PLANNING COMMISSION AGENDA REPORT

MEETING DATE: MAY 11, 2015 **ITEM NUMBER:** PH-3

SUBJECT: **SECOND AMENDMENT TO PLANNING APPLICATION PA-12-02 FOR THE TRIANGLE MASTER PLAN (PA-12-02 A2)**
1870 HARBOR BOULEVARD AND 1875 NEWPORT BOULEVARD

DATE: **MAY 4, 2015**

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

PRESENTATION BY: **MEL LEE, SENIOR PLANNER**

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

DESCRIPTION

Second Amendment to Planning Application PA-12-02 (The Triangle Master Plan) involves the following:

1. Relocation of Sutra Lounge from Suite L2-200 (current location) to Suite L1-245 (former Niketown space). This includes an increase for the nightclub from 8,580 square feet in the current space to 11,804 square feet in the new space, or a net increase of 3,224 square feet. Sutra currently operates from 9:00 pm to 2:00 am, three days a week.
2. Conversion of 8,580 square feet of the Sutra Lounge square footage to a restaurant use. The Master Plan requires an amendment to allow this square footage to be converted to reconfigure the existing Sutra Lounge space.
3. Conversion of the 7,000 square feet of approved wine storage use to a retail use;
4. Amendment to the shared parking study and valet parking plan reflecting the above changes.
5. Variance from perimeter open space requirements for an outdoor patio area along W. 19th Street frontage for the new Sutra Lounge space (20-foot setback required; 6-foot setback proposed).

APPLICANT

The applicant is Diamond Star Associates, representing Greenlaw Partners, the property owner.

RECOMMENDATION

Approve the Master Plan Amendment, subject to conditions of approval.

BACKGROUND

Project Site/Environs

The Triangle is located within the City's former Downtown Redevelopment Project Area and is zoned PDC (Planned Development Commercial). The site is bounded on all sides by major streets – West 19th Street to the north, Newport Boulevard to the east, and Harbor Boulevard to the west. Major tenants include the former Edwards Movie Theater (now Triangle Cinemas), Yardhouse, Saddle Ranch, and La Vida Cantina [formerly El Corazon] restaurants, and Sutra Lounge.

History of Entitlements

PA-89-31 – Original Master Plan (Triangle Square)

The original Master Plan for Triangle Square was approved by the Planning Commission on May 8, 1989, on a 5-0 vote. The original Master Plan included restaurants, a movie theater, and retail stores, including a supermarket in the basement level. As part of the Master Plan approval, a reduction in the perimeter open space requirement on all three streets (20 feet required; 8 feet on West 19th Street and Harbor Boulevard, and 13 feet on Newport Boulevard) was also approved.

Triangle Square was successful in its first few years of operation, but went into economic decline due to numerous tenant vacancies until acquired by Greenlaw Partners, the current owner, in 2010. The Triangle has not been fully occupied/tenanted since Niketown vacated the space a decade ago in January 2005.

PA-12-02 - Master Plan (The Triangle)

On March 12, 2012, the Planning Commission, on a 5-0 vote, approved a Master Plan for a comprehensive update to The Triangle, including the following:

PLAZA LEVEL

Uses	Max. Allowable
Movie Theater	1,200 Seats
Restaurants	25,715 sq. ft.
Nightclub (Sutra Lounge)	8,850 sq. ft.
Retail	9,132 sq. ft.

STREET LEVEL

Health Club	20,989 sq. ft.
Bowling Alley	14,239 sq. ft., including 10 bowling lanes and a 4,000 sq. ft. restaurant
Wine Storage	7,000 sq. ft.
Restaurants	16,767 sq. ft.
Retail	15,626 sq. ft.

BASEMENT LEVEL
Health Club (24-Hour Fitness) 34,400 sq. ft.

A shared parking analysis and valet parking plan prepared by Linscott, Law & Greenspan Engineers (LLG) for the above uses was reviewed and approved by the Planning Commission as part of the Master Plan.

PA-12-02 A1 – First Amendment to Master Plan

On November 13, 2012, the Planning Commission, on a 5-0 vote, approved Amendment No. 1 to the Master Plan as it pertained to the Planned Sign Program component of The Triangle:

- Newport Boulevard/West 19th Street Corner – Dome Banner Signage: Request to allow off-site signage for the previously-approved 600 square-foot sign area of changeable vinyl signage at the former Niketown Dome. The allowable sign area is 9 feet x 67 feet.

- Newport Boulevard/Harbor Boulevard Corner – Tower Banner Signage: Request for an additional 300 square-foot sign area for changeable vinyl signage at the tower (former Gap space). The proposed sign area is 12 feet x 67 feet.

ANALYSIS

Proposed Second Amendment to the Triangle Master Plan (PA-12-02 A2)

The proposed amendments to the Triangle Master Plan involves two main components:

- Changing the tenant mix and location to allow the Sutra relocation and a potential new restaurant use.

- Updating the shared parking study to reflect the changes in tenant mix.

Since the original Master Plan approval, The Triangle has tenanted some of the previously-vacant (in 2012) floor areas as evaluated in LLG's shared parking analysis. Additionally, modifications were made to valet parking plan, which was not immediately implemented with the Master Plan approval due to initial low customer demand. Other leasable area has remained vacant, and The Triangle has updated its tenancy projections for future full occupancy of the Center.

The current project tenancy plan has sequenced these tenancy refinements to two distinct phases, referred to in the updated parking study as "Phase 1" and "Phase 2", which is discussed in the following section of the staff report.

Phase 1 – Relocate Sutra Lounge to the Niketown Space

Phase 1 reflects the following changes to the anticipated future tenancy/development program:

a) Relocation of Sutra Lounge from Suite L2-200 to Suite L1-245. This includes an increase for the nightclub use type from 8,580 square feet to 11,804 square feet, for a net increase of 3,224 square feet. As part of Phase 1, Suite L2-200 would remain vacant.

b) Occupancy of 7,784 square feet of retail use and 10,219 square feet of restaurant use consistent with the PA-12-02 approvals.

Phase 2 – Convert the 8,580 square foot Sutra Lounge space to restaurant use and convert the 7,000 square foot wine storage use to retail use.

Phase 2 reflects additional changes to the future tenancy/development program, as follows:

a) Occupancy of the prior Sutra Lounge space (8,580 square feet within Suite L2-200) with restaurant use.

b) Conversion of the 7,000 square feet of approved wine storage use to an occupancy by a future retail use.

PARKING ANALYSIS

Existing Parking Situation

The parking study prepared by Linscott, Law, & Greenspan (LLG) provides information on the existing and proposed parking at the Triangle. Following are some important highlights of the study which appear to contradict a perception that there are significant, existing parking problems at the Triangle:

- *The parking study indicates that there is a surplus of a minimum of 254 spaces in the parking structure during peak demand periods*.

  At the minimum, there was an observed functional surplus of **254 to 259 spaces** in the parking structure based on actual parking demand counts conducted on a Thursday, Friday, and Saturday in September 2014 (every hour from 7:00 AM to 2:00 AM) and December 2014 (every hour from 5:00 PM to 12:00 AM). Greater surpluses were observed during all other hours surveyed. (LLG Study, April 2015).

- *The parking study indicates that full implementation of the valet parking program (+120 valet parking spaces) has not occurred; and in fact, only a maximum of 74 valet parking spaces are utilized during peak demand periods*.

  A focused analysis of the existing valet program implemented on Level B1 during the September and December 2014 parking surveys indicated that the maximum number of vehicles that were parked by valet was 74 (occurred at 11:00 PM on a Saturday). There were fewer valet-parked vehicles during all other survey time periods.

The figure below shows that Level B1 can valet park an additional 82 parking spaces in three different zones designated within the parking structure level (Zones A, B, and C).

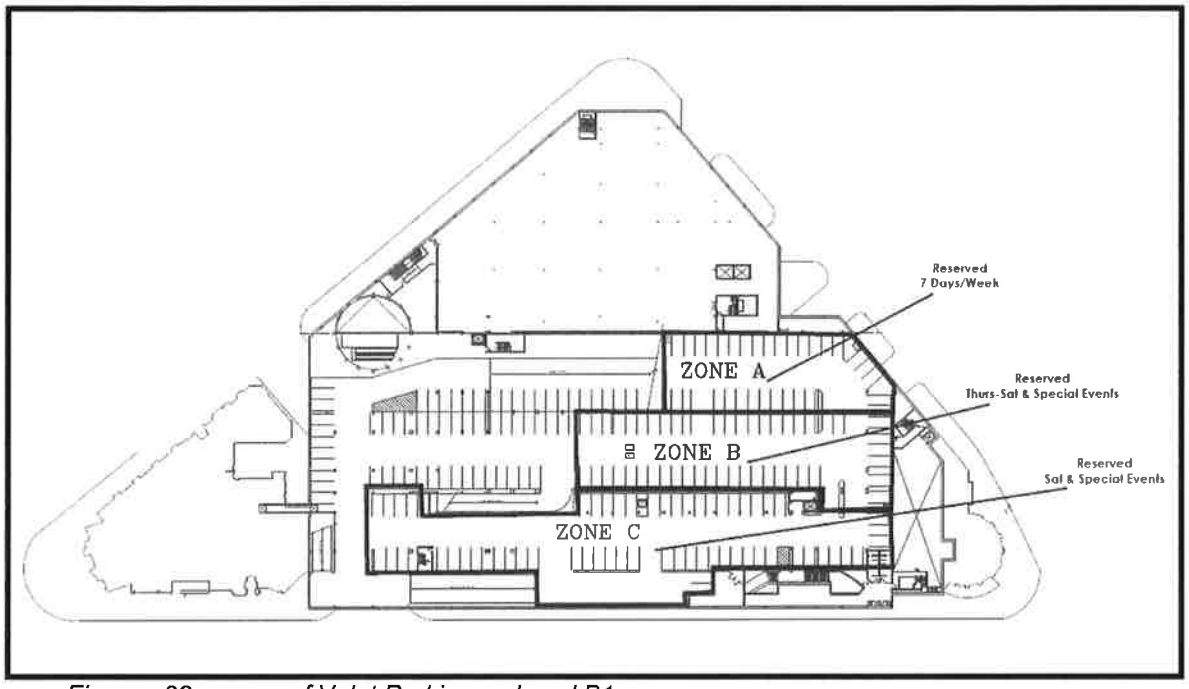


Figure - 82 spaces of Valet Parking on Level B1
Source: LLG, April 2015

- *Overflow off-site parking at 1901 Newport Boulevard is rarely used by employees, and the applicant plans to terminate the lease for this off-site parking area.*

  The applicant indicated that the month-to-month lease of over 100 parking spaces at 1901 Newport was negotiated for potential special events (i.e. New Year's Eve), but this off-site parking area was rarely utilized. Off-site parking is not occurring on a daily basis due to the lack of demand. The applicant indicated that there has not been a need for overflow parking outside of the Grand Opening week for Saddle Ranch and El Corazon in April 2013.

