest. LSA did not choose a free-flowing service rate due to the curve and narrowing of lanes. A lower service rate for other services was selected to account for the effects of simultaneous inbound and outbound traffic.

Figure 5 illustrates the average queue lengths anticipated based on the Reservoir Needs vs. Traffic Intensity chart in the Crommelin report. Table J presents the results of the peak 15-minute queuing analysis. Table J lists the average queue lengths expected and the maximum queue that would not be exceeded 95 percent of the time. At a Saturday 5:00 p.m. service the average storage length needed to accommodate the inbound vehicles to the church within the peak 15-minute interval is 22 ft. At a Sunday 8:15 a.m. service, no queue is anticipated on average. Between the Sunday 9:45 a.m. service and the Sunday 11:30 a.m. service, the average queue generated within the peak 15-minute interval is calculated to be 11 ft. After the Sunday 11:30 a.m. service, it is possible that Turnip Rose patrons could be entering the site at the same time that church vehicles will be exiting the parking structure (if event times happen to overlap). If this does occur, the average queue length expected is 88 ft. Based on the results of the Crommelin methodology, adequate storage is provided on-site to accommodate the average queue and maximum queue, which will ensure that vehicles do not back out onto 19th Street.

**Table J: Peak 15-Minute Queuing Analysis at Project Driveway**

Service Times	Vehicle Direction	Reservoir Required (ft)	
		Average <sup>1</sup>	95th %
Saturday 5:00 p.m.	Inbound to Saddleback	22	44
Sunday 8:15 a.m.	Inbound to Saddleback	0	11
Sunday 9:45 a.m.	Inbound to Saddleback	11	33
Sunday 11:30 a.m.	Inbound to Turnip Rose	88	154

<sup>1</sup> Vehicle length considered to be 22 feet.

**Roadway Queuing.** LSA analyzed traffic volumes using *Synchro* Version 8 software to calculate queue formation at the westbound left-turn lane at Harbor Boulevard/19<sup>th</sup> Street and the eastbound left-turn lane at Newport Boulevard/19<sup>th</sup> Street. These are the two movements affected by the need to U-turn to access the project site from the right-in/right-out driveway and are back-to-back left-turns, which means that the ability to add storage length is limited. The westbound left-turn lane at Harbor Boulevard/19<sup>th</sup> Street has 210 feet of storage. The eastbound left-turn lane at Newport Boulevard/19<sup>th</sup> Street has 180 feet of storage. Table K displays the results of the queuing analysis. Queuing worksheets are available in Appendix F.

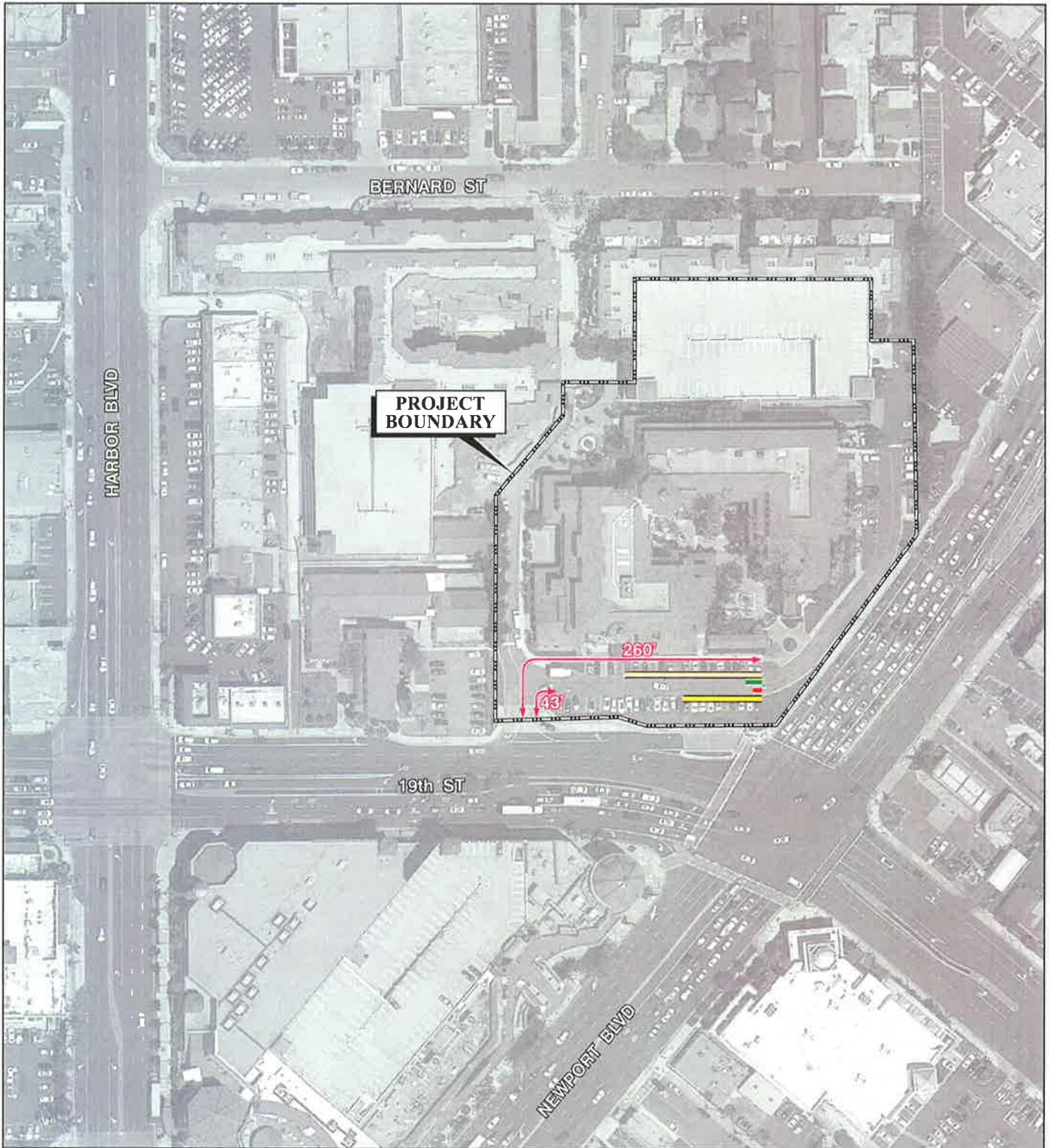
**Table K: Left-Turn Queuing Analysis**

Service Times	Westbound Left Turn at Harbor Boulevard/19th Street		Eastbound Left Turn at Newport Boulevard/19th Street	
	Average Queue (ft)	95th Percentile (ft)	Average Queue (ft)	95th Percentile (ft)
Saturday 5:00 p.m.	40	88	149	243
Sunday 8:15 a.m.	10	30	104	178
Sunday 9:45 a.m.	80	153	215	329
Sunday 11:30 a.m.	99	214	51	127

Shading indicates queue length in excess of storage capacity.

As Table K shows, the additional westbound left-turning traffic at Harbor Boulevard/19<sup>th</sup> Street is anticipated to remain within the existing storage length most of the time. However, after the 11:30 a.m. Sunday service, a significant number of left-turning vehicles entering the left-turn pocket mid-signal may occasionally require all available storage.

Table K also shows that a high volume of additional eastbound left-turning traffic at Newport Boulevard/19<sup>th</sup> Street may exceed the storage capacity. However, regardless of queue length, U-turns at this approach to the intersection are confusing and can be avoided.

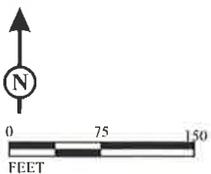


LSA

LEGEND

- - Average Queue Saturday at 5:00 PM
- - Average Queue Sunday at 9:45 AM
- - Average Queue Sunday at 11:30 AM
- - Maximum Queue (95th Percentile)

FIGURE 5



SOURCE: Google Earth

Saddleback Costa Mesa  
Queuing Analysis

Currently 25 percent of vehicles are expected to travel from Huntington Beach via Victoria Street then southbound along Harbor Boulevard to enter the project site. These vehicles are required to U-turn at Newport Boulevard/19th Street to enter the project site. U-turning at Newport Boulevard/19th Street into the project site should be deterred because the intersection is so complex. There is a triple left-turn lane in the eastbound direction along 19th Street. Unclear signage may lead to confusion as to whether or not U-turns are permitted at this intersection possibly resulting in unsafe behavior. If the U-turn is not made at the intersection, the left-turn lanes are destined for SR-55 North. Northbound lane configurations along Newport Boulevard/SR-55 North may cause further confusion when the U-turn is missed. If the U-turn is made, the U-turning vehicles will have to merge with the southbound right-turn movements utilizing the channelized right along 19th Street.

To minimize the need for eastbound U-turn movements at Newport Boulevard/19th Street, it is recommended that Saddleback Church Costa Mesa direct patrons originating from the west who would travel eastbound along Victoria Street to an alternate route. Congregants traveling eastbound on Victoria Street should continue to Newport Boulevard, turn right at Newport Boulevard, turn right at 19th Street and enter the project site. This would eliminate the need for U-turns to be made at Newport Boulevard/19th Street. To direct patrons to travel on the specified route, it is recommended that Saddleback Church Costa Mesa provide the specific directions for this alternate route on their website and any pertinent literature made available to attendees.

### **Weaving Analysis**

Vehicles exiting the project site must turn right due to the right-in/right-out driveway. For vehicles returning to Huntington Beach via Victoria Street, this is the preferred direction. But vehicles returning eastbound on 19<sup>th</sup> Street or southbound on Newport Boulevard will desire to turn left (or U-turn) at Harbor Boulevard/19th Street to reach their destination. These vehicles must merge across three lanes to reach the westbound left-turn lane at Harbor Boulevard/19th Street. The distance between the right-in/right-out driveway and the entrance to the westbound left-turn pocket is 45 feet.

This is a short distance for a vehicle to merge across three lanes of traffic, but it is possible if the density of vehicles on 19th Street is low enough. It should be noted, however, that this is not a new condition. Most patrons of Turnip Rose use SR-55 to travel to and from the venue. When exiting Turnip Rose, these vehicles also desire to enter the left-turn lane at Harbor Boulevard/19th Street. In order to assess the potential risk associated with this movement, LSA queried the Transportation Injury Mapping System (TIMS) for injury related traffic collisions at this location between the years 2010 and 2013. The exhibit below illustrates the results of this query. During the past three years, one injury collision has occurred in this area; that collision involved a bicycle.



Source: Transportation Injury Mapping System: 1/1/2010 to 12/31/2013

Access management standards for corner clearance and driveway spacing from an intersection do not provide a mechanism for determining the ability of vehicles from a driveway to merge across lanes. The ability to move across lanes is dependent on the ability to move between vehicles. Therefore, LSA performed a weaving analysis based on the HCM 2000 methodology to calculate the traffic density in this segment of 19<sup>th</sup> Street when the Saturday evening and Sunday morning church services would be exiting. Table L provides the results of that analysis. The worksheets are available in Appendix F. Based on the density of traffic on 19th Street at the time Saddleback Church traffic will be exiting the site and the absence of injury collisions resulting from Turnip Rose exiting traffic, it is not anticipated that vehicles exiting Saddleback Church will result in a safety concern.

**Table L: Traffic Density on 19th Street at Church Exit Times**

	Density (pc/mi/ln)	LOS
Saturday Evening	15.2	B
Sunday Morning	14.4	B
Sunday Afternoon	19.9	B

LOS = Level of Service

Pc/mi/ln = passenger cars per mile per lane

## CONCLUSION

This study provides an analysis of the parking and circulation impacts of the proposed Saddleback Church Costa Mesa operating concurrently with the events facility, Turnip Rose. Parking data collected during a Turnip Rose event found that sufficient parking remains on-site to satisfy the requirement for 206 parking spaces based on CMMC standards. When existing and future church operations are considered, the total on-site parking supply is forecast to be adequate during all four proposed church service times, even if a concurrent event is held at Turnip Rose on Saturday evening or Sunday afternoon.

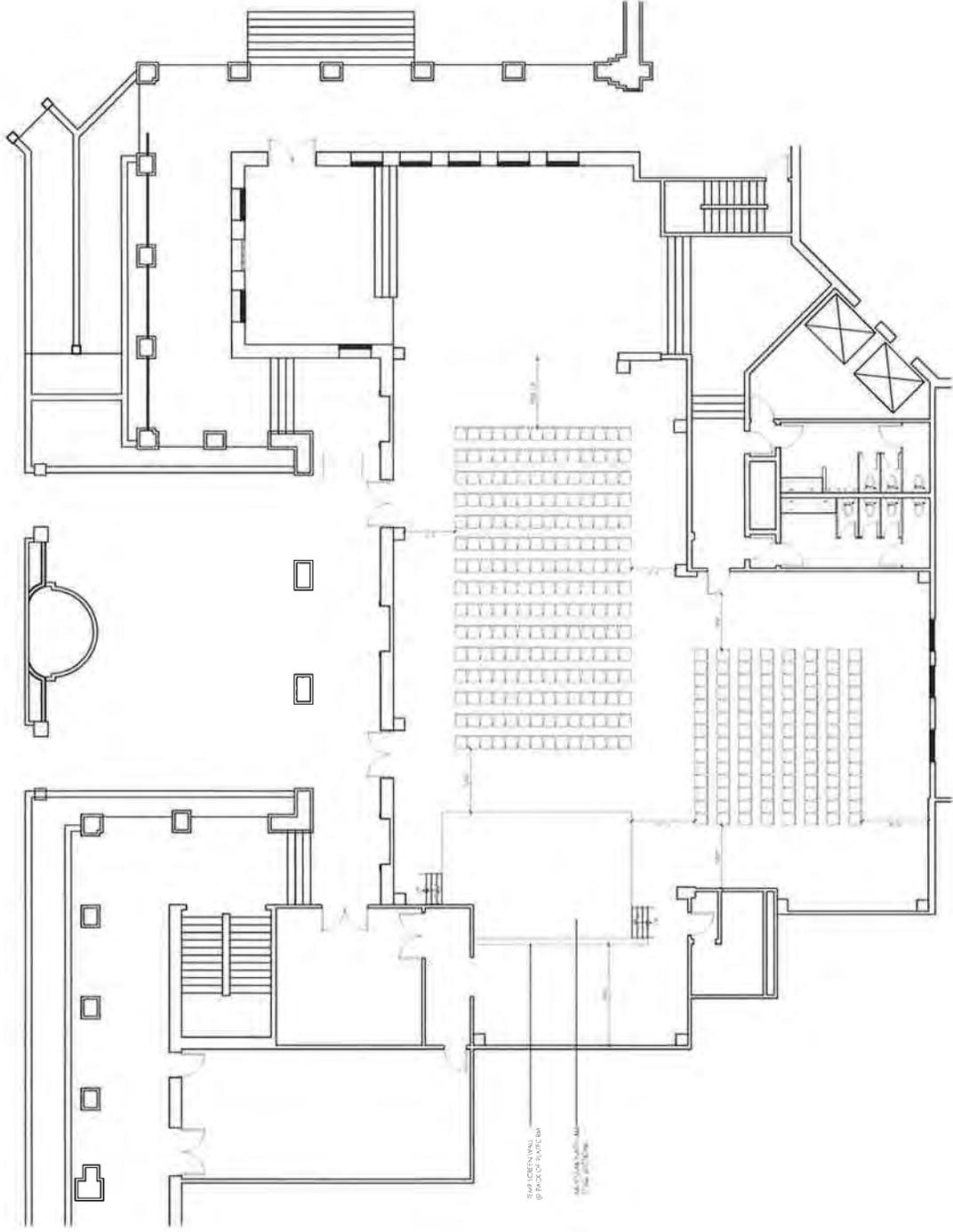
Study intersections will still operate at an acceptable level of service even with additional traffic generated by Saddleback Church. Queues formed by vehicles destined for the parking structure are anticipated to be contained internally without affecting traffic on 19th Street. Other access issues may result in impacts to the street system without proper management.