PROPOSED PARKING SUPPLY AND VALET PARKING PLAN

Existing Parking Supply

The existing 7-level parking structure for The Triangle provides a total of 1,001 spaces, with the following breakdown by parking level:

Parking Level	Spaces
Level B2	215
Level B1	188
Level 1 (street level)	88
Level 2	113
Level 3	120
Level 4	126
Level 5	151
Subtotal Existing Striped Parking Supply	**1,001 spaces**
Subtotal Valet Parking: 120 spaces	**120 spaces**
TOTAL SUPPLY	**1,121 spaces**

Source: LLG, April 2015

Existing Valet Parking Program (120 Spaces)

Additionally, full implementation of valet parking in Levels B1 and 5 will increase the parking supply by 120 vehicles (beyond the site's marked and re-inventoried parking space supply). This is achieved through staging and "double stacking" of parked vehicles in designated valet-only parking aisles on Level B1, Level 1 (street level), and Level 5 (where marked spaces are the focus of Triangle employee parking).

Supplemental Valet Parking on B2 (70 vehicles)

In addition, there is the potential to park up to 70 additional vehicles within a specific subarea on Level B2, if necessary, as noted in the following exhibits from the LLG study:

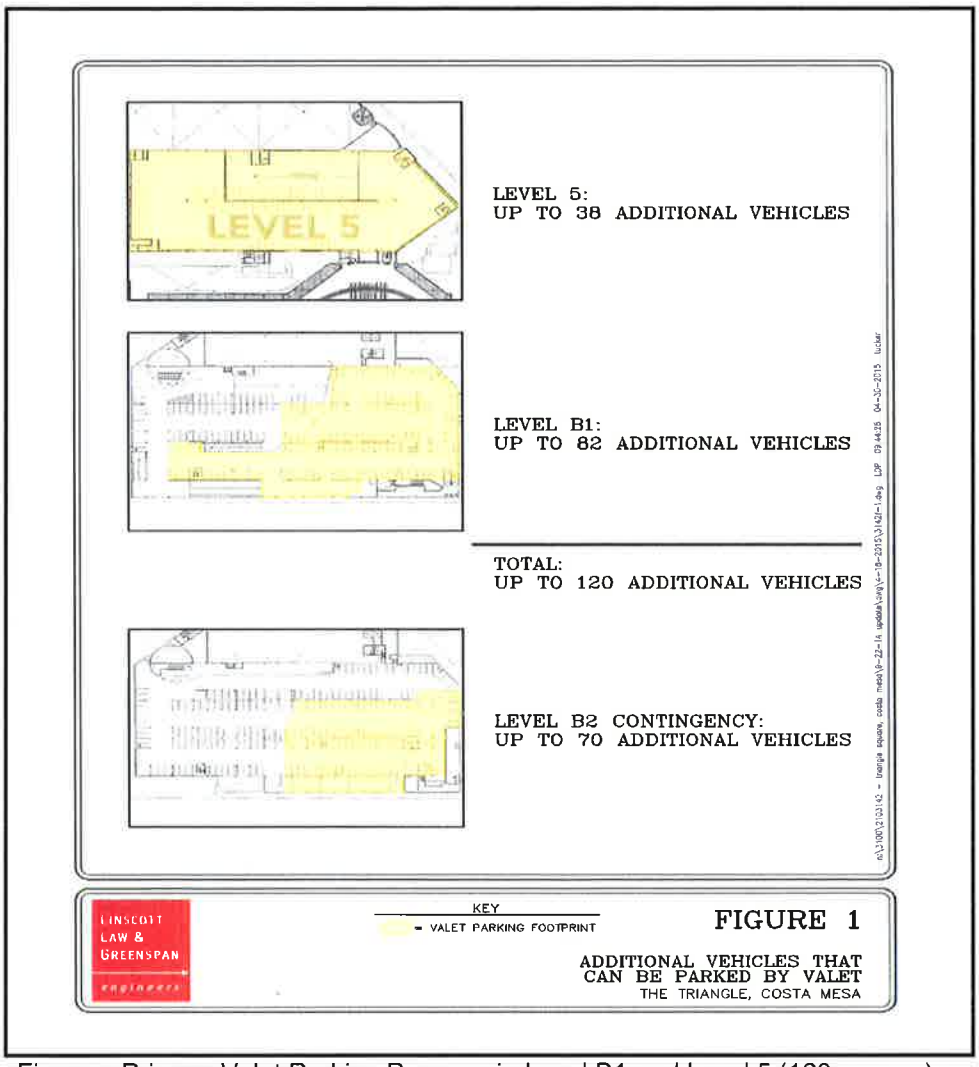


Figure – Primary Valet Parking Program in Level B1 and Level 5 (120 spaces) and Supplemental Valet Parking on Level B2 (70 vehicles)
Source: LLG, April 2015

Focusing valet operations to these parking footprints located on the very bottom levels and top-most level of the parking structure reduces parking conflicts between non-valet parkers and valeted vehicles on Levels 1 through 4. This ensures that non-valet parkers will have access to marked spaces on Levels 1 through 4, and half to all of Level B2 (depending on whether it is used by valet), which serve primary connections to Triangle's activity hubs. The above figure illustrates the valet operational footprints for Level B1 and Level 5 (in combination, could park up to 120 more vehicles), and valet parking contingency for up to an additional 70 vehicles (190 valet spaces total) on Level B2.

SHARED PARKING STUDY

Methodology

In prior parking analyses for The Triangle, the shared parking methodology was primarily applied to estimate the future parking needs of The Triangle at full occupancy based on past projections of the future tenant mix. Parking experience indicates that

combining different land uses, whose parking demands peak at different times (of the day, week, and year), generally result in a parking demand that is significantly lower than "stand-alone" or "free-standing" facilities. In other words, a mixed-use development results in an overall parking need that is less than the sum of the individual peak parking requirements for each land use (where empirical parking ratios specific to each land use, or city parking code ratios, are typically applied to these "stand-alone" developments).

The analytical procedures in a shared parking analysis are well documented in the Urban Land Institute's (ULI's) *Shared Parking* (First and Second Editions) publication. The publication defines shared parking as an environment where a "parking space can be used to serve two or more individual land uses without conflict or encroachment." Therefore, shared parking calculations recognize that when different uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding the different parking profiles (by time of day or day of week) of each use comprising the mixed-use development. This is done rather than applying and summing individual peak ratios for each land use component. There is often an important common element between the traditional "code" and the shared parking calculation methodologies. The peak parking ratio, or "highpoint" for each land use's time-of-day parking profile, typically equals the "code" parking ratio for that use.

With this as the backdrop for the parking study, the study determined that the peak parking demand for the weekday and weekend, when compared to the 1,121-space supply, results in a surplus of 114 spaces and 130 spaces, respectively. It should be noted that (as previously described) the 1,121-space supply includes the parking equivalent of up to an additional 120 spaces that could be available via the ongoing valet program. Accounting for a valet parking contingency on Level B2 of up to 70 additional vehicles, the resulting surpluses would be increased to 114 spaces and 130 spaces under weekday and weekend conditions, respectively.

TABLE 6
PARKING SUMMARY
THE TRIANGLE, COSTA MESA

DESCRIPTION	PHASE 1	PHASE 1 & 2
WEEKDAY		
PEAK DEMAND *(Peak Hour)*	970 spaces *(at 8:00 PM)*	1,077 spaces *(at 8:00 PM)*
ON-SITE SUPPLY (with valet)	1,121 spaces	1,121 spaces
SURPLUS	151 spaces	44 spaces
ON-SITE SUPPLY (with valet contingency on Level B2)	1,191 spaces	1,191 spaces
SURPLUS	**221 spaces**	**114 spaces**
WEEKEND		
PEAK DEMAND *(Peak Hour)*	946 spaces *(at 8:00 PM)*	1,061 spaces *(at 8:00 PM)*
ON-SITE SUPPLY (with valet)	1,121 spaces	1,121 spaces
SURPLUS	175 spaces	60 spaces
ON-SITE SUPPLY (with valet contingency on Level B2)	1,191 spaces	1,191 spaces
SURPLUS	**245 spaces**	**130 spaces**

Source: LLG April, 2015

With regard to the proposed conversion of the 7,000 square feet of wine storage to retail space, staff is recommending, as a condition of approval, that said conversion not occur until 6 months after the other spaces within the center, including the proposed relocation of Sutra lounge and the proposed restaurant to replace its current space, has been completed and a follow parking study is conducted confirming that no parking impacts have been created.

Relocation of Sutra Lounge

As noted earlier, Sutra Lounge is proposed to be relocated from Suite L2-200 (current location) to Suite L1-245 (former Niketown space). This includes an increase for the nightclub from 8,580 square feet in the current space to 11,804 square feet in the new space, or a net increase of 3,224 square feet. A description of the proposed operation is attached to this report for reference. The current operating conditions of approval for Sutra Lounge, which were included as Exhibit B4 of the original Master Plan, have been incorporated as appropriate for the proposed Master Plan amendment.

The proposed relocation of Sutra Lounge has been forwarded the Police Department Area Commander for review. Any comments or recommended conditions of approval received from Police will be provided in a Supplemental Memo prior to the hearing.

The new location of Sutra Lounge would be on the ground floor of the Niketown space only; the existing stairs leading to the second floor would be removed and converted to future office use, which is reflected in the parking study discussed in the previous section of this report.

The proposed floor plan layout is similar to that of the existing Sutra Lounge (both existing and proposed floor plans are attached to this report), consisting of a main dance D.J. booth, seating areas and at least two bars. The proposed space would also include an approximately 200 square foot outdoor dining patio on the West. 19th Street frontage. It should be noted that there is no seating proposed for this outdoor patio, since it primarily serves as a patio for smokers and provides the necessary emergency exits from the lounge. Staff is recommending the following as a condition of approval:

- Outdoor patio shall have no seating since it primarily serves as a patio for smokers and provides the necessary emergency exits from the lounge. The patio shall be screened by a decorative full height wall, subject to approval by the Planning Division. Patrons on the patio shall not be served food or beverages.

Reduction in Perimeter Open Space

To accommodate the proposed outdoor patio, a variance to allow the reduction in the 20-foot required perimeter open space is required (a 6-foot setback is proposed). The justification for the variance approval are discussed in the following section of this report.

GENERAL PLAN AND ZONING CODE CONFORMANCE

Pursuant to an approved Master Plan, the proposed project would be in conformance with the following planning documents:

- General Plan
- Zoning Code

Conformance with the City of Costa Mesa General Plan

Future development of all land within the City of Costa Mesa is guided by the General Plan adopted in 2002. The Land Use Element of the General Plan directs long-range development in the City by indicating the location and extent of development to be allowed. The General Plan sets forth land use goals, policies, and objectives that guide new development. The General Plan land use designation for the project area is General Commercial.

The following analysis evaluates the proposed project's consistency with specific goals, and objectives of the General Plan, Land Use Element.

- **Goal LU-1: Land Use:** *It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to*

meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and to ensure the long term viability and productivity of the community's natural and man-made environments.

Consistency: The master plan protects the balance of land uses satisfying the needs of the community as it pertains to dining and entertainment (i.e., commercial) uses. The project will ensure the long-term viability of the natural and man-made environment and decreases the need for significant infrastructure improvements. The project is consistent with this General Plan goal.

- **Objective LU-1A.3:** *Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense developments or uses.*

  Consistency: The project is an existing commercial development that does not abut low density (i.e., R1 zoned) residential properties. Adequate infrastructure is available to serve the proposed project. Therefore, the project is consistent with this General Plan objective.

- **Goal LU-2: Development:** *It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources.*

  Consistency: The project would allow for the continued economic viability of a commercial use. The proposed project would enhance the visual appearance of the site through the construction of a decorative screen wall for the proposed outdoor patio. The exiting center is a high-quality architectural design. As a result, the proposed project is consistent with this General Plan goal.

Conformance with the Zoning Code

As discussed in the following section, a deviation from the Zoning Code is requested for this project; however, it is staff's opinion that the proposed project meets or exceeds the intent of the City's Zoning Code with regard to the development standards for the C1 zone.

Justifications for Approval

Pursuant to Title 13, Section 13-29(g), Findings, 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 an assessment of facts and findings which are also reflected in the draft resolution.

Phase 1: Relocation of Sutra Lounge

- *While the relocation of Sutra Lounge does involve a net increase in size by 3,224 square feet, the proposed operations would not have result in greater parking impacts, noise impacts, and residential compatibility issues compared to the existing location.* The Master Plan amendment includes the relocation of Sutra Lounge from Suite L2-200 (current location) to Suite L1-245 (former Niketown space). This includes an increase for the nightclub from 8,580 square feet in the current space to 11,804 square feet in the new space, or a net increase of 3,224 square feet. Sutra currently operates from 9:00 pm to 2:00 am, three days a week. The hours of operation are unchanged.

  The maximum occupancy of the lounge use, for purposes of determining emergency exit requirements per the Building and Fire Safety Codes, would increase from 399 to 699 persons; however, the current Sutra Lounge operator has indicated that there would be a "negligible" increase in overall customers based on their current operation.

- *The existing conditions of approval for Sutra Lounge will remain in place for the proposed location*. The conditions of approval for Sutra that are reflected in the Master Plan in Exhibit B4 were carried over from the prior Zoning Applications for the use (ZA-02-55, which was approved for Sutra to allow sale of alcoholic beverages for on-site consumption after 11:00 p.m., live entertainment, and dancing on August 29, 2002. On June 23, 2008, ZA-02-55 was reviewed by the Planning Commission to address issues with the operation of Sutra that resulted in a higher than normal number of calls for Police service to the establishment. Additional conditions of approval were added by the Commission to address these concerns. A six-month review of Sutra's operation by staff as requested by the Planning Commission demonstrated that the establishment was in substantial compliance with the conditions of approval

Following is a newly added conditions of approval:

- Advertising or signage on the Niketown Dome area or the recessed panels along West 19th Street for the lounge use is expressly prohibited. This includes any and all advertising associated with the lounge use, including but not limited to, the name of Sutra Lounge (or any subsequent name change for the lounge use), special events, entertainment, bands, product advertising, etc. Building wall signage for Sutra Lounge (or any subsequent name change for the lounge use) shall not exceed the current number and sign area of the existing Sutra Lounge signs.

As noted earlier, the proposed relocation of Sutra Lounge has been forwarded the Police Department Area Commander for review. Any comments or recommended conditions of approval received from Police will be provided in a Supplemental Memo prior to the hearing.

The LLG study indicates that on Friday (peak demand), there would be a surplus of 151 parking spaces with the valet parking program fully implemented, or a surplus of 221 parking spaces with additional valet parking in B2.

TABLE 2 (Phase 1 + Current Occupancy)
WEEKDAY SHARED PARKING DEMAND ANALYSIS: THURSDAY AND FRIDAY
THE TRIANGLE, COSTA MESA

LAND USE	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Restaurants 1st 3K (Sq. Ft.)	Fine/Casual Restaurants >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	12,743	0	15,000	21,227	4,528	0	[a]	11,804	1,200	55,389	-	-
RATIO	4.0 /ksf	1 emp space	10.0 /ksf	12.0 /ksf	10.0 /ksf	12.0 /ksf	[a]	19.0 /ksf	0.23 /seat	5.5 /ksf	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	1,121
PK DEMAND	51	0	150	255	45	0	50	224	276	305	-	-
6:00 AM	1	0	0		9		0	0	0	215	225	896
7:00 AM	3	0	11		17		0	0	0	128	159	962
8:00 AM	10	0	28		20		0	0	0	128	186	935
9:00 AM	20	0	42		25		0	1	0	215	303	818
10:00 AM	32	0	98		27		0	1	0	215	373	748
11:00 AM	41	0	173		29		0	1	0	243	487	634
NOON	44	0	283		31		8	1	44	186	597	524
1:00 PM	46	0	283		29		17	2	92	215	684	437
2:00 PM	44	0	252		18		21	2	113	215	665	456
3:00 PM	42	0	165		15		21	2	115	215	575	546
4:00 PM	42	0	196		15		21	3	115	243	635	486
5:00 PM	44	0	289		25		22	7	125	276	788	333
6:00 PM	44	0	351		26		22	10	125	305	883	238
7:00 PM	44	0	365		26		29	15	165	272	916	205
8:00 PM	**38**	**0**	**365**		**26**		**37**	**61**	**204**	**239**	**970**	**151**
9:00 PM	25	0	365		19		37	104	204	205	959	162
10:00 PM	15	0	351		18		29	150	165	104	832	289
11:00 PM	5	0	281		17		24	195	133	32	687	434
MIDNIGHT	0	0	99		9		15	195	84	0	402	719

Note:
[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and 5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKDAY DEMAND	970
PARKING SUPPLY (with valet)	1,121
PARKING SURPLUS (+) OR DEFICIENCY (-)	151
PARKING SUPPLY (with valet contingency in Level B2)	1,191
PARKING SURPLUS (+) OR DEFICIENCY (-)	221

Source: LLG April, 2015

Phase 2A: Conversion of Current Sutra Lounge Space Square Footage to Restaurant Use

- *The conversion of 8,580 square feet of lounge space to restaurant use could be supported by full implementation of the valet parking program (120 spaces in Levels B1 and 5) and/or supplemental valet parking, as needed (Level B2).*

The Master Plan requires an amendment to allow this square footage to be converted to reconfigure the existing Sutra Lounge space. The LLG study indicates that on Friday (peak demand), there would be a surplus of 44 parking spaces with the valet parking program fully implemented, or a surplus of 114 parking spaces with additional valet parking in B2.

TABLE 4 (Phases 1 & 2 + Current Occupancy)
WEEKDAY SHARED PARKING DEMAND ANALYSIS: THURSDAY AND FRIDAY
THE TRIANGLE, COSTA MESA

LAND USE	Gen. Office ≤100,000 (Sq. Ft.)	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Rest. 1st 3K (Sq. Ft.)	Fine/Casual Rest. >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	0	19,743	0	18,000	26,807	4,528	0	[a]	11,804	1,200	55,389	-	-
RATIO	4.0 /ksf	4.0 /ksf	1 emp space	10.0 /ksf	12.0 /ksf	10.0 /ksf	12.0 /ksf	[a]	19.0 /ksf	0.23 /seat	5.5 /ksf	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	-	1,121
PK DEMAND	0	79	0	180	322	45	0	50	224	276	305	-	-
6:00 AM	0	2	0	0		9	0	0	0	215	226	895	
7:00 AM	0	5	0	14		17	0	0	0	128	164	957	
8:00 AM	0	14	0	35		20	0	0	0	128	197	924	
9:00 AM	0	30	0	52		25	0	1	0	215	323	798	
10:00 AM	0	50	0	122		27	0	1	0	215	415	706	
11:00 AM	0	62	0	215		29	0	1	0	243	550	571	
NOON	0	69	0	351		31	8	1	44	186	690	431	
1:00 PM	0	72	0	351		29	17	2	92	215	778	343	
2:00 PM	0	69	0	313		18	21	2	113	215	751	370	
3:00 PM	0	66	0	205		15	21	2	115	215	639	482	
4:00 PM	0	66	0	243		15	21	3	115	243	706	415	
5:00 PM	0	68	0	358		25	22	7	125	276	881	240	
6:00 PM	0	68	0	435		26	22	10	125	305	991	130	
7:00 PM	0	68	0	452		26	29	15	165	272	1,027	94	
8:00 PM	0	58	0	452		26	37	61	204	239	1,077	44	
9:00 PM	0	39	0	452		19	37	104	204	205	1,060	61	
10:00 PM	0	22	0	435		18	29	150	165	104	923	198	
11:00 PM	0	8	0	348		17	24	195	133	32	757	364	
MIDNIGHT	0	0	0	123		9	15	195	84	0	426	695	

Note:
[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and 5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKDAY DEMAND	1,077
PARKING SUPPLY (with valet)	1,121
PARKING SURPLUS (+) OR DEFICIENCY (-)	44
PARKING SUPPLY (with valet contingency in Level B2)	1,191
PARKING SURPLUS (+) OR DEFICIENCY (-)	114

Source: LLG April, 2015

Phase 2B: Conversion of Wine Storage to Retail

- While the parking study shows that the conversion of the 7,000 square feet of approved wine storage use to a retail use, staff is conditioning that this request be placed on hold until The Triangle is fully tenanted.