Many vehicles leaving a church service are expected to immediately seek the westbound left-turn lane at Harbor Boulevard/19th Street, but the density of traffic on 19th Street and recent collision data suggest that this movement can be accomplished safely. Average queues for the westbound left turn at Harbor Boulevard/19th Street are expected to remain within the current storage length provided. However, the maximum queue that could form in this lane would require all the current storage length. If no measures were taken to direct congregants to an alternative route, vehicles arriving from the west could overwhelm the eastbound left turn at Newport Boulevard/19th Street. In support of efficient ingress and parking operations, LSA recommends:

- Saddleback Church website and other communication to the congregation direct visitors from Huntington Beach to take Victoria Street to Newport Boulevard to reach church services.
- Physical barriers are installed to block surface parking spaces (except for Handicap spaces) before the Sunday morning services and are removed after the start of the 11:30 a.m. Sunday service.
- Three volunteers from Saddleback Church direct visitors to and through the parking lot:
  - One at the right-in/right-out driveway holding a sign for Saddleback Church;
  - One at the western drive aisle directing vehicles to turn right; and
  - One midway through Parking Lot A encouraging vehicles to continue to the parking structure.

**APPENDIX A**

**PROBABLE SEATING LAYOUT**



CHAIR WIDTH = 24"  
 ROW WIDTH = 42"  
 TOTAL SEAT = 322



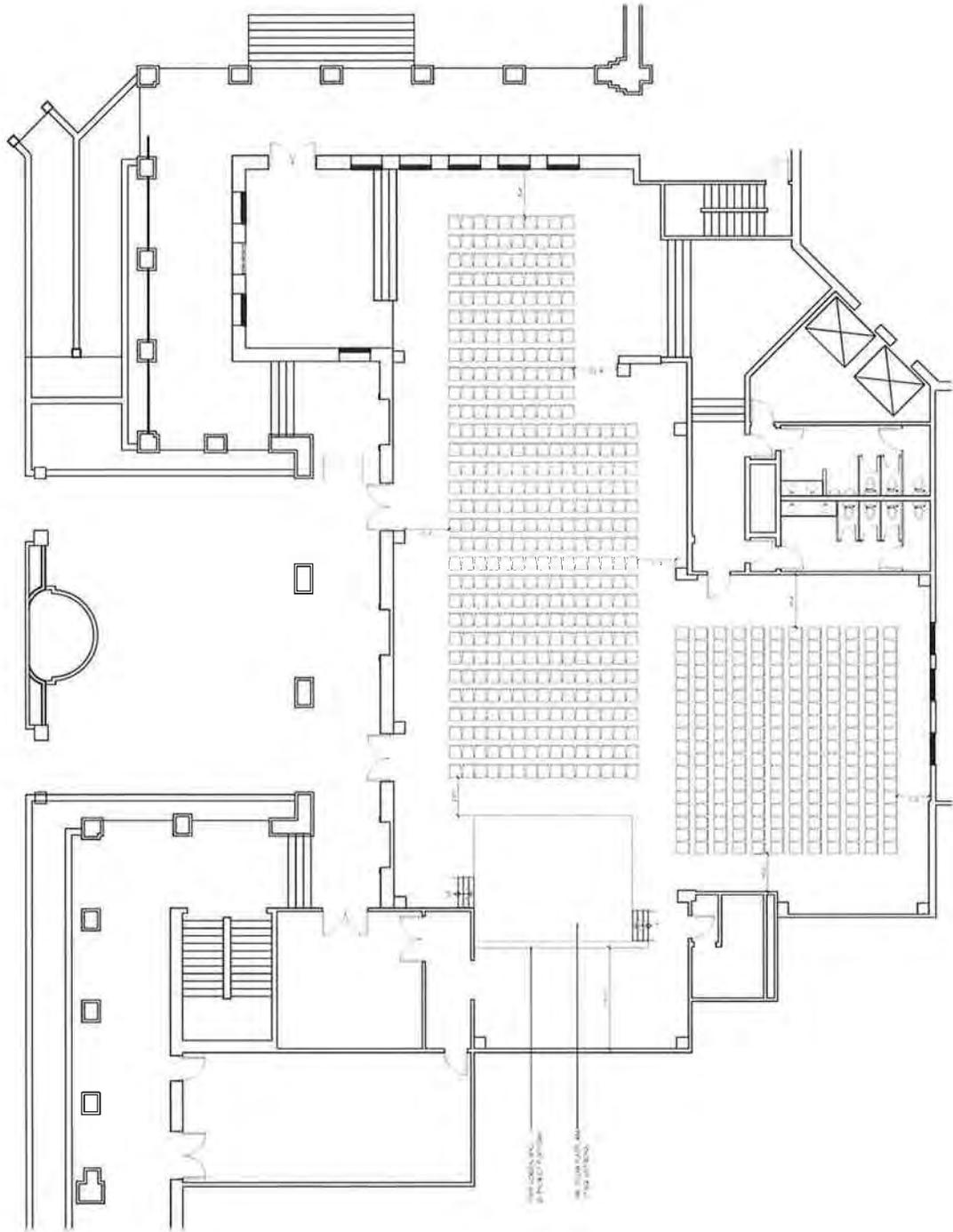
FIRST FLOOR PLAN - PROBABLE SEATING LAYOUT 1 of 1-0'

**Saddleback Church Costa Mesa**  
 1901 NEWPORT BOULEVARD, COSTA MESA, CA 92627

November 24, 2014



**A1**



CHAIR WIDTH = 24"  
 ROW WIDTH = 36"  
 TOTAL SEAT = 611  
 AUDITORIUM SPACE  
 = 7,210 SF/ 35 SF  
 = 206 SPACE REQUIRED



FIRST FLOOR PLAN - PROBABLE SEATING LAYOUT | SCALE: 1/8" = 1'-0"

**Saddleback Church Costa Mesa**  
11401 NEWPORT BOULEVARD COSTA MESA, CA 92627

November 24, 2014



## **APPENDIX B**

# **PARKING DATA**

### Parking Study

Location: 1901 Newport Blvd  
City: Costa Mesa

Day: Saturday  
Date: 10/25/2014

TIME	ZONE A					ZONE C					ZONE B					GRAND TOTALS							
	Regular	♻️	Surgery Center	Reserved	TOTALS	LEVEL 1 LOCKED		LEVEL 2		LEVEL 3		LEVEL 4		LEVEL 5			Regular	♻️	Reserved	VIP Laser Institute	Turnip Reserved	TOTALS	
						♻️	Regular	♻️	Reserved Little	Reserved Management	Laser Med Pain Institute	Residential Parking Only	Regular	Reserved Little	Regular								Reserved
Spacets	33	2	9	3	47	1	16	5	7	3	2	15	4	96	4	423	2	3	3	2	4	14	484
4:00 PM	10	0	0	1	11	0	16	25	0	0	0	2	16	0	76	1	2	3	0	1	7	94	94
4:30 PM	10	0	0	1	11	0	16	36	0	0	0	2	16	0	94	1	2	2	0	1	6	111	111
5:00 PM	8	0	0	1	9	0	16	62	1	4	0	2	24	0	140	0	3	2	1	1	7	156	156
5:30 PM	11	0	0	1	12	0	16	64	3	4	0	2	28	0	159	1	3	2	1	1	8	179	179
6:00 PM	11	0	0	0	11	0	16	64	2	5	2	1	29	0	166	0	3	2	1	1	7	184	184
6:30 PM	10	0	0	0	10	0	16	62	2	5	2	1	30	0	165	1	3	2	1	1	9	185	185
7:00 PM	10	1	1	0	12	0	16	61	2	5	2	1	29	0	161	1	3	2	1	1	9	182	182
TOTALS	71	3	1	4	77	0	112	374	10	25	8	34	172	0	961	5	19	15	5	9	53	1091	1091

TIME	ZONE A					ZONE C					ZONE B					GRAND TOTALS								
	Regular	♻️	Surgery Center	Reserved	TOTALS	LEVEL 1 LOCKED		LEVEL 2		LEVEL 3		LEVEL 4		LEVEL 5			Regular	♻️	Reserved	VIP Laser Institute	Turnip Reserved	TOTALS		
						♻️	Regular	♻️	Reserved Little	Reserved Management	Laser Med Pain Institute	Residential Parking Only	Regular	Reserved Little	Regular								Reserved	Regular
Spacets	33	2	9	3	47	1	16	5	7	3	2	15	4	96	4	423	2	3	3	2	4	14	484	
7:00 AM	0	0	0	0	0	0	16	3	1	0	0	2	2	0	25	0	0	0	0	0	0	0	25	25
7:30 AM	0	0	0	0	0	0	16	4	0	0	0	2	2	0	26	0	0	0	0	0	0	0	26	26
8:00 AM	0	0	0	0	0	0	16	5	0	0	0	2	2	0	27	0	0	0	0	0	0	0	27	27
8:30 AM	1	0	0	0	1	0	16	5	0	0	0	2	2	0	27	0	0	0	0	0	0	0	27	27
9:00 AM	2	0	0	0	2	0	16	5	0	0	0	2	2	0	27	0	0	0	0	0	0	0	27	27
9:30 AM	4	0	0	0	4	0	16	5	0	0	0	2	2	0	29	0	0	0	0	0	0	0	29	29
10:00 AM	5	0	0	0	5	0	16	4	1	0	0	2	3	0	29	0	0	0	0	0	0	0	29	29
10:30 AM	4	0	0	0	4	0	16	7	1	0	0	2	3	0	28	0	0	0	0	0	0	0	28	28
11:00 AM	3	0	0	0	3	0	16	7	1	0	0	2	3	0	21	0	0	0	0	0	0	0	21	21
11:30 AM	3	0	0	0	3	0	16	10	1	0	0	2	3	0	31	0	0	0	0	0	0	0	31	31
12:00 PM	2	0	0	0	2	0	16	11	1	0	0	1	3	0	33	0	0	0	0	0	0	0	33	33
12:30 PM	2	0	0	0	2	0	16	10	1	0	0	1	3	0	35	0	0	0	0	0	0	0	35	35
1:00 PM	2	0	0	0	2	0	16	10	1	0	0	1	3	0	34	0	0	0	0	0	0	0	34	34
1:30 PM	3	0	0	0	3	0	16	9	0	0	0	1	3	0	32	0	0	0	0	0	0	0	32	32
2:00 PM	3	0	0	0	3	0	16	8	0	0	0	1	3	0	31	0	0	0	0	0	0	0	31	31
TOTALS	34	0	32	0	66	0	240	103	6	13	0	24	41	0	446	0	10	5	2	0	0	0	529	529

Day: Sunday  
Date: 10/26/2014

**Pedestrian Group Study**

Location: 1901 Newport Blvd

City: Costa Mesa

Saturday, 10/25/2014 4:00 PM - 6:00 PM			
People Entrance #1		People Entrance #2	
Time	# of People in Group	Time	# of People in Group
NO ACTIVITY		NO ACTIVITY	

Sunday, 10/26/2014 7:00 AM - 12:30 PM			
People Entrance #1		People Entrance #2	
Time	# of People in Group	Time	# of People in Group
7:02	1	7:01	1
7:14	2	7:02	1
7:44	3	7:04	1
7:47	3	7:10	1
8:01	2	7:13	1
8:03	1	7:21	1
8:09	1	7:23	1
8:29	2	7:24	1
8:35	2	7:29	1
8:54	2	7:44	1
9:08	1	7:52	4
9:27	1	7:52	2
9:44	2	7:54	1
9:46	3	7:54	1
9:50	2	7:54	1
9:56	1	7:57	1
9:58	3	7:58	1
9:59	1	7:59	1
10:02	1	8:01	1
10:06	2	8:01	1
10:08	2	8:01	1
10:09	1	8:03	1
10:10	1	8:04	1
10:26	1	8:07	1
10:32	1	8:07	1
10:37	1	8:07	1
10:40	3	8:08	3
10:43	2	8:08	1
10:49	1	8:08	1
10:52	1	8:09	1
10:53	1	8:10	1
10:55	1	8:10	1
10:55	1	8:11	1
10:56	1	8:11	2
10:57	1	8:12	2
11:00	1	8:15	2
11:10	1	8:16	1

## Pedestrian Group Study

Location: 1901 Newport Blvd

City: Costa Mesa

Saturday, 10/25/2014 4:00 PM - 6:00 PM				Sunday, 10/26/2014 7:00 AM - 12:30 PM			
People Entrance #1		People Entrance #2		People Entrance #1		People Entrance #2	
Time	# of People in Group	Time	# of People in Group	Time	# of People in Group	Time	# of People in Group
				11:16	1	8:16	2
				11:20	1	8:16	2
				11:20	2	8:17	2
				11:21	3	8:17	1
				11:24	1	8:17	3
				11:24	1	8:18	2
				11:25	1	8:18	1
				11:25	2	8:18	1
				11:27	2	8:19	1
				11:27	2	8:19	1
				11:29	1	8:20	2
				11:33	2	8:20	1
				11:33	2	8:20	1
				11:36	3	8:20	1
				11:38	1	8:21	1
				11:39	2	8:21	2
				11:40	4	8:22	1
				11:41	3	8:23	2
				11:44	2	8:23	2
				11:45	1	8:24	3
				11:45	2	8:25	1
				11:48	3	8:25	4
				11:50	1	8:25	2
				11:50	1	8:25	1
				11:51	3	8:25	1
				11:52	2	8:26	1
				11:55	2	8:26	2
				11:55	1	8:26	5
				11:56	3	8:26	1
				12:00	3	8:26	4
				12:00	2	8:27	3
				12:01	1	8:28	2
				12:03	1	8:29	1
				12:05	1	8:29	1
				12:05	1	8:29	1
				12:06	1	8:31	1
				12:07	2	8:32	1

# Pedestrian Group Study

Location: 1901 Newport Blvd

City: Costa Mesa

Saturday, 10/25/2014 4:00 PM - 6:00 PM			
People Entrance #1		People Entrance #2	
Time	# of People in Group	Time	# of People in Group

Sunday, 10/26/2014 7:00 AM - 12:30 PM			
People Entrance #1		People Entrance #2	
Time	# of People in Group	Time	# of People in Group
12:08	1	8:32	1
12:09	2	8:35	2
12:11	2	8:35	1
12:12	1	8:38	2
12:13	1	8:38	2
12:14	1	8:39	1
12:15	1	8:41	1
12:18	3	8:41	2
12:21	1	8:45	1
12:25	1	8:46	1
12:28	1	8:51	1
		8:55	2
		8:56	1
		9:03	1
		9:15	2
		9:19	4
		9:19	1
		9:20	5
		9:21	2
		9:22	2
		9:25	1
		9:28	3
		9:31	2
		9:32	1
		9:32	1
		9:33	1
		9:33	3
		9:35	1
		9:36	1
		9:36	3
		9:37	1
		9:37	1
		9:38	2
		9:38	2
		9:40	2
		9:40	1
		9:40	3













## APPENDIX C

### TRAFFIC VOLUME DATA

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-1279-001

Day: Saturday

City: Costa Mesa

Date: 10/25/2014

PM

NS/EW Streets:	Harbor Blvd		Harbor Blvd			19th St			19th St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 1	WT 3	WR 1	
4:00 PM	19	94	17	53	153	97	94	171	22	26	151	60	957
4:15 PM	22	117	24	51	136	80	78	164	16	26	160	50	924
4:30 PM	26	102	20	49	157	81	94	177	15	20	172	41	954
4:45 PM	17	111	21	41	131	75	93	159	14	17	144	56	879
5:00 PM	17	80	21	38	141	88	92	149	16	18	141	43	844
5:15 PM	17	91	20	44	128	76	80	161	20	21	147	43	848
5:30 PM	16	103	31	33	139	61	79	155	17	23	144	40	841
5:45 PM	19	100	19	40	156	56	72	149	18	16	126	38	809
<b>TOTAL VOLUMES :</b>	NL 153	NT 798	NR 173	SL 349	ST 1141	SR 614	EL 682	ET 1285	ER 138	WL 167	WT 1185	WR 371	TOTAL 7056
<b>APPROACH %'s :</b>	13.61%	71.00%	15.39%	16.59%	54.23%	29.18%	32.40%	61.05%	6.56%	9.69%	68.78%	21.53%	
<b>PEAK HR START TIME :</b>	4:00 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	84	424	82	194	577	333	359	671	67	89	627	207	3714
<b>PEAK HR FACTOR :</b>	0.905		0.911			0.956			0.974			0.970	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
1	1	8	6
1	4	2	0
6	0	2	8
1	2	6	4
3	0	6	1
1	0	8	4
3	1	5	7
1	0	5	5
NB 17	SB 8	EB 42	WB 35