  The relocation of the Sutra Lounge and conversion of the Niketown square footage to restaurant use will introduce additional parking demand to the Triangle. Staff recommends that the conclusions of the parking study be fully validated once the Triangle is fully tenanted for the first time in over 10 years.

  If the operations are well managed and there are no significant parking problems, applicant may request within 180 days of the full operations of the Triangle for the conversion of the wine storage space to retail. A condition of approval indicates that this request may be approved at a staff level subject to parking adequacy.

Master Plan Findings

- *The proposed development is substantially compatible with developments in the same general area and would not be materially detrimental to other properties within the area.* With the exception of the building setback discussed above, the

development is a commercial project consistent with the PDC zoning of the property and the other commercially-zoned properties in the vicinity. Compliance with the applicable Building and Fire Safety Codes will ensure that the project is not materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.

- *Granting the Master Plan will not allow a use, density or intensity which is not in accordance with the general plan designation for the property.* The development is consistent with the General Plan goals and policies as discussed earlier in this report. The Floor Area Ratio (FAR) for the project is nonconforming and the proposed improvements will not increase the FAR for the project.

- *The project exhibits excellence in design, site planning, integration of uses and structures, and protect the integrity of neighboring development*. The proposed architecture and site design will enhance the street view. The overall architectural design promotes excellence and compatibility. The variety of building elevations, materials and treatments enhances the project site and the surrounding area.

Variance

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

1. Because of special circumstances applicable to the property, the strict application of development standards deprives the property of privileges enjoyed by others in the vicinity.
2. The deviation shall not constitute a grant of special privileges inconsistent with other properties in the vicinity.
3. The granting of the deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property.

Staff believes that approval of the variance is justified based on the following:

- *Because of special circumstances applicable to the property, the strict application of development standards deprives the property of privileges enjoyed by others in the vicinity*. The original Master Plan for Triangle Square included a reduction in the perimeter open space requirement on all three streets (20 feet required; 8 feet on West 19th Street and Harbor Boulevard, and 13 feet on Newport Boulevard) was also approved. The proposed outdoor patio frontage along West 19th Street is approximately 30 feet, which constitutes a minor encroachment into the overall frontage provided along the street; therefore approval of the variance is justified.

- *Special circumstances exist that does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated.* As noted earlier, constitutes a minor encroachment into the overall frontage provided along the street; additionally, the patio is required to be screened by a full height decorative wall. Therefore, the

existing elevated freeways will not constitute a grant of special privileges inconsistent with other properties in the vicinity.

- *The deviations will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property.* The granting of the deviations will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity. The existing development is consistent with the General Plan goals and policies as discussed earlier in this report, and will be required to comply with all applicable Building and Fire Safety regulations to ensure that no adverse impact to the public health, safety, or welfare is created as a result of this project.

ENVIRONMENTAL DETERMINATION

The project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Section 15301 for Existing Facilities. This project site contains an existing building with no increase in total floor area for the building proposed, beyond and a negligible expansion for an outside patio area. The project is consistent with the applicable General Plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

LEGAL REVIEW

The draft resolutions have been reviewed and approved as to form by the City Attorney's Office.

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 a redesign or additional analysis. In the event of significant modifications 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 to be included in the attached draft resolution for denial. If the project were denied, the applicant could not submit substantially the same type of application for six months.

CONCLUSION

The Master Plan amendment reflects a quality project that is consistent with the intent of the Zoning Code and General Plan. Therefore, staff recommends approval of the request.

MEL LEE, AICP
Senior Planner

CLAIRE FLYNN, AICP
Asst. Development Services Director

Attachments:
1. Draft Planning Commission Resolutions
2. Applicant's Project Description
3. Vicinity and Zoning Map
4. Site Photos
5. Parking Study
6. Project Plans

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

Diamond Star Associates
4100 MacArthur Blvd., Suite 330
Newport Beach, CA 92660

Greenlaw Partners
18301 Von Karman, Suite 250
Irvine, CA 92612

Sutra Lounge
Attn: Dave Griffith, General Manager
1870 Harbor Boulevard, Suite A-200
Costa Mesa, CA 92627

ATTACHMENT 1
DRAFT RESOLUTIONS

RESOLUTION NO. PC-15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA APPROVING PLANNING APPLICATION PA-12-02 A2 A SECOND AMENDMENT TO THE MASTER PLAN FOR THE TRIANGLE AT 1870 HARBOR BOULEVARD AND 1875 NEWPORT BOULEVARD

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

WHEREAS, on March 12, 2012, the Planning Commission approved a Master Plan for a comprehensive update to The Triangle, including the following for property located at 1870 Harbor Boulevard, and 1875 Newport Boulevard, in a PDC zone;

WHEREAS, an application was filed by Diamond Star Associates, representing Greenlaw Partners, the property owner, requesting approval of the following:
Second Amendment to Planning Application PA-12-02 (The Triangle Master Plan) involves the following:

- Relocation of Sutra Lounge from Suite L2-200 (current location) to Suite L1-245 (former Niketown space). This includes an increase for the nightclub from 8,580 square feet in the current space to 11,804 square feet in the new space, or a net increase of 3,224 square feet. Sutra currently operates from 9:00 pm to 2:00 am, three days a week.
- Conversion of 8,580 square feet of the Sutra Lounge square footage to a restaurant use. The Master Plan requires an amendment to allow this square footage to be converted to reconfigure the existing Sutra Lounge space.
- Conversion of the 7,000 square feet of approved wine storage use to a retail use;
- Amendment to the shared parking study and valet parking plan reflecting the above changes.
- Variance from perimeter open space requirements for an outdoor patio area along W. 19th Street frontage for the new Sutra Lounge space (20-foot setback required; 6-foot setback proposed).

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Section 15301 for Existing Facilities.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on May 11, 2015 with all persons having the opportunity to speak 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 **APPROVES** Master Plan Amendment PA-12-02 A2.

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-12-02 A2 and upon the applicant's compliance with each and all of the conditions in Exhibits 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 operation, or if the applicant fails to comply with any of the conditions of approval and/or mitigation measures.

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 11th day of May, 2015.

Robert L. Dickson Jr., 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 May 11, 2015 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Claire L. Flynn, Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS (APPROVAL)

A. The proposed project complies with Title 13, Section 13-29(g)(5), Master Plan, of the Municipal Code due to the following:

Finding: The master plan meets the broader goals of the General Plan and the Zoning Code by exhibiting excellence in design, site planning, integration of uses and structures and protection of the integrity of neighboring development.

Facts in Support of Findings: The project is consistent with the following goals and objectives of the General Plan, Land Use Element.

- **Goal LU-1: Land Use:** *It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and to ensure the long term viability and productivity of the community's natural and man-made environments.*

  Consistency: The master plan protects the balance of land uses satisfying the needs of the community as it pertains to dining and entertainment (i.e., commercial) uses. The project will ensure the long-term viability of the natural and man-made environment and decreases the need for significant infrastructure improvements. The project is consistent with this General Plan goal.

- **Objective LU-1A.3:** *Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense developments or uses.*

  Consistency: The project is an existing commercial development that does not abut low density (i.e., R1 zoned) residential properties. Adequate infrastructure is available to serve the proposed project. Therefore, the project is consistent with this General Plan objective.

- **Goal LU-2: Development:** *It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources.*

  Consistency: The project would allow for the continued economic viability of a commercial use. The proposed project would enhance the visual appearance of the site through the construction of a decorative screen wall for the proposed outdoor patio. The exiting center is a high-quality

architectural design. As a result, the proposed project is consistent with this General Plan goal.

Master Plan

- *The proposed development is substantially compatible with developments in the same general area and would not be materially detrimental to other properties within the area*. With the exception of the building setback discussed above, the development is a commercial project consistent with the PDC zoning of the property and the other commercially-zoned properties in the vicinity. Compliance with the applicable Building and Fire Safety Codes will ensure that the project is not materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.

- *Granting the Master Plan will not allow a use, density or intensity which is not in accordance with the general plan designation for the property.* The development is consistent with the General Plan goals and policies as discussed earlier in this report. The Floor Area Ratio (FAR) for the project is nonconforming and the proposed improvements will not increase the FAR for the project.

- *The project exhibits excellence in design, site planning, integration of uses and structures, and protect the integrity of neighboring development*. The proposed architecture and site design will enhance the street view. The overall architectural design promotes excellence and compatibility. The variety of building elevations, materials and treatments enhances the project site and the surrounding area.

B. The requested variance substantially complies with Costa Mesa Municipal Code Section 13-29(g)(1) in that:

Findings:

- Because of special circumstances applicable to the property, the strict application of development standards deprives the property of privileges enjoyed by others in the vicinity.
- The deviation shall not constitute a grant of special privileges inconsistent with other properties in the vicinity.
- The granting of the deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property.

Facts in Support of Findings:

- *Because of special circumstances applicable to the property, the strict application of development standards deprives the property of privileges enjoyed by others in the vicinity*. The original Master Plan for Triangle Square included a reduction in the perimeter open space requirement on all three streets (20 feet required; 8 feet on West 19th Street and Harbor Boulevard, and 13 feet on Newport Boulevard) was also approved. The

proposed outdoor patio frontage along West 19th Street is approximately 30 feet, which constitutes a minor encroachment into the overall frontage provided along the street; therefore approval of the variance is justified.

- *Special circumstances exist that does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated.* As noted earlier, constitutes a minor encroachment into the overall frontage provided along the street; additionally, the patio is required to be screened by a full height decorative wall. Therefore, the existing elevated freeways will not constitute a grant of special privileges inconsistent with other properties in the vicinity.

- *The deviations will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property.* The granting of the deviations will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity. The existing development is consistent with the General Plan goals and policies as discussed earlier in this report, and will be required to comply with all applicable Building and Fire Safety regulations to ensure that no adverse impact to the public health, safety, or welfare is created as a result of this project.