# ITM Peak Hour Summary

Prepared by:

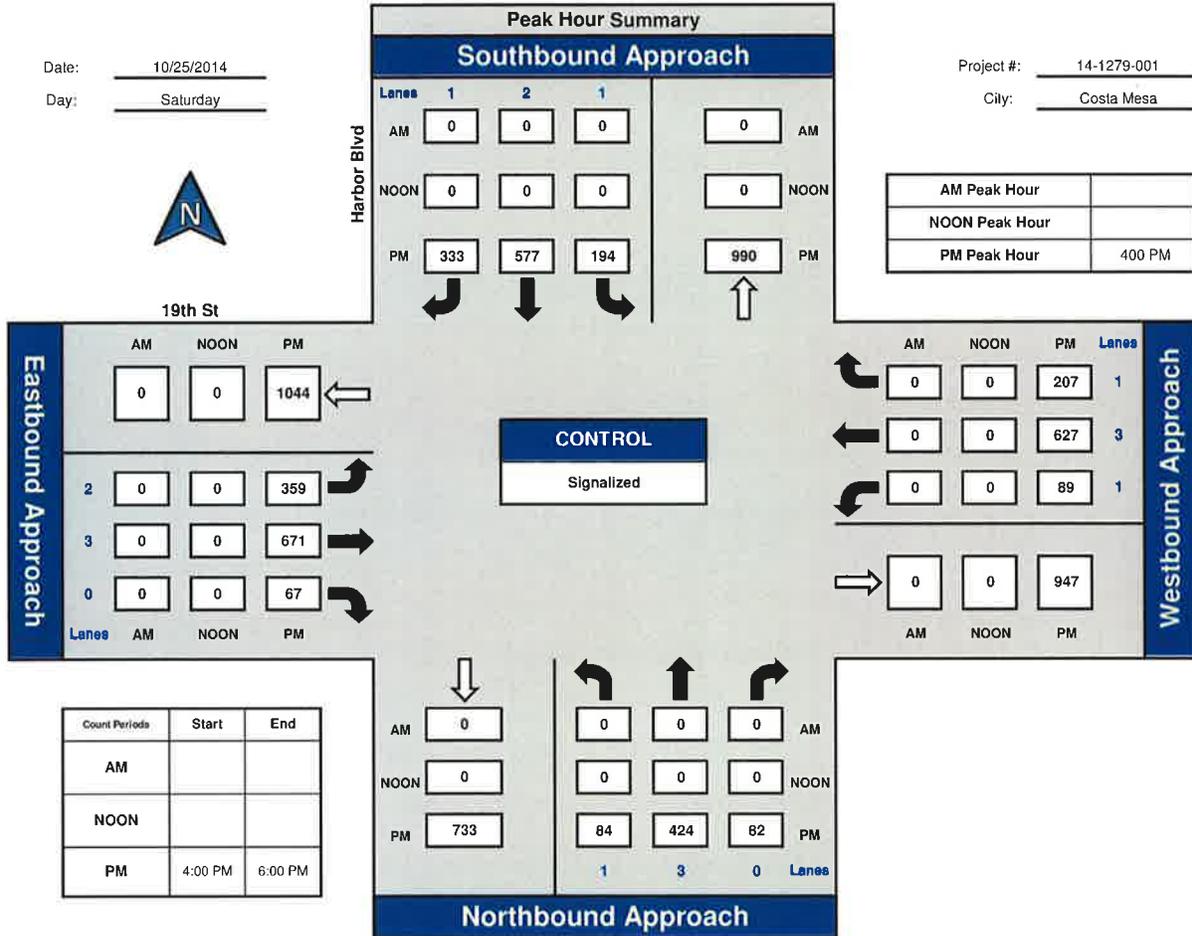


National Data & Surveying Services

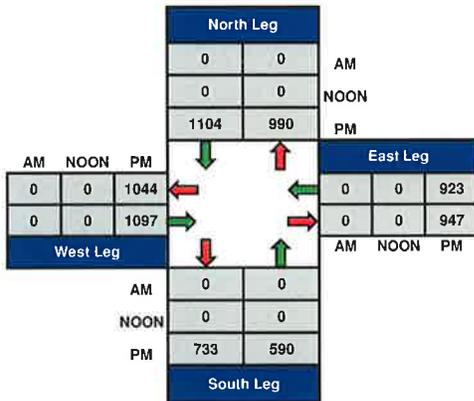
## Harbor Blvd and 19th St., Costa Mesa

Date: 10/25/2014  
Day: Saturday

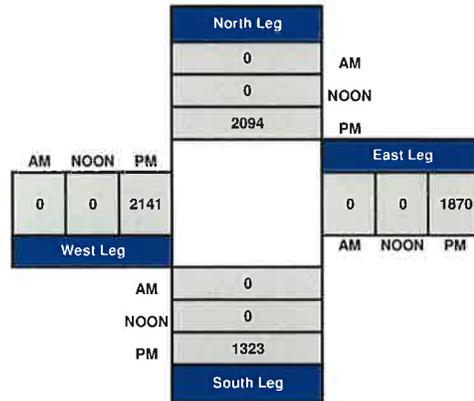
Project #: 14-1279-001  
City: Costa Mesa



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-1279-002

Day: Saturday

City: Costa Mesa

Date: 10/25/2014

PM

NS/EW Streets:	1901 Plaza Dwy			1901 Plaza Dwy			19th St			19th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	1	1.5	0.5	1	0	3	1	
4:00 PM						4		245			215	6	470
4:15 PM						2		256			252	13	523
4:30 PM						3		278			225	23	529
4:45 PM						1		247			216	25	489
5:00 PM						0		223			215	15	453
5:15 PM						2		225			196	13	436
5:30 PM						5		241			205	6	457
5:45 PM						3		238			174	4	419

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	20	0	1953	0	0	1698	105	3776
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	94.18%	5.82%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	4:00 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	10	0	1026	0	0	908	67	2000
PEAK HR FACTOR :	0.000			0.625			0.923			0.920			0.950

CONTROL : 1 Way Stop SB)

# ITM Peak Hour Summary

Prepared by:

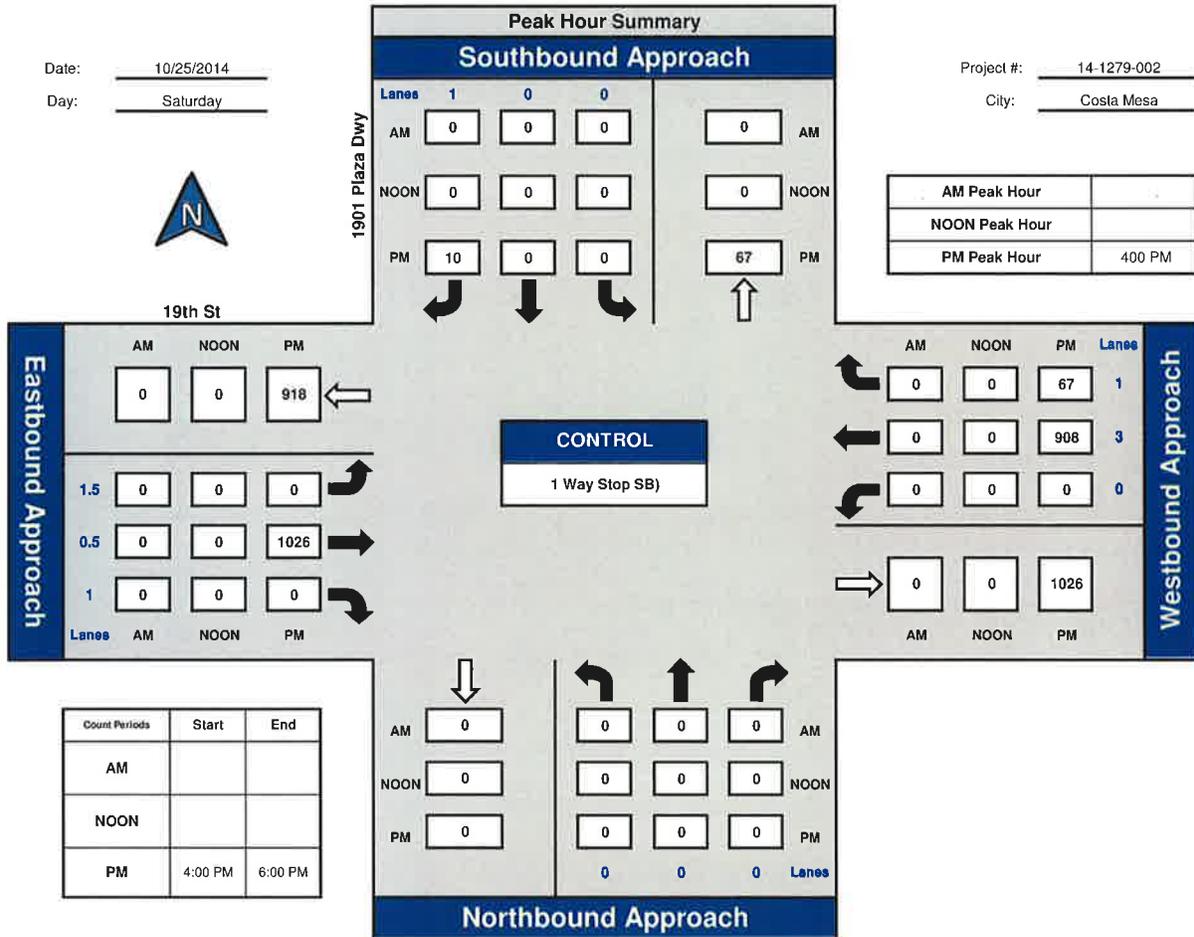


National Data & Surveying Services

## 1901 Plaza Dwy and 19th St , Costa Mesa

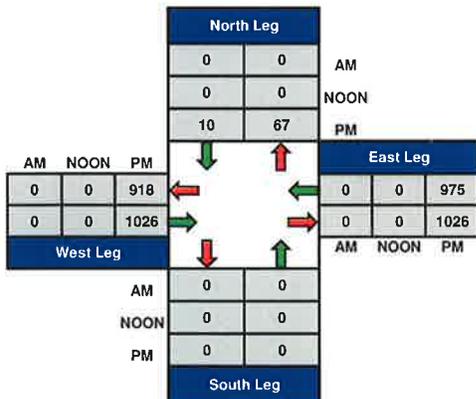
Date: 10/25/2014  
Day: Saturday

Project #: 14-1279-002  
City: Costa Mesa

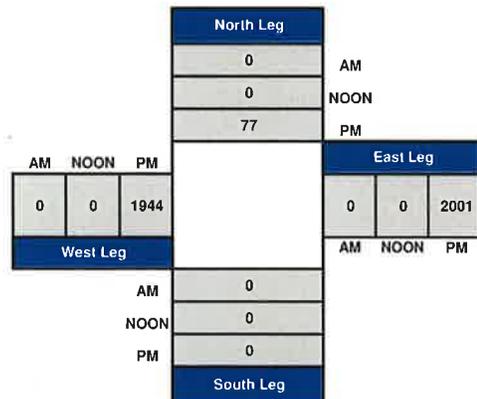


Count Periods	Start	End
AM		
NOON		
PM	4:00 PM	6:00 PM

### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-1279-003

Day: Saturday

City: Costa Mesa

Date: 10/25/2014

PM

NS/EW Streets:	Newport Blvd		Newport Blvd			19th St			19th St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 4	NR 0	SL 1	ST 2.5	SR 1.5	EL 2.5	ET 1.5	ER 1	WL 1	WT 2.5	WR 1.5	
4:00 PM	13	714	13	52	605	131	175	45	21	18	64	61	1912
4:15 PM	20	725	19	55	617	157	169	58	20	26	88	45	1999
4:30 PM	15	658	7	49	641	167	210	46	22	24	53	54	1946
4:45 PM	14	614	8	59	629	151	182	41	14	24	78	48	1862
5:00 PM	15	685	9	46	625	134	179	34	14	17	61	60	1879
5:15 PM	7	568	10	51	603	132	165	48	15	19	79	50	1747
5:30 PM	9	572	9	42	566	125	174	48	31	13	64	41	1694
5:45 PM	18	546	8	49	573	109	163	50	24	10	61	48	1659

UTURNS			
NB	SB	EB	WB
0	9	4	0
0	15	7	3
1	7	5	4
0	12	5	2
0	14	5	2
0	15	3	0
4	10	1	2
4	6	1	0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>TOTAL VOLUMES :</b>	111	5082	83	403	4859	1106	1417	370	161	151	548	407	14698
<b>APPROACH %'s :</b>	2.10%	96.32%	1.57%	6.33%	76.30%	17.37%	72.74%	18.99%	8.26%	13.65%	49.55%	36.80%	

NB	SB	EB	WB
9	88	31	13

PEAK HR START TIME :	4:00 PM												TOTAL
<b>PEAK HR VOL :</b>	62	2711	107	215	2482	602	780	190	77	92	283	208	7719
<b>PEAK HR FACTOR :</b>	0.923			0.865			0.882			0.837			0.965

CONTROL : Signalized

# ITM Peak Hour Summary

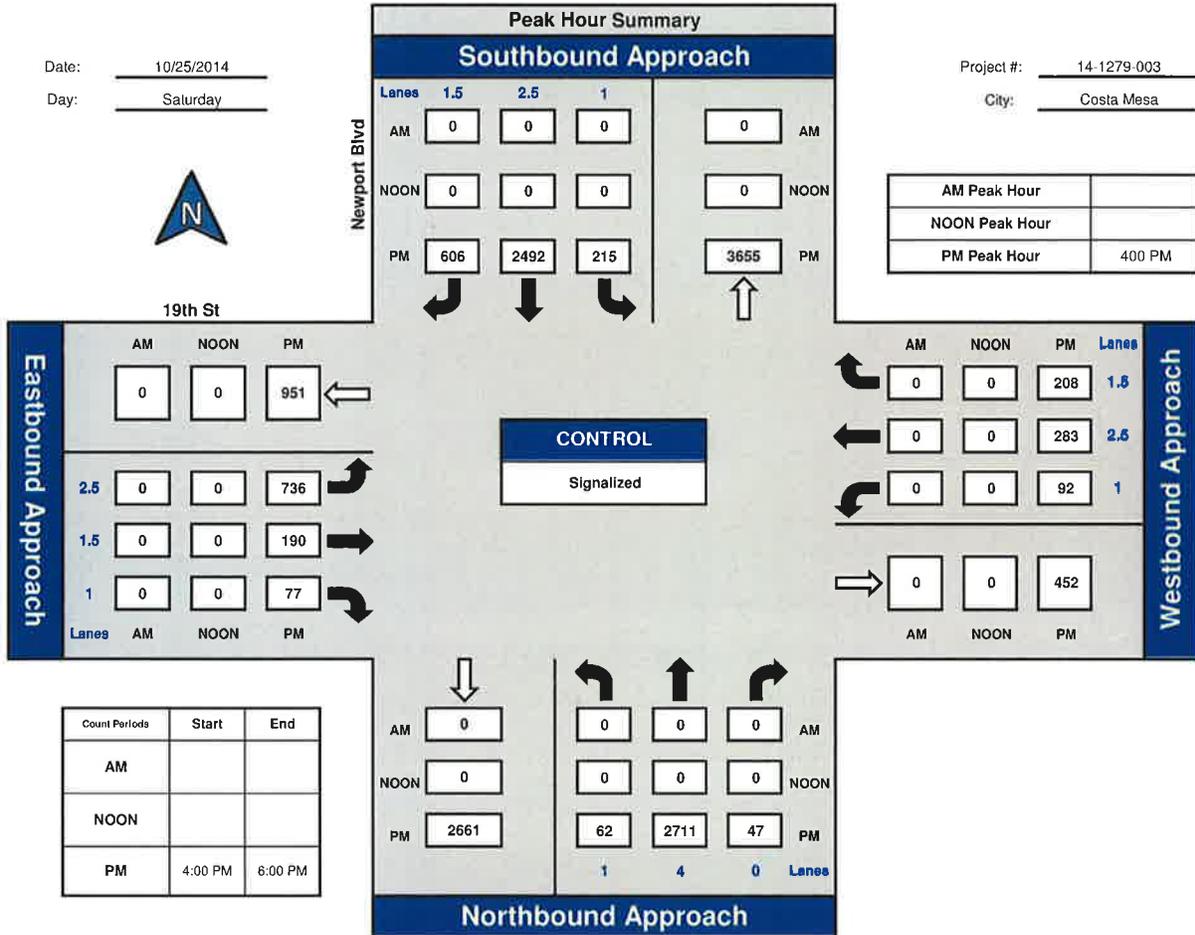


Prepared by:  
National Data & Surveying Services

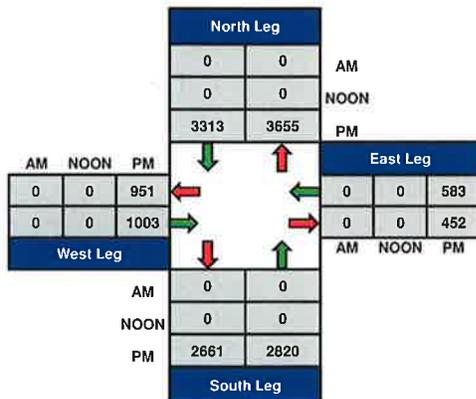
## Newport Blvd and 19th St., Costa Mesa

Date: 10/25/2014  
Day: Saturday

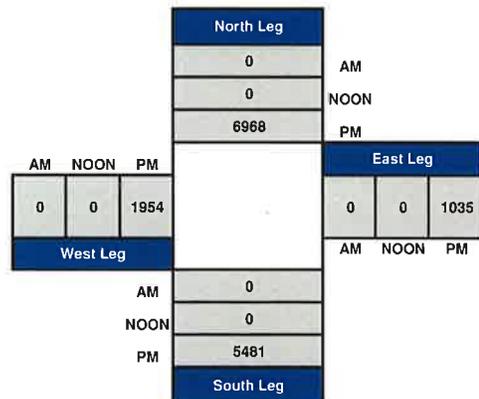
Project #: 14-1279-003  
City: Costa Mesa



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-1279-001

Day: Sunday

City: Costa Mesa

Date: 10/26/2014

		AM														
NS/EW Streets:		Harbor Blvd			Harbor Blvd			19th St			19th St					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:		NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL		
7:00 AM		2	11	0	4	25	11	20	47	3	1	49	8	181		
7:15 AM		0	18	0	22	34	18	23	69	4	3	38	4	233		
7:30 AM		3	25	4	23	52	17	30	106	7	3	38	10	318		
7:45 AM		3	37	4	16	43	27	27	90	5	11	53	12	328		
8:00 AM		5	26	2	16	51	28	28	88	6	6	39	9	304		
8:15 AM		9	25	2	14	56	31	21	72	9	16	58	10	323		
8:30 AM		6	44	4	17	77	35	30	88	6	14	67	18	406		
8:45 AM		6	43	3	31	75	36	34	90	10	8	72	19	427		
<b>TOTAL VOLUMES :</b>		NL 34	NT 229	NR 19	SL 143	ST 413	SR 203	EL 213	ET 650	ER 50	WL 62	WT 414	WR 90	TOTAL 2520		
<b>APPROACH %'s :</b>		12.06%	81.21%	6.74%	18.84%	54.41%	26.75%	23.33%	71.19%	5.48%	10.95%	73.14%	15.90%			
<b>PEAK HR START TIME :</b>		800 AM												<b>TOTAL</b>		
<b>PEAK HR VOL :</b>		26	138	11	78	359	130	113	338	31	44	236	56	1441		
<b>PEAK HR FACTOR :</b>		0.810			0.822			0.899			0.848			0.855		

UTURNS			
NB	SB	EB	WB
		2	0
		3	0
		1	0
		0	3
		1	0
		0	4
		5	2
		1	1
NB 0	SB 0	EB 13	WB 10

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-1279-001

Day: Sunday

City: Costa Mesa

Date: 10/26/2014

PM													
NS/EW Streets:	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 1	WT 3	WR 1	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM	20	117	26	38	130	84	96	158	21	22	123	39	874
1:15 PM	27	98	33	34	164	95	73	180	25	22	176	70	997
1:30 PM	18	78	26	42	138	83	103	158	16	29	173	62	926
1:45 PM	25	104	24	40	166	92	90	141	20	33	119	38	892
2:00 PM	27	96	23	35	135	92	82	141	20	15	150	46	862
2:15 PM	21	99	29	33	136	74	108	145	9	17	151	42	864
2:30 PM	15	110	28	37	129	76	87	159	13	17	103	31	805
2:45 PM	23	97	28	34	152	80	74	146	15	29	137	37	852
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	14.77%	67.03%	18.20%	13.83%	54.27%	31.90%	34.28%	59.04%	6.68%	10.95%	67.34%	21.71%	7072
<b>PEAK HR START TIME :</b>	1:00 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	90	657	169	104	593	354	362	637	32	50	261	76	3639
<b>PEAK HR FACTOR :</b>													0.925

UTURNS			
NB	SB	EB	WB
3	0	3	5
3	1	3	5
4	0	8	6
5	2	3	10
4	1	3	4
2	0	11	3
3	1	3	1
2	1	5	10
<b>TOTAL</b>	<b>26</b>	<b>6</b>	<b>44</b>

CONTROL : Signalized

# ITM Peak Hour Summary

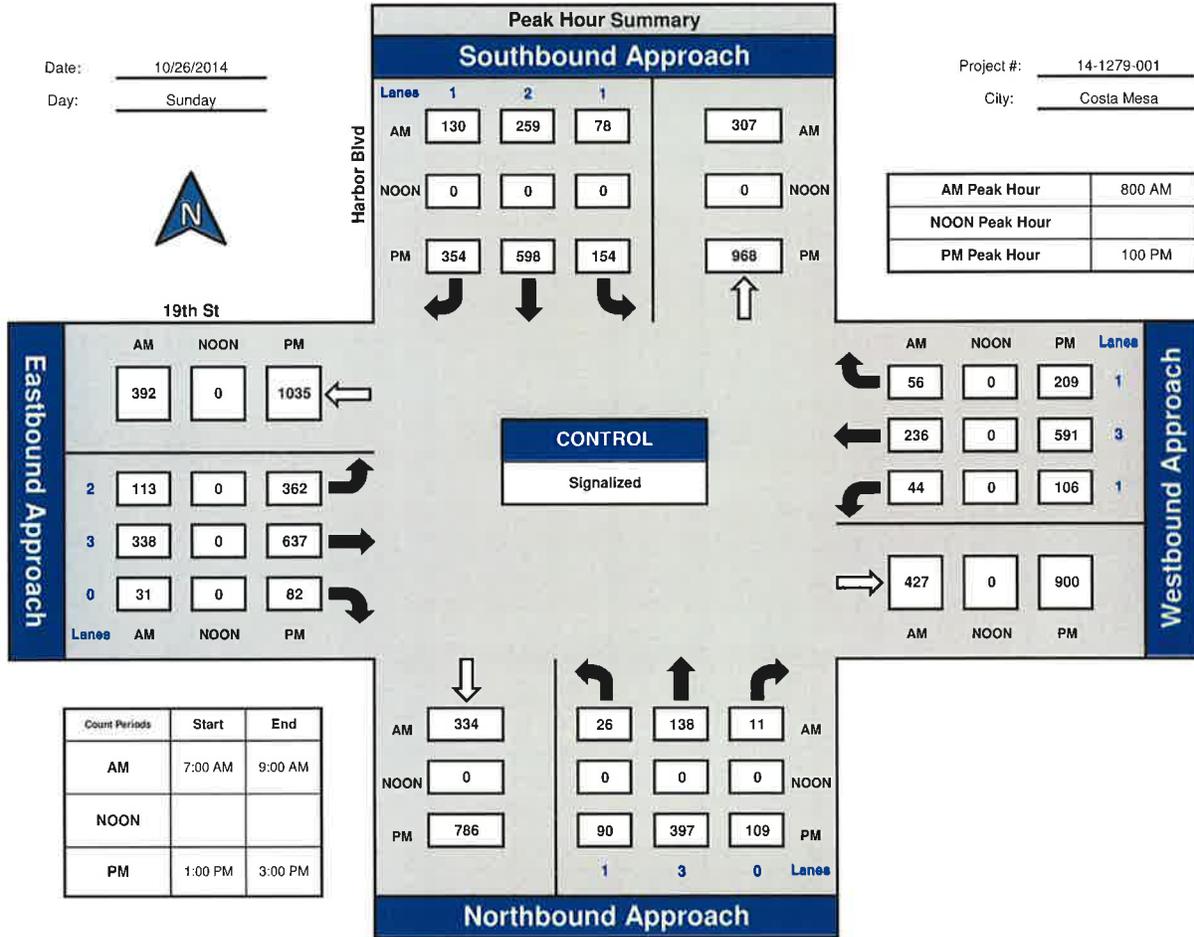


Prepared by:  
National Data & Surveying Services

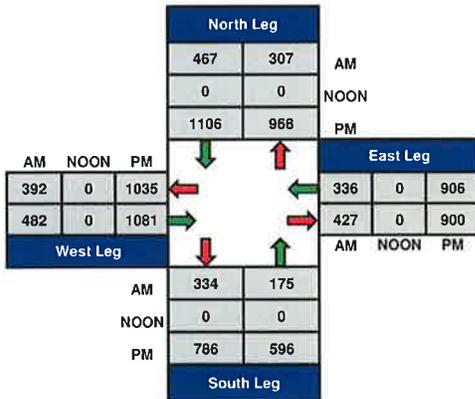
## Harbor Blvd and 19th St, Costa Mesa

Date: 10/26/2014  
Day: Sunday

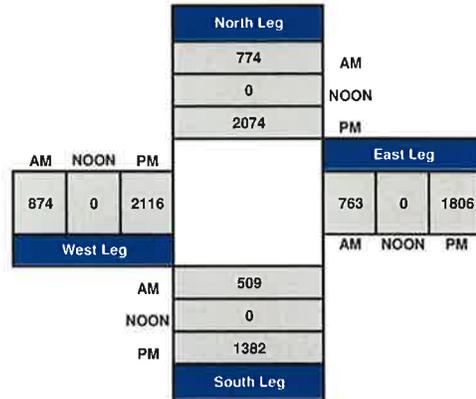
Project #: 14-1279-001  
City: Costa Mesa



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 14-1279-002

Day: Sunday

City: Costa Mesa

Date: 10/26/2014

		AM														
NS/EW Streets:		1901 Plaza Dwy			1901 Plaza Dwy			19th St			19th St					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
7:00 AM		0	0	0	0	0	0	0	52	0	0	48	0	100		
7:15 AM		0	0	0	0	0	0	0	80	0	0	54	4	138		
7:30 AM		0	0	0	0	0	0	0	125	0	0	51	0	176		
7:45 AM		0	0	0	0	0	1	0	113	0	0	76	1	191		
8:00 AM		0	0	0	0	0	0	0	111	0	0	54	0	165		
8:15 AM		0	0	0	0	0	1	0	107	0	0	81	1	190		
8:30 AM		0	0	0	0	0	0	0	94	0	0	98	5	197		
8:45 AM		0	0	0	0	0	0	0	125	0	0	98	0	223		
<b>TOTAL VOLUMES :</b>		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
<b>APPROACH %'e :</b>	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	98.07%	1.93%		1380		
<b>PEAK HR START TIME :</b>	8:00 AM													<b>TOTAL</b>		
<b>PEAK HR VOL :</b>	0	0	0	0	0	1	0	437	0	0	331	6		775		
<b>PEAK HR FACTOR :</b>	0.000			0.250			0.874			0.818				0.869		

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 1 Way Stop SB)

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-1279-002

Day: Sunday

City: Costa Mesa

Date: 10/26/2014

NS/EW Streets:	PM												TOTAL
	1901 Plaza Dwy			1901 Plaza Dwy			1901 St			1901 St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	0	0	0	0	2	0	239	0	0	174	1	416
1:15 PM	0	0	0	0	0	4	0	264	0	0	270	2	540
1:30 PM	0	0	0	0	0	2	0	239	0	0	248	1	490
1:45 PM	0	0	0	0	0	7	0	219	0	0	208	7	441
2:00 PM	0	0	0	0	0	5	0	192	0	0	197	1	395
2:15 PM	0	0	0	0	0	0	0	242	0	0	176	2	420
2:30 PM	0	0	0	0	0	2	0	255	0	0	184	3	444
2:45 PM	0	0	0	0	0	4	0	224	0	0	189	2	419

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	0	26	0	1874	0	0	1646	19	3565
	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	98.86%	1.14%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	100 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	15	0	961	0	0	900	11	1887
PEAK HR FACTOR :	0.000			0.536			0.910			0.837			0.874

CONTROL : 1 Way Stop SB)

# ITM Peak Hour Summary

Prepared by:

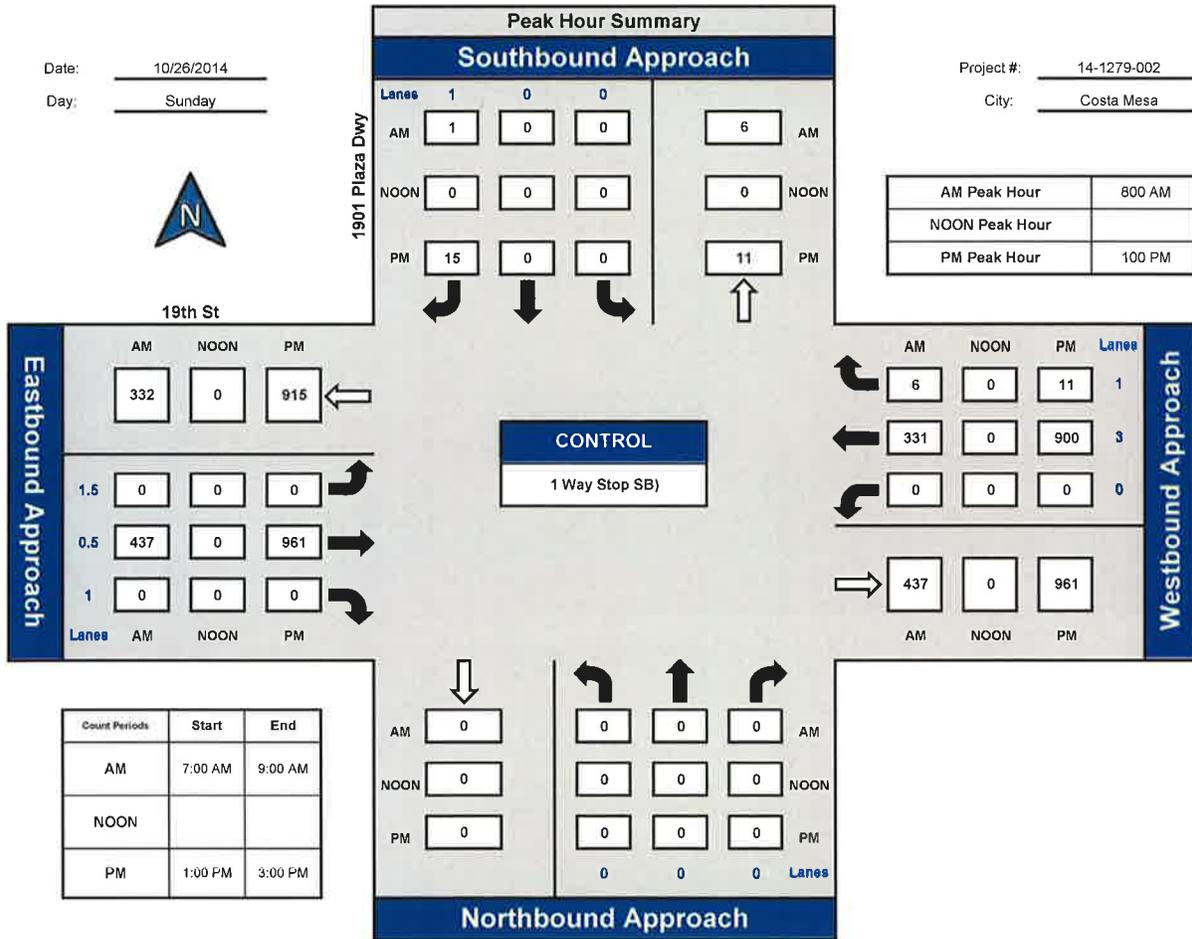


National Data & Surveying Services

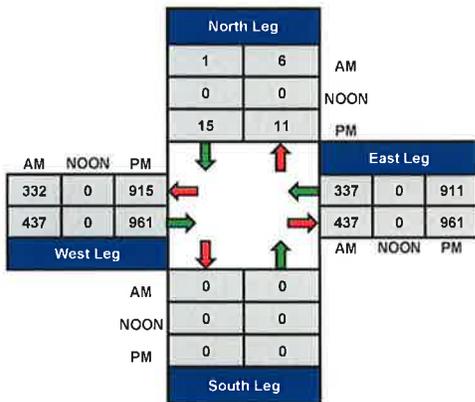
## 1901 Plaza Dwy and 19th St, Costa Mesa