C. The project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Section 15301 for Existing Facilities. This project site contains an existing building with no increase in total floor area for the building proposed, beyond and a negligible expansion for an outside patio area. The project is consistent with the applicable General Plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

D. The project is exempt from Chapter XII, Article 3, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

EXHIBIT B1

The Following Uses Are Permitted Within the Triangle
As Amended 5/11/2015

PLAZA LEVEL	
Uses	**Max. Allowable**
Movie Theater	1,200 Seats
Restaurants	25,715 sq. ft.
Former Lounge/New Restaurant	8,850 sq. ft.
Retail	9,132 sq. ft.
STREET LEVEL	
Health Club	20,989 sq. ft.
Bowling Alley	14,239 sq. ft., including 10 bowling lanes and a 4,000 sq. ft. restaurant
Wine Storage (See Below)	7,000 sq. ft.
Night Club	11,804 sq. ft.
Restaurants	15,040 sq. ft.
Retail	12,743 sq. ft.
BASEMENT LEVEL	
Health Club	34,400 sq. ft.

1. In addition to the above uses, all uses permitted in the Planned Development Commercial (PDC) Zone shall be permitted in the Triangle. Conditional uses that may be allowed in the PDC Zone shall require an amendment to the Master Plan, with the exception of the following uses that shall be permitted in the Master Plan subject to an updated shared parking analysis:

    - Amusement Center (i.e. Comedy Club, Video Gaming)
    - Museum/Gallery
    - Recording Studio
    - Proposed conversion of the 7,000 square feet of wine storage to retail space, shall not occur until 6 months after the other spaces within the center, including the proposed relocation of Sutra lounge and the proposed restaurant to replace its current space, has been completed and a follow parking study is conducted confirming that no parking impacts have been created.

EXHIBIT B2

The Following Conditions of Approval Shall Apply To All Uses in the Triangle

1. The uses shall be limited to the type of operation as described in the staff report and conditions of approval. Any change in the operational characteristics of any use including, but not limited to, the hours of operation and additional services provided, shall require review by the Planning Division and may require an amendment to the master plan, subject to approval by either the Development Services Director, Zoning Administrator, or Planning Commission, depending on the nature of the proposed change. Code allows the Planning Commission to modify or revoke any use within the center based on findings related to public nuisance and/or noncompliance with the conditions of approval herein [Title 13, Section 13-29(o)]. Any changes to the conditions of approval due to the future amendment to the Triangle Master Plan shall be limited in those conditions that are applicable to the proposed amendment. Future amendments shall be limited to the applicable component(s) of the Triangle Master Plan and shall not involve reconsideration of the overall Master Plan and/or conditions of approval that relate to other areas of the Triangle Master Plan.
2. These conditions of approval shall supersede previously adopted conditions for the Triangle Square Master Plan (PA-89-31/RA-89-05).
3. The uses shall be conducted, at all times, in a manner that will allow the quiet enjoyment of the surrounding neighborhood. The business owner shall institute whatever security and operational measures are necessary to comply with this requirement.
4. Parking for patrons and employees of the center shall occur on-site. If it is discovered that either patrons or employees of The Triangle are parking in front of a residence on residential streets east of Newport Boulevard, the applicant shall work with the Costa Mesa Police Department to impose remedies should any such public street parking create a nuisance or disturbance to property owners. Additionally, the applicant shall identify which business employees are parking on residential streets, notify the business owner that offsite employee parking is not allowed, and therefore, require that owner enforce all employee parking onsite unless approved by the City for offsite parking.
5. If parking shortages or other parking-related problems arise, the applicant shall institute whatever operational measures are necessary to minimize or eliminate the problem.
6. All exterior lighting shall be shielded and/or directed away from residential areas.
7. The conditions of approval and ordinance or code provisions shall be blueprinted on the face of the site plan as part of any plan check submittal package.
8. The project is subject to compliance with all applicable Federal, State, and local laws. A copy of the applicable Costa Mesa Municipal Code requirements has been forwarded to the Applicant and, where applicable, the Authorized Agent, for reference.
9. On-site security shall be provided if requested by the Police Department.
10. The provisions of the approved traffic management plan for grand openings as well as long-term usage within the center dated September 21, 2011, shall continue to be complied with, including, but not limited to, the provisions for valet parking during evening peak hours on an as-needed basis.
11. Applicant shall submit a request for a minor amendment to the Triangle Master Plan for the proposed conversion of the 7,000 square feet of wine storage to retail space

after the Triangle has been fully occupied/fully tenanted for 6 months. This includes the proposed relocation of Sutra lounge and the proposed restaurant to replace its current space. The request shall be accompanied by a parking study which validates that (a) the valet parking program is implemented and effective; (b) parking is appropriately managed by the Triangle; and (c) there is sufficient parking to accommodate the conversion from storage use to retail use. This request may be approved by Development Services Director subject to verification of parking adequacy.

Beverage Control. A copy of the training certificates shall be kept on premises and presented to any authorized City official upon request.

12. For establishments with a State Alcoholic Beverage Control (ABC) License, a Finding of Public Convenience and Necessity are hereby made by the Planning Commission in accordance with City Council Policy No. 500-8 prior to the issuance of the license by ABC.
13. The operator shall be required to provide on-site security if requested by the Police Department.

EXHIBIT B4

The Following Conditions of Approval Shall Apply To The Nightclub in the Triangle (Currently Sutra Lounge)

1. Hours of operation shall be between the hours of 9:00 p.m. and 2:00 a.m., seven days a week. Any change to the operational characteristics including, but not limited to, hours of operation, etc., shall require approval by the Development Services Director or his/her designee.
2. The business 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.
3. There shall be no sales of alcoholic beverages for off-site consumption.
4. Music or other entertainment shall not be audible beyond the area under the control of the licensee.
5. A copy of the conditions of approval shall be kept on the premises and presented to any authorized City Official upon request. New business/property owners shall be notified of conditions of approval upon transfer of business or ownership of land.
6. All sales and service staff, within 90 days of hire, shall complete Responsible Beverage Service (RBS) training with a provider approved by the California Department of Alcoholic Beverage Control. A copy of the training certificates shall be kept on premises and presented to any authorized City official upon request.
7. Bottle service shall only be provided in conjunction with a bottle cap locking mechanism. The Police Department may evaluate whether or not the locking cap mechanism is effectively being provided for the bottle service on a periodic basis.
8. Live entertainment, amplified music and/or dancing may only be permitted subject to City issuance of a public entertainment permit.
9. Parking for patrons and employees of the business shall occur on-site. Employee or patron parking on public streets or adjacent properties shall be considered a violation of the terms of approval of the master plan.
10. The outdoor patio shall have no seating since it primarily serves as a patio for smokers and provides the necessary emergency exits from the lounge. The patio shall be screened by a decorative full height wall, subject to approval by the Planning Division. Patrons on the patio shall not be served food or beverages.

EXHIBIT B5

The Following Conditions Of Approval Shall Apply To The Signage In The Triangle

1. Tenant signage shall comply with the City's Sign Code and the approved Triangle Square Planned Sign Program.
2. The total site signage, shall not exceed the total sign area allowed under the Planned Sign Program (3,445 sq. ft. for the entire center).
3. Permanent window signs shall not exceed 20% of the contiguous window area per the City's Sign Code.
4. All newly installed signs shall be in conformance to the requirements and intent of this Planned Signing Program, as well as other applicable Codes and regulations. Any sign not meeting the specific criteria outlined in the planned signing program shall not be permitted.
5. The City's Sign Ordinance shall apply to signs not specifically covered by this Planned Signing Program.
6. Any modification, addition, or deletion to the approved Planned Signing Program shall be reviewed by the Zoning Administrator to determine if an amendment to the Planned Signing Program is necessary.
7. The allowable dome sign area shall be restricted to a maximum 9 feet in height and 600 square feet in total sign area. The sign copy contained in the maximum allowable sign area may be dispersed throughout the dome band, with a maximum of 400 square feet of sign copy concentrated in the main dome band area that is prominently visible from the SR-55.
8. Images not related to the above described elements of signage, such as lifestyle graphics and text, shall not be included in the dome sign area calculation.
9. Lifestyle graphics with no sign copy related to business name, product, service, activity, or location may continue to be allowed in the Planned Signing Program. However, the use of the eight recessed alcoves at the street-level base of the dome for lifestyle graphics shall not occur in conjunction with any graphic display in the dome band area. The Development Services Director may make exceptions to this condition on a limited basis if she/he determines that the concurrent displays do not result in a negative aesthetic impact.
10. The changeable vinyl dome signage shall be constructed of a high quality vinyl material to avoid ripping or fading. Additionally, the banners shall be attached to the building by an adhesive backing, rendering the vinyl signage flush with the building surface, rather than by ropes or wires.
11. The changeable vinyl dome signage shall not extend beyond the limits of the total height and length of the existing dome band area. The acceptable dimensions for the changeable vinyl signage are approximately 10.5' high x 120' wide.
12. No additional illumination of the changeable vinyl dome signage shall be permitted unless approved by the Development Services Director.
13. Third party (i.e., off-site) advertising on the changeable vinyl signage is expressly prohibited.
14. Unallocated sign area (that is, sign area not utilized by tenants) may be re-allocated to major tenants in the plaza level, subject to approval by the Development Services Director, on a case-by-case basis.
15. Advertising or signage on the Niketown Dome area or the recessed panels along West 19th Street for the lounge use is expressly prohibited. This includes any and all advertising associated with the lounge use, including, but not limited to, the name of Sutra Lounge (or any subsequent name change for the lounge use), special

events, entertainment, bands, product advertising, etc. Building wall signage for Sutra Lounge (or any subsequent name change for the lounge use) shall not exceed the current number and sign area of the existing Sutra Lounge signs.

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.

Plng. 1. All contractors and subcontractors must have valid business licenses to do business in the City of Costa Mesa. Final inspections, final occupancy and utility releases will not be granted until all such licenses have been obtained.

2. Address assignment shall be requested from the Planning Division prior to submittal of working drawings for plan check. The approved address of individual units, suites, buildings, etc., shall be blueprinted on the site plan and on all floor plans in the working drawings.

3. Prior to issuance of building permits, applicant shall contact the US Postal Service with regard to location and design of mail delivery facilities. Such facilities shall be shown on the site plan, landscape plan, and/or floor plan.

4. Hours of construction shall comply with Section 13-279, Title 13, of the Costa Mesa Municipal Code.

Bldg. 5. Comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, 2013 California Electrical Code, 2013 California Mechanical Code, 2013 California Plumbing Code, 2013 California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted, California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, and California Energy Code at the time of plan submittal or permit issuance) 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:

Sani. 1. Applicant will be required to construct sewers to serve this project, at his own expense, meeting the approval of the Costa Mesa Sanitary District.

2. County Sanitation District fees, fixture fees, inspection fees, and sewer permit are required prior to installation of sewer.

3. Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.