Date: 10/26/2014  
Day: Sunday

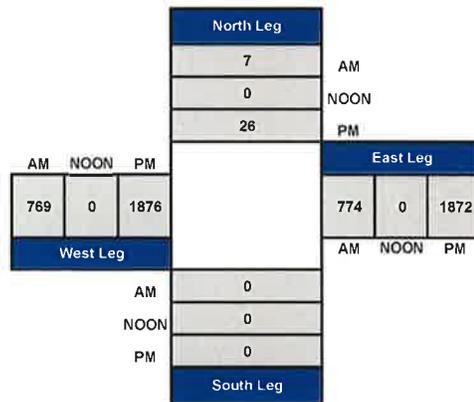
Project #: 14-1279-002  
City: Costa Mesa



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: 14-1279-003

Day: Sunday

City: Costa Mesa

Date: 10/26/2014

AM

NS/EW Streets:	Newport Blvd		Newport Blvd			19th St			19th St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 4	NR 0	SL 1	ST 2.5	SR 1.5	EL 2.5	ET 1.5	ER 1	WL 1	WT 2.5	WR 1.5	
7:00 AM	2	186	3	13	203	28	46	7	3	7	13	14	525
7:15 AM	3	194	3	16	254	45	52	27	0	4	12	7	617
7:30 AM	1	221	7	20	303	35	57	64	1	8	14	19	750
7:45 AM	5	210	4	17	351	60	63	43	4	5	18	8	788
8:00 AM	4	240	6	22	252	29	85	23	6	1	18	16	702
8:15 AM	3	270	3	22	304	59	87	19	3	4	26	17	817
8:30 AM	2	306	5	20	347	60	74	16	4	11	39	18	902
8:45 AM	5	380	4	29	392	75	96	26	4	4	25	27	1067
<b>TOTAL VOLUMES :</b>	NL 25	NT 2007	NR 35	SL 159	ST 2406	SR 391	EL 560	ET 225	ER 25	WL 44	WT 165	WR 126	TOTAL 6168
<b>APPROACH %'s :</b>	1.21%	97.10%	1.69%	5.38%	81.39%	13.23%	69.14%	27.78%	3.09%	13.13%	49.25%	37.61%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	14	1196	18	93	1295	223	342	84	17	20	108	78	3488
<b>PEAK HR FACTOR :</b>	0.789			0.812			0.879			0.757			0.817

UTURNS			
NB	SB	EB	WB
0	1	1	
0	4	0	
0	4	0	
1	2	0	
0	2	0	
0	7	0	
0	1	0	
2	4	0	
NB	SB	EB	WB
3	25	1	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1279-003

Day: Sunday

City: Costa Mesa

Date: 10/26/2014

PM

NS/EW Streets:	Newport Blvd		Newport Blvd			19th St			19th St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT		WR
LANES:	1	4	0	1	2.5	1.5	2.5	1.5	1	1	2.5	1.5	
1:00 PM	18	534	19	56	619	100	171	51	13	15	67	45	1708
1:15 PM	14	555	15	48	630	150	197	55	17	19	91	48	1839
1:30 PM	15	563	16	46	640	144	151	58	20	17	95	51	1816
1:45 PM	11	587	9	57	640	146	150	53	18	17	49	45	1782
2:00 PM	8	607	10	50	618	136	134	35	21	15	55	48	1737
2:15 PM	12	648	14	44	589	121	187	45	13	14	37	49	1773
2:30 PM	12	630	8	36	616	138	179	53	18	18	42	55	1805
2:45 PM	13	580	12	42	621	133	166	50	16	16	49	33	1731
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	2.10%	95.80%	2.10%	5.90%	77.46%	16.64%	71.35%	21.38%	7.27%	13.23%	48.99%	37.78%	14191
<b>PEAK HR START TIME :</b>	1:15 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	18	534	19	56	619	100	171	51	13	15	67	45	1708
<b>PEAK HR FACTOR :</b>	0.964												<b>0.975</b>

UTURNS			
NB	SB	EB	WB
2	5	1	0
0	3	3	0
2	11	1	0
1	6	1	0
0	11	2	0
1	7	2	1
4	7	2	1
4	4	2	1
NB	SB	EB	WB
14	54	14	3

CONTROL : Signalized

# ITM Peak Hour Summary

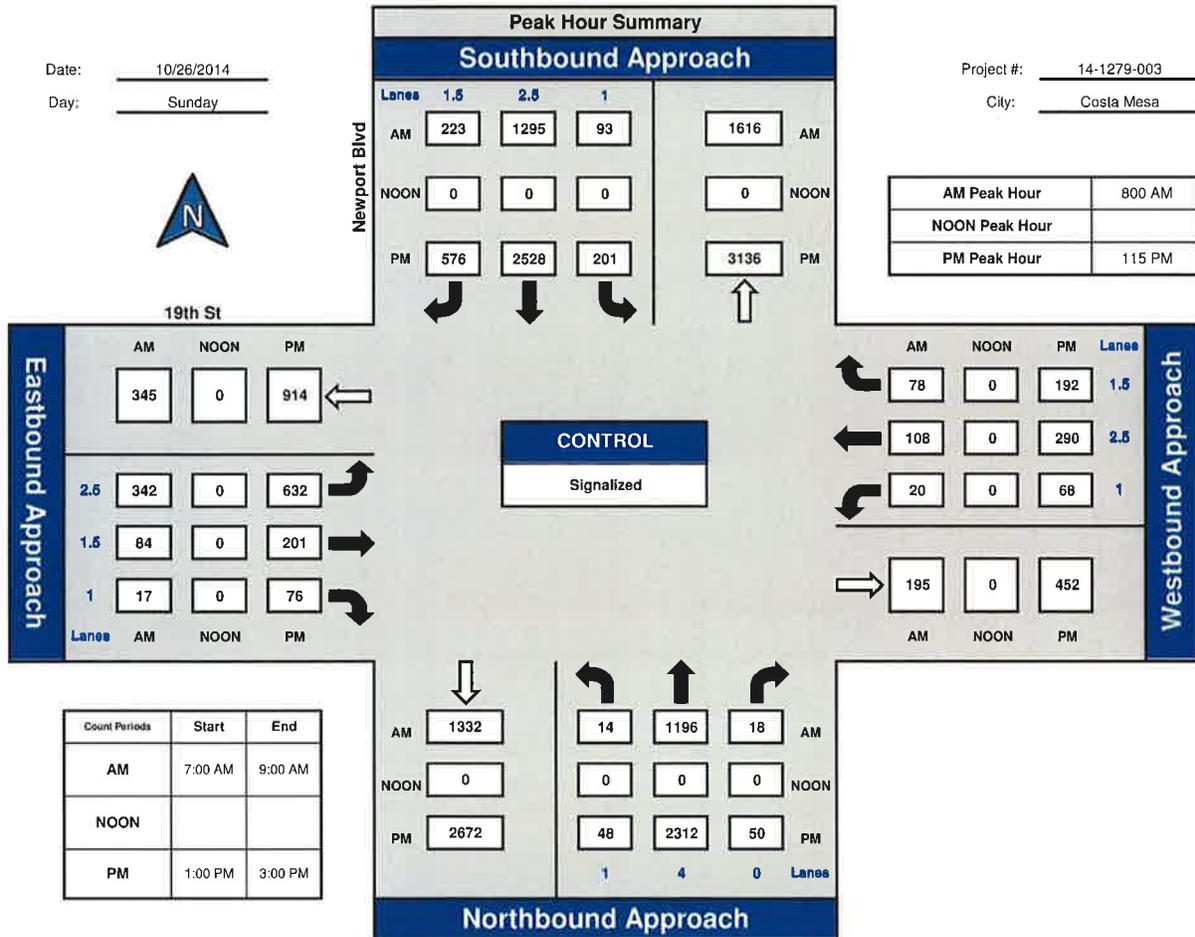


Prepared by:  
National Data & Surveying Services

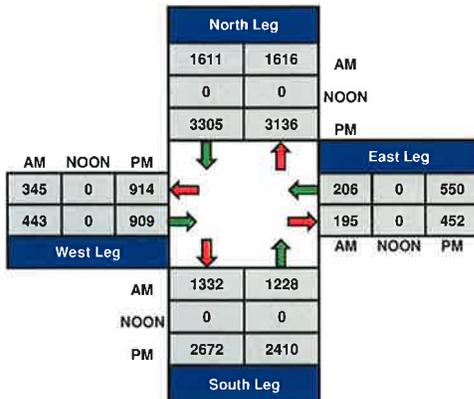
## Newport Blvd and 19th St., Costa Mesa

Date: 10/26/2014  
Day: Sunday

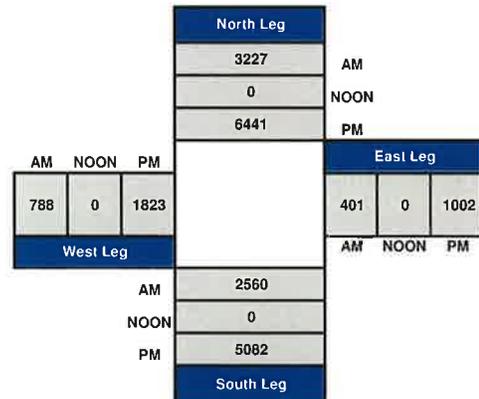
Project #: 14-1279-003  
City: Costa Mesa



### Total Ins & Outs



### Total Volume Per Leg



## **APPENDIX D**

### **EXISTING CONDITION LEVEL OF SERVICE WORKSHEETS**

**Intersection Level Of Service Report**  
**#1: Harbor Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.524

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	T T T			T T T			T T T			T T T T			
Lane Configuration	T T T			T T T			T T T			T T T T			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	0		1	0		1	1			1
Pocket Length [ft]	150.00					230.00			85.00	234.0			210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	84	424	82	194	577	333	359	671	67	0	89	627	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	424	82	194	577	333	359	671	67	0	89	627	207
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	21	106	21	49	144	83	90	168	17	0	22	157	52
Total Analysis Volume [veh/h]	84	424	82	194	577	333	359	671	67	0	89	627	207
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	-	Lag	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.524

**Intersection Level Of Service Report  
#2: Private Driveway/19th St.**

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 1 hour

Delay (sec / veh): 12.8  
Level Of Service: B  
Volume to Capacity (v/c): 0.021

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↑↑↑		↑↑↑↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]		12.00		12.00	12.00	12.00
No. of Lanes in Pocket		0				0
Pocket Length [ft]						
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound
Base Volume Input [veh/h]	10	1026	908
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	10	1026	908
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	257	227
Total Analysis Volume [veh/h]	10	1026	908
Pedestrian Volume [ped/h]	0		
Bicycle Volume [bicycles/h]	0	0	0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]			
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median			

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02			
d_M, Delay for Movement [s/veh]	12.77			
Movement LOS	B	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	1.62	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.77	0.00	0.00	
Approach LOS	B	A	A	
d_I, Intersection Delay [s/veh]		0.06		
Intersection LOS		B		

**Intersection Level Of Service Report  
#3: Newport Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: C  
Volume to Capacity (v/c): 0.799

**Intersection Setup**

Name	Northbound			Southbound			Eastbound				Westbound		
Approach	Northbound			Southbound			Eastbound				Westbound		
Lane Configuration	T T T T			T T T T T			T T T T				T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	2		0	2			1	1		0
Pocket Length [ft]	208.00			530.00			175.0			109.0	145.00		
Speed [mph]	30.00			30.00			30.00				30.00		
Grade [%]	0.00			0.00			0.00				0.00		
Crosswalk	yes			yes			yes				yes		

**Volumes**

Name	Northbound			Southbound			Eastbound				Westbound		
Base Volume Input [veh/h]	62	2711	47	215	2492	606	0	736	190	77	92	283	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	2711	47	215	2492	606	0	736	190	77	92	283	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	678	12	54	623	152	0	184	48	19	23	71	52
Total Analysis Volume [veh/h]	62	2711	47	215	2492	606	0	736	190	77	92	283	208
Pedestrian Volume [ped/h]	0			0			0				0		
Bicycle Volume [bicycles/h]	0			0			0				0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Permi	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	0	3	0	0	4	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	C
Intersection V/C	0.799

**Intersection Level Of Service Report**  
**#1: Harbor Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.183

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach													
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	0		1	0		1	1			1
Pocket Length [ft]	150.00					230.00			85.00	234.0			210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	11	106	10	77	180	90	108	353	22	0	23	168	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	106	10	77	180	90	108	353	22	0	23	168	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	3	27	3	19	45	23	27	88	6	0	6	42	9
Total Analysis Volume [veh/h]	11	106	10	77	180	90	108	353	22	0	23	168	35
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	9	7	4	5	5	2	0	10	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	-	Lag	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.183

**Intersection Level Of Service Report  
#2: Private Driveway/19th St.**

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 1 hour

Delay (sec / veh): 9.7  
Level Of Service: A  
Volume to Capacity (v/c): 0.001

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↑↑↑		↑↑↑↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]		12.00		12.00	12.00	12.00
No. of Lanes in Pocket		0				0
Pocket Length [ft]						
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound
Base Volume Input [veh/h]	1	429	235
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1	429	235
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	59
Total Analysis Volume [veh/h]	1	429	235
Pedestrian Volume [ped/h]	0		
Bicycle Volume [bicycles/h]	0	0	0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]			
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median			

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.65	0.00	0.00	0.00
Movement LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.10	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.65	0.00	0.00	0.00
Approach LOS	A	A	A	A
d_I, Intersection Delay [s/veh]	0.01			
Intersection LOS	A			

**Intersection Level Of Service Report**  
**#3: Newport Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.295

**Intersection Setup**

Name	Northbound			Southbound			Eastbound				Westbound		
Approach													
Lane Configuration	↔ ↔ ↔			↔ ↔ ↔			↔ ↔ ↔				↔ ↔ ↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	2		0	2			1	1		0
Pocket Length [ft]	208.00			530.00			175.0			109.0	145.00		
Speed [mph]	30.00			30.00			30.00				30.00		
Grade [%]	0.00			0.00			0.00				0.00		
Crosswalk	yes			yes			yes				yes		

**Volumes**

Name	Northbound			Southbound			Eastbound				Westbound		
Base Volume Input [veh/h]	13	865	20	75	1160	169	0	257	157	11	18	62	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	865	20	75	1160	169	0	257	157	11	18	62	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	216	5	19	290	42	0	64	39	3	5	16	13
Total Analysis Volume [veh/h]	13	865	20	75	1160	169	0	257	157	11	18	62	50
Pedestrian Volume [ped/h]	0			0			0				0		
Bicycle Volume [bicycles/h]	0			0			0				0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Permi	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	0	3	0	0	4	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.295

**Intersection Level Of Service Report**  
**#1: Harbor Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.383

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration	T T T			T T T			T T T			T T T			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	0		1	0		1	1			1
Pocket Length [ft]	150.00					230.00			85.00	234.0			210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	58	268	60	116	429	242	238	488	57	0	75	414	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	268	60	116	429	242	238	488	57	0	75	414	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	15	67	15	29	107	61	60	122	14	0	19	104	33
Total Analysis Volume [veh/h]	58	268	60	116	429	242	238	488	57	0	75	414	133
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	-	Lag	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.383

**Intersection Level Of Service Report  
#2: Private Driveway/19th St.**

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 1 hour

Delay (sec / veh): 11.2  
Level Of Service: B  
Volume to Capacity (v/c): 0.002

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶				↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound
Base Volume Input [veh/h]	1	664	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1	664	9
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	166	2
Total Analysis Volume [veh/h]	1	664	9
Pedestrian Volume [ped/h]	0	0	0
Bicycle Volume [bicycles/h]	0	0	0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]			10
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median			2

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio		0.00				0.00
d_M, Delay for Movement [s/veh]		11.17		0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh]		0.01		0.00	0.00	0.00
95th-Percentile Queue Length [ft]		0.13		0.00	0.00	0.00
d_A, Approach Delay [s/veh]		11.17		0.00		0.00
Approach LOS		B		A		A
d_I, Intersection Delay [s/veh]				0.01		
Intersection LOS				B		

**Intersection Level Of Service Report  
#3: Newport Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.550

**Intersection Setup**

Name	Northbound			Southbound			Eastbound				Westbound		
Approach													
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑↵			↵↵↵ ↑ ↑				↵ ↑ ↑↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	2		0	2			1	1		0
Pocket Length [ft]	208.00			530.00			175.0			109.0	145.00		
Speed [mph]	30.00			30.00			30.00				30.00		
Grade [%]	0.00			0.00			0.00				0.00		
Crosswalk	yes			yes			yes				yes		

**Volumes**

Name	Northbound			Southbound			Eastbound				Westbound		
Base Volume Input [veh/h]	31	1754	34	147	1912	400	0	487	143	47	44	199	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1754	34	147	1912	400	0	487	143	47	44	199	135
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	439	9	37	478	100	0	122	36	12	11	50	34
Total Analysis Volume [veh/h]	31	1754	34	147	1912	400	0	487	143	47	44	199	135
Pedestrian Volume [ped/h]	0			0			0				0		
Bicycle Volume [bicycles/h]	0			0			0				0		

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Permi	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	0	3	0	0	4	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.550

**Intersection Level Of Service Report**  
**#1: Harbor Blvd./ 19th St.**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.541

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	↔↔↔			↔↔↔			↔↔↔			↔↔↔↔			
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔↔↔			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	1	1	0	0	1
Pocket Length [ft]	150.00	150.00	150.00	150.00	150.00	230.00	100.00	100.00	85.00	234.0	100.0	100.0	210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	90	397	109	154	598	354	362	637	82	0	106	591	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	397	109	154	598	354	362	637	82	0	106	591	209
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	99	27	39	150	89	91	159	21	0	27	148	52
Total Analysis Volume [veh/h]	90	397	109	154	598	354	362	637	82	0	106	591	209
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	0	1	6	0
Lead / Lag	Lag	-	-	Lag			Lag	-	-	-	Lag	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.541

**Intersection Level Of Service Report  
#2: Private Driveway/19th St.**

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 1 hour

Delay (sec / veh): 12.8  
Level Of Service: B  
Volume to Capacity (v/c): 0.032

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↑↑↑		↑↑↑↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound	Private Driveway
Base Volume Input [veh/h]	15	961	900	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	167
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	15	961	900	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	240	225	45
Total Analysis Volume [veh/h]	15	961	900	178
Pedestrian Volume [ped/h]	0	0	0	0
Bicycle Volume [bicycles/h]	0	0	0	0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]			
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median			

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio		0.03				
d_M, Delay for Movement [s/veh]		12.81				
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh]		0.10		0.00	0.00	0.00
95th-Percentile Queue Length [ft]		2.44		0.00	0.00	0.00
d_A, Approach Delay [s/veh]		12.81		0.00		0.00
Approach LOS		B		A		A
d_I, Intersection Delay [s/veh]				0.09		
Intersection LOS				B		

**Intersection Level Of Service Report  
#3: Newport Blvd./ 19th St.**

Control Type: Signalized      Delay (sec / veh): -  
Analysis Method: ICU1      Level Of Service: C  
Analysis Period: 1 hour      Volume to Capacity (v/c): 0.710

**Intersection Setup**

Name	Northbound			Southbound			Eastbound				Westbound		
Approach	Northbound			Southbound			Eastbound				Westbound		
Lane Configuration	T T T T			T T T T			T T T T				T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	2		0	2			1	1		0
Pocket Length [ft]	208.00			530.00			175.0			109.0	145.00		
Speed [mph]	30.00			30.00			30.00				30.00		
Grade [%]	0.00			0.00			0.00				0.00		
Crosswalk	yes			yes			yes				yes		

**Volumes**

Name	Northbound			Southbound			Eastbound				Westbound		
Base Volume Input [veh/h]	48	2312	50	201	2528	576	0	632	201	76	68	290	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	150	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	2312	50	201	2528	726	0	632	201	76	68	290	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	578	13	50	632	182	0	158	50	19	17	73	48
Total Analysis Volume [veh/h]	65	2312	50	201	2528	726	0	632	201	76	68	290	192
Pedestrian Volume [ped/h]	0			0			0				0		
Bicycle Volume [bicycles/h]	0			0			0				0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Permi	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	0	3	0	0	4	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	C
Intersection V/C	0.710

## Intersection Capacity Utilization Analysis

Intersection Number: 1  
 North/South Roadway: Harbor Blvd.  
 East/West Roadway: 19th St.  
 Scenario: EXISTING CONDITION

Move- ment	SATURDAY 5:00 PM				
	Lane	Cap.	Volume		V/C Ratio
			Wkend. PM	Wkend. PM	
NBL	1	1,700	84	0.05	*
NBT	3	5,100	424	0.10	
NBR	0	0	82	0.00	
SBL	1	1,700	194	0.11	
SBT	2	3,400	577	0.17	*
SBR	1 U	1,700	333	0.00	
EBL	2	3,400	359	0.11	*
EBT	3	5,100	671	0.14	
EBR	0	0	67	0.00	
WBL	1	1,700	89	0.05	
WBT	3	5,100	627	0.12	*
WBR	1 U	1,700	89	0.00	
N/S Critical Movements				0.22	
E/W Critical Movements				0.23	
Right Turn Critical Movement				0.00	
Clearance Interval				0.05	
ICU				0.50	
Level of Service (LOS)				A	

Lane	SUNDAY 8:15 AM				
	Cap.	Volume		V/C Ratio	
		Wkend. AM	Wkend. AM		
1	1,700	11	0.01		
3	5,100	106	0.02	*	
0	0	10	0.00		
1	1,700	77	0.05	*	
2	3,400	180	0.05		
1 U	1,700	90	0.00		
2	3,400	108	0.03		
3	5,100	353	0.07	*	
0	0	22	0.00		
1	1,700	23	0.01	*	
3	5,100	168	0.03		
1 U	1,700	35	0.00		
				0.07	
				0.08	
				0.00	
				0.05	
ICU				0.20	
Level of Service (LOS)				A	

Move- ment	SUNDAY 9:45 AM				
	Lane	Cap.	Volume		V/C Ratio
			Wkend. AM	Wkend. AM	
NBL	1	1,700	58	0.03	*
NBT	3	5,100	268	0.06	
NBR	0	0	60	0.00	
SBL	1	1,700	116	0.07	
SBT	2	3,400	429	0.13	*
SBR	1 U	1,700	242	0.00	
EBL	2	3,400	238	0.07	*
EBT	3	5,100	488	0.11	
EBR	0	0	57	0.00	
WBL	1	1,700	75	0.04	
WBT	3	5,100	414	0.08	*
WBR	1 U	1,700	133	0.00	
N/S Critical Movements				0.16	
E/W Critical Movements				0.15	
Right Turn Critical Movement				0.00	
Clearance Interval				0.05	
ICU				0.36	
Level of Service (LOS)				A	

Lane	SUNDAY 11:30 AM				
	Cap.	Volume		V/C Ratio	
		Wkend. AM	Wkend. AM		
1	1,700	90	0.05	*	
3	5,100	397	0.10		
0	0	109	0.00		
1	1,700	154	0.09		
2	3,400	598	0.18	*	
1 U	1,700	354	0.00		
2	3,400	362	0.11	*	
3	5,100	637	0.14		
0	0	82	0.00		
1	1,700	106	0.06		
3	5,100	591	0.12	*	
1 U	1,700	209	0.00		
				0.23	
				0.23	
				0.00	
				0.05	
ICU				0.51	
Level of Service (LOS)				A	

## Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

**Intersection Capacity Utilization Analysis**

**Intersection Number:** 3  
**North/South Roadway:** Newport Blvd.  
**East/West Roadway:** 19th St.  
**Scenario:** EXISTING CONDITION

Move- ment	SATURDAY 5:00 PM				
	Lane	Cap.	Volume		V/C Ratio
			Wkend. PM	Wkend. PM	
NBL	1.0	1,700	62	0.04	
NBT	4.0	6,800	2,711	0.41 *	
NBR	0.0	0	47	0.00	
SBL	1.0	1,700	215	0.13 *	
SBT	3.5	5,950	2,492	0.42	
SBR	1.5 U	2,550	606	0.00	
EBL	2.5	4,250	736	0.14 *	
EBT	1.5	2,550	190	0.11	
EBR	1.0 U	1,700	77	0.00	
WBL	1.0	1,700	92	0.05	
WBT	2.5	4,250	283	0.07 *	
WBR	1.5 N	2,550	208	0.01 *	
N/S Critical Movements				0.54	
E/W Critical Movements				0.21	
Right Turn Critical Movement				0.00	
Clearance Interval				0.05	
ICU				0.80	
Level of Service (LOS)				C	

Lane	SUNDAY 8:15 AM				
	Cap.	Volume		V/C Ratio	
		Wkend. AM	Wkend. AM		
1	1,700	13	0.01 *		
4	6,800	865	0.13		
0	0	20	0.00		
1	1,700	75	0.04		
4	5,950	1,160	0.19 *		
2 U	2,550	169	0.00		
3	4,250	257	0.06 *		
2	2,550	157	0.06		
1 U	1,700	11	0.00		
1	1,700	18	0.01		
3	4,250	62	0.01 *		
2 N	2,550	50	0.01 *		
				0.20	
				0.07	
				0.00	
				0.05	
ICU				0.32	
Level of Service (LOS)				A	

Move- ment	SUNDAY 9:45 AM				
	Lane	Cap.	Volume		V/C Ratio
			Wkend. AM	Wkend. AM	
NBL	1	1,700	31	0.02	
NBT	4	6,800	1,754	0.26 *	
NBR	0	0	34	0.00	
SBL	1	1,700	147	0.09 *	
SBT	4	5,950	1,912	0.32	
SBR	2 U	2,550	400	0.00	
EBL	3	4,250	487	0.11 *	
EBT	2	2,550	143	0.06	
EBR	1 U	1,700	47	0.00	
WBL	1	1,700	44	0.03	
WBT	3	4,250	199	0.05 *	
WBR	2 N	2,550	135	0.01 *	
N/S Critical Movements				0.35	
E/W Critical Movements				0.16	
Right Turn Critical Movement				0.00	
Clearance Interval				0.05	
ICU				0.56	
Level of Service (LOS)				A	

Lane	SUNDAY 11:30 AM				
	Cap.	Volume		V/C Ratio	
		Wkend. AM	Wkend. AM		
1	1,700	65	0.04		
4	6,800	2,312	0.35 *		
0	0	50	0.00		
1	1,700	201	0.12 *		
4	5,950	2,528	0.42		
2 U	2,550	726	0.00		
3	4,250	632	0.15 *		
2	2,550	201	0.08		
1 U	1,700	76	0.00		
1	1,700	68	0.04		
3	4,250	290	0.07 *		
2 N	2,550	192	0.01 *		
				0.47	
				0.22	
				0.00	
				0.05	
ICU				0.74	
Level of Service (LOS)				C	

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

**APPENDIX E**

**EXISTING PLUS PROJECT CONDITION LEVEL OF SERVICE  
WORKSHEETS**

**Intersection Level Of Service Report**  
**#1: Harbor Blvd./ 19th St.**

Control Type: Signalized      Delay (sec / veh): -  
Analysis Method: ICU1      Level Of Service: A  
Analysis Period: 1 hour      Volume to Capacity (v/c): 0.529

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	↔↔↔			↔↔↔			↔↔↔			↔↔↔↔			
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔↔↔			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	0		1	0		1	1			1
Pocket Length [ft]	150.00					230.00			85.00	234.0			210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	84	424	82	194	577	333	359	671	67	0	89	627	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	30	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	424	82	224	577	333	359	671	67	0	89	627	207
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	21	106	21	56	144	83	90	168	17	0	22	157	52
Total Analysis Volume [veh/h]	84	424	82	224	577	333	359	671	67	0	89	627	207
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	90
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	-	Lag	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.529

**Intersection Level Of Service Report**  
**#2: Private Driveway/19th St.**

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 1 hour

Delay (sec / veh): 12.8  
Level Of Service: B  
Volume to Capacity (v/c): 0.021

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↑↑↑		↑↑↑↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]						
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound
Base Volume Input [veh/h]	10	1026	908
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	30	119
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	10	1056	908
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	264	227
Total Analysis Volume [veh/h]	10	1056	908
Pedestrian Volume [ped/h]	0	0	0
Bicycle Volume [bicycles/h]	0	0	0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	3	
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	3	2

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02				
d_M, Delay for Movement [s/veh]	12.77				0.00
Movement LOS	B		A	A	A
95th-Percentile Queue Length [veh]	0.06		0.00	0.00	0.00
95th-Percentile Queue Length [ft]	1.62		0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.77		0.00		0.00
Approach LOS	B		A		A
d_I, Intersection Delay [s/veh]			0.06		
Intersection LOS			B		

**Intersection Level Of Service Report  
#3: Newport Blvd./ 19th St.**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.800

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑↵			↵↵↵ ↑ ↑			↵ ↑ ↑↵			
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	2		0	2			1	1		0
Pocket Length [ft]	208.00			530.00			180.0			109.0	145.00		
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	62	2711	47	215	2492	606	0	736	190	77	92	283	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	6	30	0	0	0	0	24	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	2711	47	215	2492	612	30	736	190	77	92	307	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	678	12	54	623	153	8	184	48	19	23	77	52
Total Analysis Volume [veh/h]	121	2711	47	215	2492	612	30	736	190	77	92	307	208
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			



**Movement, Approach, & Intersection Results**

Intersection LOS	C
Intersection V/C	0.800

**Intersection Level Of Service Report**  
**#1: Harbor Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.199

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration	TTT			TTT			TTT			TTT			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	0		1	0		1	1			1
Pocket Length [ft]	150.00					230.00			85.00	234.0			210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	11	106	10	77	180	90	108	353	22	0	23	168	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	41	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	106	10	118	180	90	108	353	22	0	23	168	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	3	27	3	30	45	23	27	88	6	0	6	42	9
Total Analysis Volume [veh/h]	11	106	10	118	180	90	108	353	22	0	23	168	35
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	120
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	-	Lag	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.199

**Intersection Level Of Service Report  
#2: Private Driveway/19th St.**

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↑↑↑		↑↑↑↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]		12.00		12.00	12.00	12.00
No. of Lanes in Pocket		0				0
Pocket Length [ft]						
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound
Base Volume Input [veh/h]	1	429	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	41	162
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1	470	167
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	118	42
Total Analysis Volume [veh/h]	1	470	167
Pedestrian Volume [ped/h]	0		0
Bicycle Volume [bicycles/h]	0	0	0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.65		9.65		9.65
Movement LOS	A		A		A
95th-Percentile Queue Length [veh]	0.00		0.00		0.00
95th-Percentile Queue Length [ft]	0.10		0.00		0.00
d_A, Approach Delay [s/veh]	9.65		0.00		0.00
Approach LOS	A		A		A
d_I, Intersection Delay [s/veh]			0.01		
Intersection LOS			A		