4. The applicant is required to contact the Costa Mesa Sanitary District at (714) 754-5307 to arrange final sign-off prior to certificate of occupancy

being released.

5. Applicant shall contact Costa Mesa Sanitary District at (949) 654-8400 for any additional district requirements.

AQMD 6. Applicant shall contact the Air Quality Management District (AQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by AQMD.

Water 7. Customer shall contact the Mesa Water District – Engineering Desk and submit an application and plans for project review. Customer must obtain a letter of approval and a letter of project completion from Mesa Water District.

School 8. Pay applicable Newport Mesa Unified School District fees to the Building Division prior is issuance of building permits.

State 9. Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants (RIFA) exist on the property prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.

RESOLUTION NO. PC-15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA DENYING PLANNING APPLICATION PA-12-02 A2 A SECOND AMENDMENT TO THE MASTER PLAN FOR THE TRIANGLE AT 1870 HARBOR BOULEVARD AND 1875 NEWPORT BOULEVARD

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

WHEREAS, on March 12, 2012, the Planning Commission approved a Master Plan for a comprehensive update to The Triangle, including the following for property located at 1870 Harbor Boulevard, and 1875 Newport Boulevard, in a PDC zone;

WHEREAS, an application was filed by Diamond Star Associates, representing Greenlaw Partners, the property owner, requesting approval of the following:
Second Amendment to Planning Application PA-12-02 (The Triangle Master Plan) involves the following:

- Relocate Sutra Lounge from Suite L2-200 (current location) to Suite L1-245 (former Niketown space). This includes an increase for the nightclub from 8,580 square feet in the current space to 11,804 square feet in the new space, or a net increase of 3,224 square feet. Sutra currently operates from 9:00 pm to 2:00 am, three days a week.
- Conversion of 8,580 square feet of the Sutra Lounge square footage to a restaurant use. The Master Plan requires an amendment to allow this square footage to be converted to reconfigure the existing Sutra Lounge space.
- Conversion of the 7,000 square feet of approved wine storage use to a retail use;
- Update and amendment to the shared parking study and valet parking plan reflecting the above changes.
- Variance from perimeter open space requirements for an outdoor patio area along W. 19th Street frontage for the new Sutra Lounge space (20-foot setback required; 6-foot setback proposed).

WHEREAS, a duly noticed public hearing was held by the Planning Commission on May 11, 2015 with all persons having the opportunity to speak for and against the proposal;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, the Planning Commission hereby **DENIES** Planning Application PA-12-02 A2.

PASSED AND ADOPTED this 11th day of May, 2015.

Robert L. Dickson Jr., 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 May 11, 2015 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Claire L. Flynn, Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS (DENIAL)

A. The requested variances do not comply with Costa Mesa Municipal Code Section 13-29(g)(1) in that:

Findings:

- Because of special circumstances applicable to the property, the strict application of development standards does not deprive the property of privileges enjoyed by others in the vicinity.
- The deviations constitute a grant of special privileges inconsistent with other properties in the vicinity.
- The granting of the deviations will allow a use, density, or intensity which is not in accordance with the general plan designation for the property.

B. The proposed project does not comply with Title 13, Section 13-29(g)(5), Master Plan, of the Municipal Code due to the following:

Finding: The master plan does not meet the broader goals of the General Plan and the Zoning Code by exhibiting excellence in design, site planning, integration of uses and structures and protection of the integrity of neighboring development.

C. The Costa Mesa Planning Commission has denied Planning Application PA-12-02 A2. Pursuant to CEQA Guidelines Section 15270(a), CEQA does not apply to this project because it has been rejected and will not be carried out.

D. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

ATTACHMENT 2
PROJECT DESCRIPTION

GREENLAW
PARTNERS

Members of the Planning Commission
City of Costa Mesa

Subject: Amendment to "The Triangle Master Plan"- PA 12-02

Dear Commissioners:

Please approve our request, by Greenlaw Partners owner of The Triangle, to amend The Triangle Master Plan and allow relocation of the Sutra "nightclub use", in Suite L2-200, to the vacant suite L1-245 which is the former Nike store building. Additionally, we ask for approval to then open a full service "restaurant use" in the current nightclub space Suite L2-200.

Constructed in 1991, Triangle Square became a retail and economic failure in downtown Costa Mesa for almost 20 years. After multiple owners deferred maintenance and virtually abandoned the property, Greenlaw Partners purchased and made a commitment to rebuild The Triangle into the success it is today. Upon approval of "The Triangle Master Plan" in 2012, Greenlaw has invested over $30,000,000 to completely renovate and remodel the building, construct new tenant spaces, and leased to quality businesses. Today, the Nike Town/Ghost Town is gone, and what The Register newspaper once called "a redevelopment failure" is the new dining, entertainment, fitness, and retail success story in downtown Costa Mesa. The Center is now vibrant, full of life, and contributes to the fact that Costa Mesa is "the place" to life, work, and shop in Orange County.

Greenlaw Partners made the commitment of doing its best while being good neighbors to both downtown businesses and east side residents. Now, neighboring businesses benefit from increased customer trade in the downtown, and many east side residents have expressed compliments for providing an entertainment center within walking distance of home. The Triangle now provides a great amenity for those who shop and frequent the downtown and East 17th Street. Quality restaurants, a fitness club, movie theaters, bowling center, outdoor dining, and a nightclub all offer a wide variety of services meeting community needs and interests.

Today, The Triangle is 90% leased with only a few vacant suites. However, the balance and mixture of businesses is important to the success of any retail or entertainment center. As such, ownership believes relocating the Sutra Nightclub to the former Nike dome building is a superior location for the Club which only operates three days a week (Thursday-Saturday) from 9:00pm to 2:00am. The dome building has an unusual floor plan, lacks exterior display windows, and overall has been difficult to match with the right business that can benefit from the unique architecture and floor plan.

18301 Von Karman Avenue, Suite 250, Irvine, California 92612 949.221.8051 office 949.221.8191 fax greenlawpartners.com

The Sutra Nightclub suite was originally a high-end Italian restaurant when Triangle Square opened. However, the mixture of tenants in 1991 included a food court (the "Square") with public seating which was not compatible with the restaurant, and in fact, the Square created a loitering issue in late evenings. Today, uncontrolled food court loitering has been replaced by controlled dining, security issues have been eliminated, and diners enjoy the choices of conveniently available restaurants. Currently, the Plaza level includes The Yard House, La Vida Cantina, and Saddle Ranch Chop House restaurants offering full service dining.

With approval of this Master Plan/CUP amendment, The Triangle should be completed in 2015-16 thereby fulfilling what was promised. Since this amendment would result in a reduction in retail space and an increase in dining, included with this submittal is a "Shared Parking Study" which includes a traffic management and valet parking plan. Significant improvements to date have been made to vehicle circulation and parking access on all seven parking levels. Lighting has been increased, graphics and directional signage improved, parking counters offer instant recognition of available self-parking spaces, and our premier valet station is centrally located for the best walking access to all business and parking levels.

Shopping center ownership includes the obligation to provide all businesses with sufficient parking. The Triangle is successful, and admittedly, during some evening peak hours above ground parking is filling where no one previously parked for decades. In fact, as we testified in 2012, the top parking level #5 was virtually untouched, never used, and a monument to Triangle Square's failure. Today, businesses are pleased when cars park on level 5, or below ground, which indicates customers are coming to The Triangle. Businesses need customers and an empty parking structure is indicative of failure.

Increasing the quality of amenities, "The Triangle" now offers extraordinary valet parking with over 20 employees available during peak hours. The valet service is greatly appreciated and provides a convenience for customers. Even with the nightclub relocation and the center operating at 100% occupancy, a combination of self-parking spaces and valet parking will provide all parking needed during peak hours as identified in the shared parking study.

The Triangle is essentially a large shopping center vertically stacked with most parking out of view. Therefore, a shared parking analysis looks at the types of uses and their peak hour demand for spaces. Clearly, the nightclub does not generate any demand until after 9:00pm and only Thursday through Sunday. Specialty retail businesses are primarily dependent upon daytime customers, so the peak parking demand is clearly in the evening when the climate is warm, dining is at its peak, and popular movies are showing at the cinema. But, parking capacity constantly changes based on movie viewing times, dining hours, and personal work-out schedules at the gym. As such, Greenlaw Partners believes they have the right mixture of tenants so sufficient self-parking, along with valet parking, will be available.

Thank you for your consideration and assistance in implementing the successful Triangle Master Plan. We appreciate all of the community's support and ongoing assistance from the City.

Sincerely,

Donald D. Lamm; for,
The Triangle
Greenlaw Partners

Sutra

April 30, 2015

Costa Mesa Commissioners:

Since the summer of 2003, Sutra nightclub has been serving the local and surrounding communities with high quality nightlife experiences and exceptional special event & catering opportunities. Often acclaimed as the #1 nightclub in Orange County (and #38 in the US according to Bar & Nightclub Association), Sutra has maintained a presentation of class, safety, quality service and state of the art production. Guests are continually awed by the interactive and unforgettable experience that Sutra provides, bringing them back time and time again. Identity Management Group is committed to these principles and plans to continue this pursuit of excellence through to the new Sutra 2.0... ERA Nightclub.

The new space that Sutra intends to move into is a key component of upholding these principals. The new floor plan allows for an overall enhanced experience for our guests. Guests will have increased paths of travel and additional seating, which provides comfort. Being on the ground floor will also allow us the opportunity to provide additional exiting, therefore allowing better management of the crowd and increasing the safety of our guests in case of emergency.

General Use Information:

- Standard Operating Hours
  - 9pm-2am | Thursday through Saturday
  - Special one-off events will also take place Sunday through Wednesday based on the nature of the event.
  - Facility will also be available for private event reservations and hours will be determined based on the needs of the function.
    - i.e. Charitable functions, Company Mixers, Weddings, Product Launches, etc.
- Entertainment
  - Live Music and Popular Dance Music DJs will regularly be scheduled during normal business hours.
    - Type of music will typically be Top 40 Pop Dance music.
- Environment
  - Comfortable lounge environment that is aesthetically pleasing with seating, standing and dancing areas.
- Target Audience
  - Median Age: Male & Female between 28-38 (Millenials)
  - Annual Income: 70,000+

For any additional information, please do not hesitate to follow up with me as I would be happy to assist in any way possible.