**Intersection Level Of Service Report  
#3: Newport Blvd./ 19th St.**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.395

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑↵			↵↵↵ ↑ ↑			↵ ↑ ↑ ↑			
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	2		0	2			1	1		0
Pocket Length [ft]	208.00			530.00			175.0			109.0	145.00		
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	13	865	20	75	1160	169	0	257	157	11	18	62	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	81	0	0	0	0	8	41	0	0	0	0	32	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	865	20	75	1160	177	41	257	157	11	18	94	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	216	5	19	290	44	10	64	39	3	5	24	13
Total Analysis Volume [veh/h]	94	865	20	75	1160	177	41	257	157	11	18	94	50
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			



**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.395

**Intersection Level Of Service Report**  
**#1: Harbor Blvd./ 19th St.**

Control Type: Signalized  
Analysis Method: ICU1  
Analysis Period: 1 hour

Delay (sec / veh): -  
Level Of Service: A  
Volume to Capacity (v/c): 0.395

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration	T T T			T T T			T T T			T T T			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	0		1	0		1	1			1
Pocket Length [ft]	150.00					230.00			85.00	234.0			210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	58	268	60	116	429	242	238	488	57	0	75	414	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	48	0	0	0	0	0	144	0	0	48
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	268	60	164	429	242	238	488	57	144	75	414	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	15	67	15	41	107	61	60	122	14	36	19	104	45
Total Analysis Volume [veh/h]	58	268	60	164	429	242	238	488	57	144	75	414	181
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	120
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	-	Lag	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.395

**Intersection Level Of Service Report  
#2: Private Driveway/19th St.**

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.330

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↱		↑↑↑		↑↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound
Base Volume Input [veh/h]	1	664	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	192	192	192
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	193	856	201
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	214	50
Total Analysis Volume [veh/h]	193	856	201
Pedestrian Volume [ped/h]	0	0	0
Bicycle Volume [bicycles/h]	0	0	0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]			
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median			

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio		0.33				
d_M, Delay for Movement [s/veh]		14.18				
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh]		1.47		0.00	0.00	0.00
95th-Percentile Queue Length [ft]		36.68		0.00	0.00	0.00
d_A, Approach Delay [s/veh]		14.18		0.00		0.00
Approach LOS		B		A		A
d_I, Intersection Delay [s/veh]				1.46		
Intersection LOS				B		

**Intersection Level Of Service Report  
#3: Newport Blvd./ 19th St.**

Control Type: Signalized      Delay (sec / veh): -  
Analysis Method: ICU1      Level Of Service: A  
Analysis Period: 1 hour      Volume to Capacity (v/c): 0.559

**Intersection Setup**

Name	Northbound			Southbound			Eastbound				Westbound		
Approach	← ↑ ↑ ↑ →			← ↑ ↑ ↑ →			← ↑ ↑ ↑ →				← ↑ ↑ ↑ →		
Lane Configuration	← ↑ ↑ ↑ →			← ↑ ↑ ↑ →			← ↑ ↑ ↑ →				← ↑ ↑ ↑ →		
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	2	0	0	1	1	0	0
Pocket Length [ft]	208.00	100.00	100.00	530.00	100.00	100.00	175.0	100.0	100.0	109.0	145.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00				30.00		
Grade [%]	0.00			0.00			0.00				0.00		
Crosswalk	yes			yes			yes				yes		

**Volumes**

Name	Northbound			Southbound			Eastbound				Westbound		
Base Volume Input [veh/h]	31	1754	34	147	1912	400	0	487	143	47	44	199	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	96	0	0	0	0	10	48	10	38	96	0	38	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	1754	34	147	1912	410	48	497	181	143	44	237	135
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	439	9	37	478	103	12	124	45	36	11	59	34
Total Analysis Volume [veh/h]	127	1754	34	147	1912	410	48	497	181	143	44	237	135
Pedestrian Volume [ped/h]	0			0			0				0		
Bicycle Volume [bicycles/h]	0			0			0				0		



**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.559

**Intersection Level Of Service Report  
#1: Harbor Blvd./ 19th St.**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.543

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration	T T T			T T T			T T T			T T T			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1		0	0		1	0		1	1			1
Pocket Length [ft]	150.00					230.00			85.00	234.0			210.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	yes			yes			yes			yes			

**Volumes**

Name	Northbound			Southbound			Eastbound			Westbound			
Base Volume Input [veh/h]	90	397	109	154	598	354	362	637	82	0	106	591	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	144	0	0	48
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	397	109	154	598	354	362	637	82	144	106	591	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	99	27	39	150	89	91	159	21	36	27	148	64
Total Analysis Volume [veh/h]	90	397	109	154	598	354	362	637	82	144	106	591	257
Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permi	Prote	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

Intersection LOS	A
Intersection V/C	0.543

**Intersection Level Of Service Report  
#2: Private Driveway/19th St.**

Control Type:	Two-way stop	Delay (sec / veh):	18.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.435

**Intersection Setup**

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↑↑↑		↑↑↑↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]		12.00		12.00	12.00	12.00
No. of Lanes in Pocket		0				0
Pocket Length [ft]						100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

**Volumes**

Name	Southbound	Eastbound	Westbound	Private Driveway
Base Volume Input [veh/h]	15	961	900	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	192	144	0	167
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	207	1105	900	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	276	225	45
Total Analysis Volume [veh/h]	207	1105	900	178
Pedestrian Volume [ped/h]	0			0
Bicycle Volume [bicycles/h]	0	0		0

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]			
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median			

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.44			
d_M, Delay for Movement [s/veh]	18.36			0.00
Movement LOS	C	A	A	A
95th-Percentile Queue Length [veh]	2.27	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	56.79	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.36	0.00	0.00	
Approach LOS	C	A	A	
d_I, Intersection Delay [s/veh]		1.59		
Intersection LOS		C		

**Intersection Level Of Service Report  
#3: Newport Blvd./ 19th St.**

Control Type: Signalized      Delay (sec / veh): -  
Analysis Method: ICU1      Level Of Service: C  
Analysis Period: 1 hour      Volume to Capacity (v/c): 0.719

**Intersection Setup**

Name	Northbound			Southbound			Eastbound				Westbound		
Approach	Northbound			Southbound			Eastbound				Westbound		
Lane Configuration	↕↕↕↕			↕↕↕↕↔			↔↔↔↔↔				↕↕↕↕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	2	0	0	1	1	0	0
Pocket Length [ft]	208.00			530.00			175.0			109.0	145.00		
Speed [mph]	30.00			30.00			30.00				30.00		
Grade [%]	0.00			0.00			0.00				0.00		
Crosswalk	yes			yes			yes				yes		

**Volumes**

Name	Northbound			Southbound			Eastbound				Westbound		
Base Volume Input [veh/h]	48	2312	50	201	2528	576	0	632	201	76	68	290	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	150	0	10	38	96	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	2312	50	201	2528	726	0	642	239	172	68	290	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	578	13	50	632	182	0	161	60	43	17	73	48
Total Analysis Volume [veh/h]	65	2312	50	201	2528	726	0	642	239	172	68	290	192
Pedestrian Volume [ped/h]	0			0			0				0		
Bicycle Volume [bicycles/h]	0			0			0				0		



**Movement, Approach, & Intersection Results**

Intersection LOS	C
Intersection V/C	0.719

## **APPENDIX F**

# **QUEUING AND WEAVING WORKSHEETS**

Queues

1: Harbor Blvd & 19th St

11/25/2014



Lane Group	EEL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	359	738	89	627	207	84	506	224	577	333
v/c Ratio	0.72	0.41	0.41	0.34	0.30	0.28	0.24	0.64	0.40	0.46
Control Delay	35.2	21.7	28.7	21.6	4.0	19.8	15.0	31.0	18.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	21.7	28.7	21.6	4.0	19.8	15.0	31.0	18.9	12.7
Queue Length 50th (ft)	97	117	40	100	0	32	61	106	123	78
Queue Length 95th (ft)	156	152	88	130	43	69	85	200	167	152
Internal Link Dist (ft)		312		358			317		549	
Turn Bay Length (ft)			234		210	150				230
Base Capacity (vph)	498	1806	218	1820	691	304	2071	349	1456	726
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.41	0.41	0.34	0.30	0.28	0.24	0.64	0.40	0.46

Intersection Summary

Queues

3: Newport Blvd & 19th St

11/25/2014



Lane Group	EBL	EBT	EBR	WBL	WET	WBR	NBL	NBT	SSL	SBT	SBR
Lane Group Flow (vph)	508	448	77	92	398	116	121	2758	215	2559	545
v/c Ratio	1.43	1.37dl	0.21	0.49	0.38	0.38	1.09	0.93	1.94	0.92	0.80
Control Delay	232.0	62.4	16.2	29.6	20.0	23.1	137.2	21.4	472.5	20.5	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	232.0	62.4	16.2	29.6	20.0	23.1	137.2	21.4	472.5	20.5	19.1
Queue Length 50th (ft)	~149	93	17	28	46	40	~51	247	~87	239	116
Queue Length 95th (ft)	#243	#188	46	#73	71	88	#103	#363	#205	#358	#355
Internal Link Dist (ft)		386			392			249		369	
Turn Bay Length (ft)	175		109	145			208		530		
Base Capacity (vph)	356	460	367	188	1037	304	111	2957	111	2784	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	0.97	0.21	0.49	0.38	0.38	1.09	0.93	1.94	0.92	0.80

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Queues

1: Harbor Blvd & 19th St

11/25/2014



Lane Group	EBL	EBT	WBL	WBT	WBR	NEL	NBT	SEL	SST	SBR
Lane Group Flow (vph)	108	375	23	168	35	11	116	118	180	90
v/c Ratio	0.17	0.27	0.09	0.12	0.08	0.02	0.05	0.19	0.10	0.11
Control Delay	26.0	25.9	25.7	25.0	8.9	10.5	9.6	12.3	10.9	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	25.9	25.7	25.0	8.9	10.5	9.6	12.3	10.9	2.7
Queue Length 50th (ft)	25	63	10	27	0	3	10	36	27	0
Queue Length 95th (ft)	47	90	30	45	22	11	19	67	43	22
Internal Link Dist (ft)		312		358			317		549	
Turn Bay Length (ft)			234		210	150				230
Base Capacity (vph)	642	1404	269	1410	463	584	2474	618	1741	819
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.09	0.12	0.08	0.02	0.05	0.19	0.10	0.11

Intersection Summary

Queues

3: Newport Blvd & 19th St

11/25/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NET	SBL	SBT	SBR
Lane Group Flow (vph)	216	239	11	18	112	32	94	885	75	1178	159
v/c Ratio	0.92	0.85	0.06	0.18	0.22	0.22	0.38	0.20	0.20	0.28	0.17
Control Delay	96.8	81.5	23.5	54.5	51.8	54.0	10.4	4.3	5.9	4.7	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.8	81.5	23.5	54.5	51.8	54.0	10.4	4.3	5.9	4.7	1.1
Queue Length 50th (ft)	104	114	0	14	32	27	24	53	16	81	0
Queue Length 95th (ft)	#178	#179	19	39	55	66	57	65	34	97	19
Internal Link Dist (ft)		386			392			249		369	
Turn Bay Length (ft)	175		109	145			208		530		
Base Capacity (vph)	267	320	205	114	581	168	248	4405	375	4152	920
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.75	0.05	0.16	0.19	0.19	0.38	0.20	0.20	0.28	0.17

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

# Queues

## 1: Harbor Blvd & 19th St

11/25/2014



Lane Group	EBL	EBT	WBL	WBT	WBR	NEL	NBT	SEL	SBT	SBR
Lane Group Flow (vph)	238	545	218	414	181	58	328	164	429	242
v/c Ratio	0.26	0.21	0.52	0.16	0.20	0.27	0.25	0.62	0.47	0.42
Control Delay	11.8	10.1	18.9	10.4	2.1	31.6	23.3	42.8	31.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	10.1	18.9	10.4	2.1	31.6	23.3	42.8	31.2	6.0
Queue Length 50th (ft)	37	54	80	42	0	28	48	90	117	0
Queue Length 95th (ft)	59	73	153	59	28	65	73	165	165	56
Internal Link Dist (ft)		312		358			317		549	
Turn Bay Length (ft)			234		210	150				230
Base Capacity (vph)	923	2566	416	2593	885	216	1320	263	918	582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.21	0.52	0.16	0.20	0.27	0.25	0.62	0.47	0.42

### Intersection Summary

Queues

3: Newport Blvd & 19th St

11/25/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	360	365	143	44	288	84	127	1788	147	1953	368
v/c Ratio	1.22	1.18dl	0.50	0.40	0.37	0.38	1.61	0.44	1.29	0.51	0.43
Control Delay	170.2	101.9	45.0	58.8	48.0	52.1	346.3	8.4	204.1	9.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	170.2	101.9	45.0	58.8	48.0	52.1	346.3	8.4	204.1	9.2	6.2
Queue Length 50th (ft)	~215	~182	87	33	83	73	~86	167	~157	209	80
Queue Length 95th (ft)	#329	#301	158	74	116	134	#221	189	#201	235	146
Internal Link Dist (ft)		386			392			249		369	
Turn Bay Length (ft)	175		109	145			208		530		
Base Capacity (vph)	295	362	284	111	772	224	79	4047	114	3812	854
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	1.01	0.50	0.40	0.37	0.38	1.61	0.44	1.29	0.51	0.43

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Queues

1: Harbor Blvd & 19th St

11/25/2014



Lane Group	EBL	EBT	WBL	WBT	WBR	NEL	NBT	SBL	SET	SBR
Lane Group Flow (vph)	362	719	249	591	257	90	506	154	598	354
v/c Ratio	0.45	0.27	0.68	0.22	0.28	0.74	0.42	0.83	0.73	0.60
Control Delay	13.1	9.2	25.1	9.4	4.9	69.8	27.8	70.2	39.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	9.2	25.1	9.4	4.9	69.8	27.8	70.2	39.8	10.7
Queue Length 50th (ft)	60	69	99	58	29	52	84	93	183	24
Queue Length 95th (ft)	95	90	214	77	65	#139	118	#207	246	112
Internal Link Dist (ft)		312		358			317		549	
Turn Bay Length (ft)			234		210	150				230
Base Capacity (vph)	811	2700	367	2730	908	122	1194	186	823	593
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.27	0.68	0.22	0.28	0.74	0.42	0.83	0.73	0.60

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

3: Newport Blvd & 19th St

11/25/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NET	SBL	SBT	SBR
Lane Group Flow (vph)	429	451	172	68	373	109	65	2362	201	2680	574
v/c Ratio	0.95	0.89dl	0.38	0.28	0.29	0.29	0.39	1.21	1.21	1.46	0.93
Control Delay	49.7	22.2	11.7	13.7	10.9	12.6	19.4	119.3	161.6	228.2	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	22.2	11.7	13.7	10.9	12.6	19.4	119.3	161.6	228.2	34.0
Queue Length 50th (ft)	51	50	24	11	23	19	11	~211	~61	~284	51
Queue Length 95th (ft)	#127	#112	58	33	40	52	#46	#279	#150	#359	#269
Internal Link Dist (ft)		386			392			249		369	
Turn Bay Length (ft)	175		109	145			208		530		
Base Capacity (vph)	475	634	478	254	1351	395	166	1950	166	1839	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.71	0.36	0.27	0.28	0.28	0.39	1.21	1.21	1.46	0.93

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

**Table A1: Peak 15- Min Trip Generation**

Service Times	Saddleback Church Costa Mesa		Turnip Rose		Total Trips
	In	Out	In	Out	
Saturday 5:00 p.m.	65	0	67	0	132
Sunday 8:15 a.m.	89	0	0	0	89
Sunday 9:45 a.m.	106	106	0	0	212
Sunday 11:30 a.m.	0	106	167	0	273

<sup>1</sup> An average of 55% of attendees arrive 15 min prior to service. Trip generation based on applying average arrival percentage to pedestrian grouping survey data

**Table A2: Peak 15-Minute Parking Control Service Rates**

Service Rates per Lane			
	Average Headway (sec/veh) <sup>1</sup>	Design Capacity (veh/0.25 hr) <sup>2</sup>	Maximum Capacity (veh/0.25 hr) <sup>3</sup>
Inbound Service Rate	3.5	206	257
Inbound Service Rate	2.2	327	409
Outbound Service Rate	8.6	84	105

<sup>1</sup> Average Headway is based on Table 4: Parking Control Service Rate in Entrance-Exit Design and Control for Major Parking Facilities (R. Crommelin 1972)

<sup>2</sup> Design Capacity is 80 percent of the Maximum Capacity, as explained in the Crommelin report

<sup>3</sup> Maximum Capacity is determined by dividing 900 seconds (15 minutes) by the Average Headway

sec/veh = seconds per vehicle

veh/0.25 hr = vehicles per 0.25 hour

**Table A3: Peak 15-Minute Parking Stacking Analysis**

	Lanes <sup>1</sup>	Service Rate <sup>2</sup>	Arrival Rate (Peak 15-Min Volume)	Vehicle Direction	Trip Intensity	Reservoir Required (ft) <sup>4</sup>		
						Average	95th %	99th %
<b>Saturday 5:00 p.m.</b>	1	206	132	Inbound to Saddleback/ TR	0.64	22	44	66
<b>Sunday 8:15 a.m.</b>	1	327	89	Inbound to Saddleback	0.27	0	11	22
<b>Sunday 9:45 a.m.</b>	1	206	106	Inbound to Saddleback	0.51	11	33	55
	1	84	106	Outbound from Saddleback	1.26	550	550	550
<b>Sunday 11:30 a.m.</b>	1	84	106	Outbound from Saddleback	1.26	550	550	550
	1	206	167	Inbound to Turnip Rose	0.81	88	154	198

<sup>1</sup> Number of inbound/outbound lanes in driveway

<sup>2</sup> The Service Rate is the Design Capacity

<sup>3</sup> Traffic Intensity is the Arrival Rate (peak-hour volume) ÷ Service Rate per the "Reservoir Needs vs. Traffic Intensity" table in the Crommelin report.