Rob Arellano
Identity Management Group
949.874.3053 | ra@idymg.com

ATTACHMENT 3
VICINITY AND ZONE MAP

City of Costa Mesa

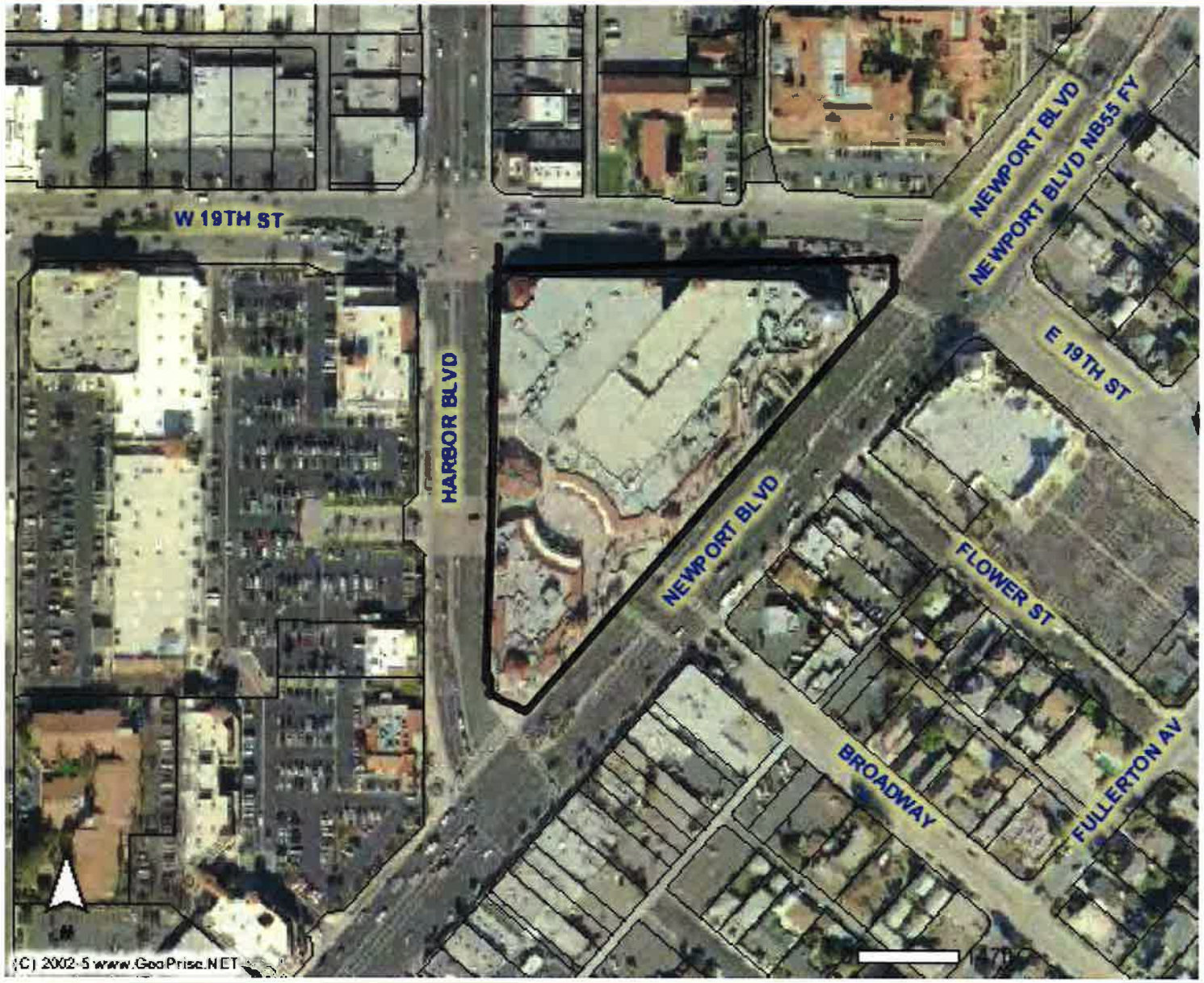
CITY OF COSTA MESA - [Created: 5/1/2015 1:35:36 PM] [Scale: 282.67] [Page: 8.5 x 11 / Landscape]

Overview Map

Legend

- Address Points
- City Boundary
- Hydrology Channels
- Water Ways
- Street Names
- Ortho 2010 Level3
- Parcel Lines
- Ortho 2008 Level3
- Ortho 2006 Level3

Map Display



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City of Costa Mesa

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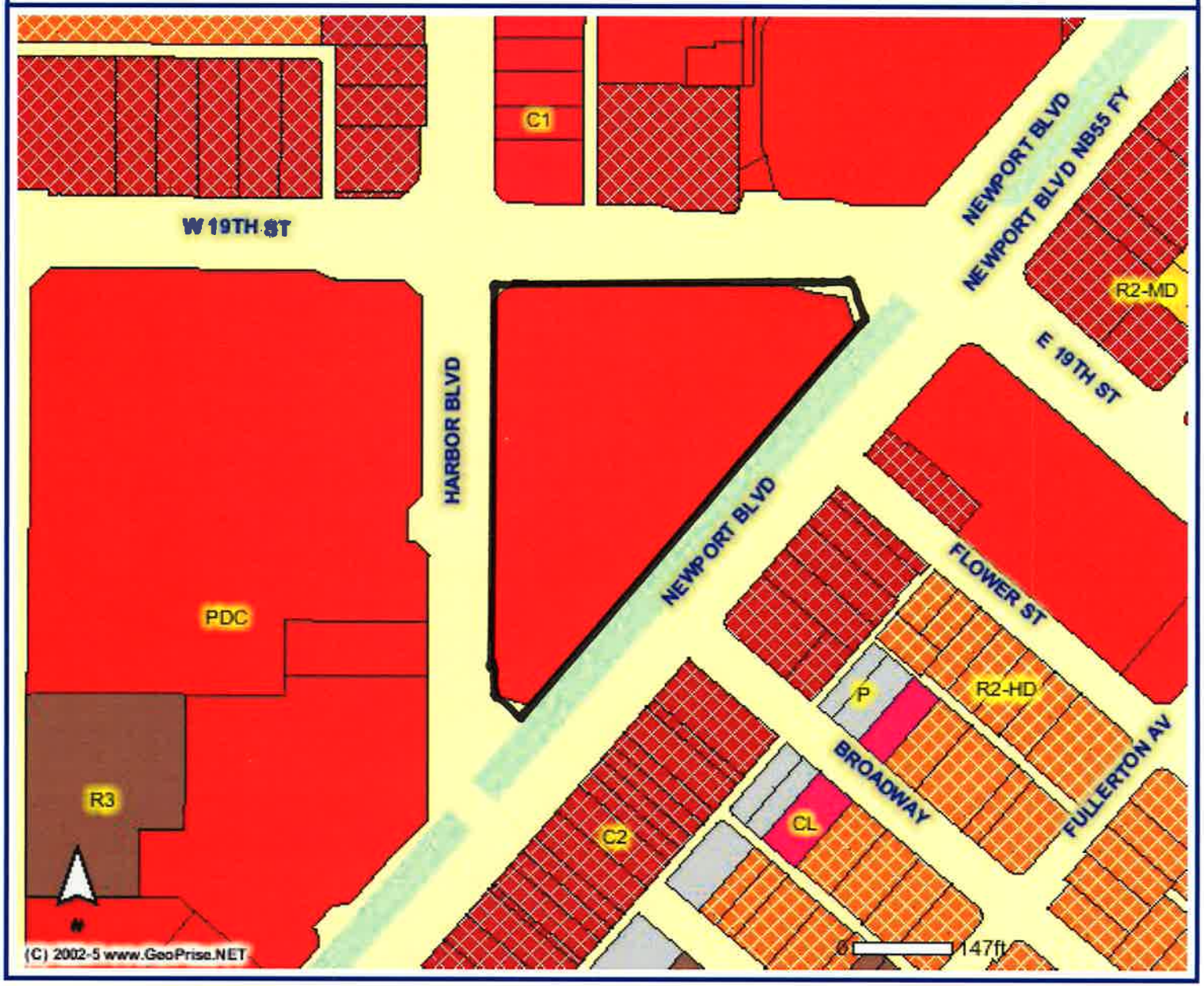
Overview Map

Legend

- Address Points
- City Boundary
- Hydrology Channels
- Water Ways
- Street Names
- Zoning
  - AP
  - C1
  - C1-S
  - C2
  - CL (cont)
- Parcel Lines

Map Display



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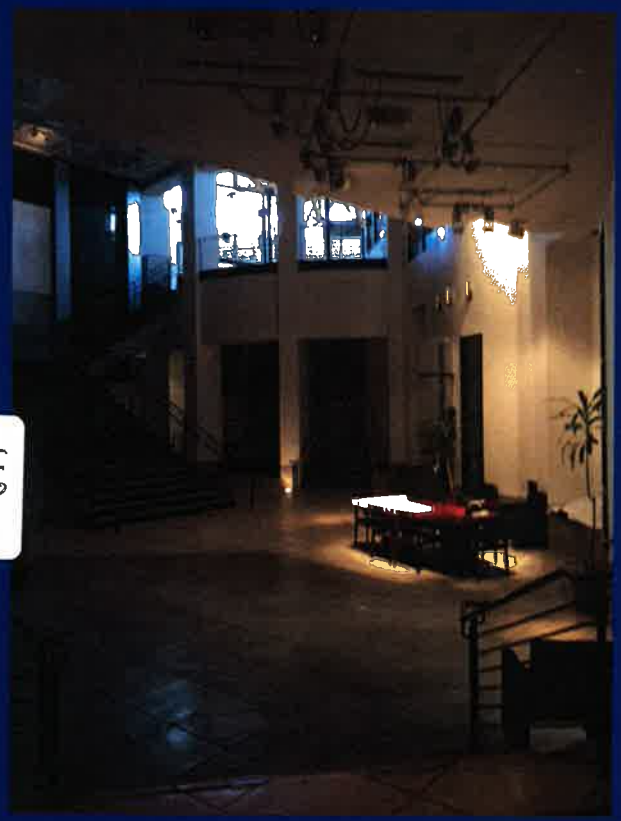
ATTACHMENT 4
SITE PHOTOS

47

EXISTING SEATING AREA, DANCE FLOOR, MAIN BAR AND DJ BOOTH WITHIN EXISTING SUTRA LOUNGE TO BE CONVERTED TO RESTAURANT USE.