<sup>4</sup> Number of feet indicated in the "Reservoir Needs vs. Traffic Intensity" table (based on the highest of the AM, PM, and Saturday Traffic Intensity). 22 feet equates to 1 vehicle

"Average" is the reservoir required for the average queue, "95th %" is the reservoir required so a queue does not exceed the reservoir 5 times in 100,

and "99th %" is the reservoir required so a queue does not exceed the reservoir 1 time in 100

Min = minute

ft = feet



HCS+: Freeway Weaving Release 5.5

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: AB  
Agency/Co.: LSA Associates, Inc.  
Date Performed: 11/24/14  
Analysis Time Period: 5:00 PM  
Freeway/Dir of Travel: 19th Street Westbound  
Weaving Location: to Harbor Boulevard  
Jurisdiction: Costa Mesa  
Analysis Year: 2014  
Description:

Inputs

Freeway free-flow speed, SFF	35	mph
Weaving number of lanes, N	2	
Weaving segment length, L	45	ft
Terrain type	Level	
Grade		%
Length		mi
Weaving type	C	
Volume ratio, VR	0.18	
Weaving ratio, R	0.47	

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		
	V	V	V	V	
	o1	o2	w1	w2	
Volume, V	722	30	88	78	veh/h
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	
Peak 15-min volume, v15	181	8	22	20	v
Trucks and buses	2	2	2	2	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	0.990	0.990	0.990	0.990	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	729	30	88	78	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.08	0.0020
b (Exhibit 24-6)	2.30	6.00
c (Exhibit 24-6)	0.80	1.10
d (Exhibit 24-6)	0.60	0.60
Weaving intensity factor, Wi	1.61	0.47
Weaving and non-weaving speeds, Si	24.56	32.02
Number of lanes required for		

unconstrained operation, Nw (Exhibit 24-7)	1.45
Maximum number of lanes, Nw (max) (Exhibit 24-7)	3.00
Type of operation is	Unconstrained

\_\_\_\_\_Weaving Segment Speed, Density, Level of Service and Capacity\_\_\_\_\_

Weaving segment speed, S	30.37	mph
Weaving segment density, D	15.23	pc/mi/ln
Level of service, LOS	B	
Capacity of base condition, cb		pc/h
Capacity as a 15-minute flow rate, c		pc/h
Capacity as a full-hour volume, ch		pc/h

\_\_\_\_\_Limitations on Weaving Segments\_\_\_\_\_

	Analyzed	If Max Exceeded	See Note
		Maximum	Note
Weaving flow rate, Vw	166	3500	a
Average flow rate (pcphpl)	462		b
Volume ratio, VR	0.18	0.50	c
Weaving ratio, R	0.47	0.40	d
Weaving length (ft)	45	2500	e

Notes:

- a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- b. Capacity constrained by basic freeway capacity.
- c. Capacity occurs under constrained operating conditions.
- d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

HCS+: Freeway Weaving Release 5.5

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: AB  
Agency/Co.: LSA Associates, Inc.  
Date Performed: 11/24/14  
Analysis Time Period: 9:45 AM  
Freeway/Dir of Travel: 19th Street Westbound  
Weaving Location: to Harbor Boulevard  
Jurisdiction: Costa Mesa  
Analysis Year: 2014  
Description:

Inputs

Freeway free-flow speed, SFF	35	mph
Weaving number of lanes, N	2	
Weaving segment length, L	45	ft
Terrain type	Level	
Grade		%
Length		mi
Weaving type	C	
Volume ratio, VR	0.27	
Weaving ratio, R	0.34	

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		
	V	V	V	V	
	o1	o2	w1	w2	
Volume, V	547	48	143	75	veh/h
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	
Peak 15-min volume, v15	137	12	36	19	v
Trucks and buses	2	2	2	2	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	0.990	0.990	0.990	0.990	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	552	48	144	75	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.08	0.0020
b (Exhibit 24-6)	2.30	6.00
c (Exhibit 24-6)	0.80	1.10
d (Exhibit 24-6)	0.60	0.60
Weaving intensity factor, Wi	1.73	0.63
Weaving and non-weaving speeds, Si	24.16	30.33
Number of lanes required for		

unconstrained operation, Nw (Exhibit 24-7)	1.48
Maximum number of lanes, Nw (max) (Exhibit 24-7)	3.00
Type of operation is	Unconstrained

Weaving Segment Speed; Density, Level of Service and Capacity

Weaving segment speed, S	28.39	mph
Weaving segment density, D	14.42	pc/mi/ln
Level of service, LOS	B	
Capacity of base condition, cb		pc/h
Capacity as a 15-minute flow rate, c		pc/h
Capacity as a full-hour volume, ch		pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
		Maximum	Note
Weaving flow rate, Vw	219	3500	a
Average flow rate (pcphpl)	409		b
Volume ratio, VR	0.27	0.50	c
Weaving ratio, R	0.34	0.40	d
Weaving length (ft)	45	2500	e

Notes:

- a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- b. Capacity constrained by basic freeway capacity.
- c. Capacity occurs under constrained operating conditions.
- d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

HCS+: Freeway Weaving Release 5.5

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: AB  
Agency/Co.: LSA Associates, Inc.  
Date Performed: 11/24/14  
Analysis Time Period: 11:30 AM  
Freeway/Dir of Travel: 19th Street Westbound  
Weaving Location: to Harbor Boulevard  
Jurisdiction: Costa Mesa  
Analysis Year: 2014  
Description:

Inputs

Freeway free-flow speed, SFF 35 mph  
Weaving number of lanes, N 2  
Weaving segment length, L 45 ft  
Terrain type Level  
Grade %  
Length mi  
Weaving type C  
Volume ratio, VR 0.23  
Weaving ratio, R 0.43

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	800	48	143	106	veh/h
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	
Peak 15-min volume, v <sub>15</sub>	200	12	36	27	v
Trucks and buses	2	2	2	2	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f <sub>HV</sub>	0.990	0.990	0.990	0.990	
Driver population adjustment, f <sub>P</sub>	1.00	1.00	1.00	1.00	
Flow rate, v	807	48	144	107	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.08	0.0020
b (Exhibit 24-6)	2.30	6.00
c (Exhibit 24-6)	0.80	1.10
d (Exhibit 24-6)	0.60	0.60
Weaving intensity factor, W <sub>i</sub>	2.04	0.72
Weaving and non-weaving speeds, S <sub>i</sub>	23.22	29.51
Number of lanes required for		

unconstrained operation, Nw (Exhibit 24-7)	1.47
Maximum number of lanes, Nw (max) (Exhibit 24-7)	3.00
Type of operation is	Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	27.80	mph
Weaving segment density, D	19.89	pc/mi/ln
Level of service, LOS	B	
Capacity of base condition, cb		pc/h
Capacity as a 15-minute flow rate, c		pc/h
Capacity as a full-hour volume, ch		pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, Vw	251	3500	a
Average flow rate (pcphpl)	553		b
Volume ratio, VR	0.23	0.50	c
Weaving ratio, R	0.43	0.40	d
Weaving length (ft)	45	2500	e

Notes:

- a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- b. Capacity constrained by basic freeway capacity.
- c. Capacity occurs under constrained operating conditions.
- d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

**GARDEA, ANTONIO**

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**From:** Kelly Sherbanee <KellySherbanee@TurnipRose.com>  
**Sent:** Thursday, December 04, 2014 12:47 PM  
**To:** FLYNN, CLAIRE  
**Cc:** GARDEA, ANTONIO; 'Moses Camacho'  
**Subject:** Saddleback CUP hearing 12/8/14

**Importance:** High

Dear Honored Costa Mesa City Planning Commission,

In light of Saddleback Church's CUP hearing on December 8<sup>th</sup> 2014, We (Turnip Rose) submit this gesture to the board.

- During the past several months Turnip Rose has worked alongside Pastor Moses (Saddleback Church) and his team. We find that the both of our businesses are alike in the pursuit of service to the community at large. We hold many of the same values. We have met several times on site to cross every scenario we could think of to mitigate any possible situations concerning traffic flow and controls, utilization of common grounds at crossover times and the cohesiveness of both working staff on site.
- Even though it may seem (I am sure we will encounter) dense and at times chaotic with traffic, we are confident that together we will make it work as approved by the City Traffic engineers.
- The mantra of Turnip Rose is always in protection of our right to do business and to prevent any and all disruption to our business to this end. The economy is no laughing matter since 2009 and we are still struggling through it, over thinking every potential client we may have, and in this pursuit we are very protective as one wrong impression will be detrimental to our future. In our business of Custom Catering is it all about imaging and smooth impressions.
- Notwithstanding or undermining Saddlebacks due diligence in satisfying the City's traffic requirements coupled with the City's mandate of the responsibilities of the Church and of the Landlord as spelled out in all active working papers and most importantly the mandated details of the CUP; We, The Turnip Rose welcome Saddleback as our neighbor and working partner at 1901 Newport Blvd, Costa Mesa, Ca, pending

Kelly "NP" Sherbanee, LT, USN(ret)  
*Submarine Service*

The Turnip Rose Catering Co.

Administrator/COO

(714)863-2723 cell

(949) 478-8778 office

(714) 242-1577 fax

Corporate Office

1565 Scenic Ave (Ste:F), Costa Mesa, Ca 92626

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

*"If you are not part of the solution,  
you are part of the problem"*

**GARDEA, ANTONIO**

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**From:** Moses Camacho <MosesC@saddleback.com>  
**Sent:** Thursday, December 04, 2014 3:50 PM  
**To:** GARDEA, ANTONIO  
**Cc:** Steve Camp  
**Subject:** clarification of saddleback programs

Hello Antonio-

I want to take some time and explain a little more in detail what the ministry of the PEACE center looks like and the ministry of Celebrate Recovery looks like. I know the Commissioners have some concerns about homeless programs and sober living homes. I want to clarify what we do so that those 2 concerns don't get placed on Saddleback church as a goal or a current ministry.

First off, we don't have a homeless program. At the Lake Forest location there is a place called the PEACE center that offers aid, instruction, support and resources to people who are wanting to better their situation and move forward with getting ahead in life. The PEACE center provides a grocery shopping experience for people who are struggling financially and are in need of resources for their home. At The PEACE center they are required to fill out applications, be held accountable and then given the opportunity to grab a grocery box to fill up with preselected food to last the next few weeks. The PEACE program does not make meals nor do they provide meals for anyone. The goal and intention of a PEACE program is to resource people to move forward and get ahead of the challenges they are facing. This is not a homeless ministry, this program is not a soup kitchen.

The second program that was a concern back in the October hearing was the Celebrate Recovery program. This is a program that focuses on helping people with their hurts, habits, and hangups. What that means is that it's a program intended for the people already living in the community and also currently attending the church. This is a program that is designed to be a small group setting to help people walk through the challenges people are having that have caused emotional road blocks for their day to day living. We have a variety of people who attend this program. People who lost a loved one and have had a hard time with overcoming the loss of their loved one. People who have lost a spouse, a son/daughter, a close friend, etc. This program also helps people with emotional pain from hurtful marriages, hurtful divorces, loss of careers, crushed dreams, etc. This program also helps people overcome addictions (substance addictions, emotional addictions, etc.). This is a program designed for the community. This is not a program intended to bring in people from outside connecting cities, not intended to bring in people from out of state, etc. This is NOT a sober living program, this is not a live-in program, this is a small group setting designed to connect with people in a once a week setting for about 1.5 hours. The best way to describe this program is a faith-based 12 step program.

Antonio, please let me know if there are any further questions you have or if there is anything else I can clarify to help the city and the commissioners get a better understanding of what I would be providing as a local church.

Thank you!

Moses

To: the Costa Mesa Planning Commission

From: Rev. Julie Elkins, Pastor at 1<sup>st</sup> United Methodist Church of Costa Mesa

Regarding: Hearing for Saddleback Church, application No. PA-14-25

In regards to the Saddleback church starting a satellite church at 1901 Newport, I have had conversations with the pastors from Saddleback, I have talked with the property managers of 1901 Newport, the people from Turnip Rose and the City Planning Commission, and some of my concerns have been addressed by these conversations. However, I wanted to write to share these concerns with all of the planning commission so that they might be on record during the hearing.

- 1) I am most concerned with the traffic and traffic flow issues that will happen, especially on Sunday mornings. From what I have read and what I have been told, there is going to be approximately 197 cars entering and exiting within a 20 minute time span between services. The times have been changed so that they are not directly conflicting with our services, however, we are an older church with older congregation members, I am concerned that they will be afraid to drive to church with the amount of cars and that would effectively diminish our church going crowd substantially. I am also concerned about the traffic and putting that many more cars into one of the busiest intersections in all of Orange County in a small window of time.
- 2) The one and only entrance and exit to the property, 1901 Newport, is adjacent to 1<sup>st</sup> United Methodist Church's only entrance and is actually set back by approximately 20 feet with a hedge between the two. The people turning right out of 1901 exit are looking towards Newport Blvd and are blocked from seeing the people exiting from our parking lot. It is a huge safety issue now and it will only become worse when there are more cars trying to exit at the same time. The people from Saddleback have said they would have someone stationed there to help, yet it still is a concern that I feel must be addressed in the hearing.
- 3) Parking is always an issue in the area being discussed. The church has been at that location (420 W. 19<sup>th</sup> St.) since 1928. Parking was not an issue then. As the city grew around the church, the church was always assured that we would not have to worry about parking, "we would be taken care of." At one time, there was a city parking lot across the street (where The Triangle is now) that the church paid to have repaved twice as good stewards. Again, all of this was done with handshakes and verbal agreements, many of which the church still has now. I am concerned with the parking issues going forward for all of the tenants of the area and the amount of people that are parking. Some of the times that Saddleback has listed may impact not only us but also The Triangle and other tenants already established at 1901 including Turnip Rose.

These are just a few of our concerns from the 1<sup>st</sup> United Methodist Church of Costa Mesa. As I stated earlier I have talked with all of the parties and know whatever decision is made that we can continue to all work together to make it safe and functional. Thank you for all of the work you do on the city's behalf.

Rev. Julie Elkins