PROPOSED SUTRA LOUNGE SPACE WITHIN NIKETOWN DOME
NOTE THAT EXISTING STAIRS LEADING TO 2ND FLOOR WILL BE REMOVED

bh

PROPOSED OUTDOOR PATIO LOCATION LOOKING EAST AND WESTBOUND ON W. 19TH STREET

ATTACHMENT 5
PARKING STUDY

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

April 29, 2015

Mr. Michael Meyer
Greenlaw Partners
4440 Von Karman, Suite 350
Newport Beach, California 92660

LLG Reference: 2.10.3142-1

Subject: **Shared Parking Study for The Triangle (2015 Update)**
Costa Mesa, California

Dear Mr. Meyer:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to present a Shared Parking study update for The Triangle, located in the City of Costa Mesa.

The prior shared parking analysis and study (dated February 17, 2012) was prepared in conjunction with Planning Application PA-12-02 (Master Plan for The Triangle, formerly Triangle Square). That prior study evaluated the aggregated parking needs of then-existing tenancy types, as well as planned added tenancies by floor area subtotals of each use type. Those added tenancies included 16,415 SF of restaurant use, 1,371 SF of retail/personal services use, and 14,239 SF of bowling center use. In addition, the study addressed 7,000 SF of wine storage use, 19,588 SF of retail use, and 10,219 SF of restaurant use, which were previously approved but not yet occupied. PA-12-02 further considered exterior building and landscaping upgrades, an updated conditional use permit for valet and shared parking, and an updated sign program. The planning application was considered and approved by the Planning Commission of the City of Costa Mesa on March 12, 2012.

Since those approvals, The Triangle has tenanted some of the previously-vacant (in 2012) floor areas as evaluated in our prior shared parking analysis. Other leasable area has remained vacant, and The Triangle has refined its tenancy projections for future full occupancy of the Center. This study update provides a refinement of the shared parking application to the updated full occupancy tenancy plan.

The current project tenancy plan has sequenced these tenancy refinements to two distinct phases (referred to in this study as "Phase 1" and "Phase 2"), and the parking evaluation has been framed accordingly.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

An LG2WB Company Founded 1966

The Phase 1 analysis within this report reflects the following changes to the anticipated future tenancy/development program:

a) Relocation of Sutra Lounge from Suite L2-200 to Suite L1-245. This includes an increase for the nightclub use type from 8,580 SF to 11,804 SF, for a net increase of 3,224 SF. As part of Phase I, Suite L2-200 would remain vacant.

b) Occupancy of 7,784 SF of retail use and 10,219 SF of restaurant use consistent with the PA-12-02 approvals.

The Phase 2 analysis of this report reflects additional changes to the future tenancy/development program, as follows:

a) Occupancy of the prior Sutra Lounge space (8,580 SF within Suite L2-200) with restaurant use.

b) Conversion of the 7,000 SF of approved wine storage use to an occupancy by retail use.

SUMMARY OF FINDINGS AND CONCLUSIONS

Details of our updated shared parking evaluation are presented in subsequent sections and/or attached tables and appendices of this letter report, but the following highlights our conclusions from the study:

1) **Existing Parking Conditions:** At the minimum, there was an observed, functional surplus of 254 to 259 spaces in the parking structure based on actual parking demand counts conducted on a Thursday, Friday, and Saturday in September 2014 (every hour from 7:00 AM to 2:00 AM) and December 2014 (every hour from 5:00 PM to 12:00 AM). Greater surpluses were observed during all other hours surveyed. This reflects actual parking needs of current tenant occupancies at The Triangle, and compares it against a working on-site supply of 1,121 spaces (comprised of 1,001 marked spaces, and the ability to park up to 120 additional vehicles by valet on Level B1 and Level 5). Although not considered in the actual demand-versus-supply comparison, there is a contingency to park up to another 70 vehicles by valet on Level B2 (accounting for this would increase existing functional surpluses to 324/329 spaces). ***Appendix A*** contains ***Table A-1*** and ***Figures A-1***, ***A-2***, and ***A-3***, which provide further details.

2) **Existing Valet Operations:** In conjunction with the functional surpluses determined by field study, observations indicate an on-going valet program at The Triangle. This is automatically implemented every day (not merely used

as a back-up depending on demand), between 5:00 PM and 2:00 AM on Thursday, Friday, and Saturday, and between 5:00 PM and 10:00 PM on Sunday through Wednesday. The current valet program has the ability to park up to 120 additional vehicles in Level B1, Level 1 (street level), and Level 5 (where marked spaces are the focus of Triangle employee parking) of the parking structure. In addition, there is the potential to park up to 70 additional vehicles on Level B2, if necessary, bringing the valet augmentation to as many as 190 vehicles.

Focusing valet operations to these parking footprints located on the very bottom levels and top-most level of the parking structure minimizes parking conflicts between non-valet parkers and valeted vehicles on Levels 1 through 4. This ensures that non-valet parkers will have access to marked spaces on Levels 1 through 4, and half to all of Level B2 (depending on whether it is used by valet), which serve primary connections to Triangle's activity hubs. The attached ***Figure 1*** illustrates the valet operational footprints for Level B1 and Level 5 (in combination, could park up to 120 more vehicles), and valet parking contingency for up to an additional 70 vehicles on Level B2.

In addition, a City-approved Traffic Management Plan (TMP) has been in place since September 2011 (attached to this report as ***Appendix B***), which details on-site traffic measures, including the valet program, to reduce traffic conflicts and increase parking efficiency within the site during the busiest times in the evening (due to dining, entertainment, nightclub activities) and special events. During major special events, the valet program has access to spaces located off site.

3) **Existing Valet Demand:** Our field study also indicated that typical valet needs at The Triangle were fully accommodated within the established footprints of the current valet program, and very commonly done so without the parking supply augmentation in valet-only parking footprints discussed above. A focused analysis of the existing valet program implemented on Level B1 during the September and December 2014 parking surveys indicated that the maximum number of vehicles that were parked by valet was 74 (occurred at 11:00 PM on a Saturday). There were fewer valet-parked vehicles during all other survey time periods.

   The valet provisions on Level B1 correspond to three valet footprints: Zone A, Zone B, and Zone C that are set aside each day before the start of actual valet operations. The footprints are flexible in terms of the daily deployment, expanding or shrinking in size based on the expected valet utilization, by guests, on that parking day.

Figure 2 illustrates each footprint and corresponding hours of operation, and indicates that Zones A+B are typically put in operation on Thursday, Friday, and Saturday, which coincide with our survey dates. ***Figures 3*** through ***5*** present graphs comparing the number of vehicles that were parked by valet against the valet provisions in Zone A, Zones A+B, and Zones A+B+C, and indicate that valet demand observed during our field study never exceeded the valet parking capabilities of Zones A+B.

4) **Shared Parking Methodology:** The City-prescribed methodology for shared parking was applied in this study. This calculation is a conservative and reasonable approach, and validated by comparisons against actual parking demand observed (described above). These comparisons indicate that the shared parking calculations yield greater demand estimates (for existing tenancy occupancy conditions) compared to observed demand (for those same existing tenancies); specifically, by 137 spaces on Thursday, 58 spaces on Friday, and 49 spaces on Saturday. *Appendix A* contains ***Tables A-2***, ***A-3***, and ***A-4***, which provide further details.

5) **Phase 1 Parking Conditions:** Under Phase 1 conditions, comparing the peak demand of 970 spaces (weekday at 8:00 PM) against the existing on-site parking capability of 1,121 spaces results in a 151-space surplus. The 1,121-space supply includes up to 120 additional vehicles that could be parked by valet on Level B1 and Level 5, but excludes a contingency for up to another 70 vehicles that can be valet parked on Level B2. Accounting for the valet parking contingency on Level B2, the resulting surplus would be increased to 221 spaces. Based on this, we conclude that on-site supply would provide a reasonable parking balance in support of the overall shared parking needs of The Triangle. This conclusion is based on our analysis of both weekday and weekend conditions for existing tenants, coupled with future occupancy of current vacancies as anticipated in Phase 1. Like the existing occupancy condition, valet parking operations will be available to Triangle visitors under Phase 1 conditions; therefore, the Phase 1 analysis relies on the availability of valet parking to assure that functional balance.

6) **Phase 2 Parking Conditions:** Under Phase 2 conditions, comparing the peak demand of 1,077 spaces (weekday at 8:00 PM) against the existing 1,121-space capability in the structure (including up to 120 additional vehicles that could be parked by valet on Level B1 and Level 5, but excludes a contingency for up to another 70 vehicles that can be valet parked on Level B2) results in a parking surplus of 44 spaces. Accounting for the valet parking contingency on Level B2, the resulting surplus would be increased to 114 spaces. Based on this, we conclude that on-site supply would provide a reasonable parking balance in support of the overall shared parking needs of The Triangle for existing tenants, coupled with future occupancy of current vacancies as

anticipated in Phases 1 and 2. Like the existing occupancy and Phase 1 conditions, valet parking operations will be available to Triangle visitors under Phase 2 conditions; therefore, the Phase 2 analysis relies on the availability of valet parking to assure that functional balance.

PROJECT DESCRIPTION

Table 1 presents the overall development tabulation for The Triangle. The summed floor areas for each use type provide the basis for this update of the shared parking calculations.

As shown in *Table 1*, the specific suite number is indicated for each component of The Triangle, regardless of whether the suite is currently occupied or vacant. The suites and corresponding square footage values shaded in yellow are currently occupied as described in the 2012 study. Blue shading identifies actual tenant additions beyond the existing baseline in our 2012 study ("post-2012"). Line items shaded in green have remained vacant with future tenancy types as called out in the two-phase future tenancy plan. Note that the green-shaded values commit these vacant suites to a future specific tenancy type.

The approved PA-12-02 tenancy program included a combination of health club, storage (for wine), retail, restaurant, bowling center, nightclub, and cinema uses. As shown in *Table 1*, the updated floor area for all of these use types totals 188,191 SF (this total is 1,938 SF lower than indicated in the 2012 study due to minor changes to interior layouts).

The Project's remaining tenancy plan consists of two phases, as described in the lower portion of *Table 1*. Phase I includes the full occupancy of remaining vacant suites consistent with the City's 2012 approvals with the further adjustment of the Sutra Lounge moving from Suite L2-200 to Suite L1-245, and holding vacant its existing suite location.

Building upon Phase I tenant occupancies, Phase II consists of the occupancy of the prior Sutra Lounge (Suite L2-200) with restaurant use, and conversion of prior approved wine storage to retail use.

PARKING SUPPLY

The existing 7-level parking structure for The Triangle provides a total of 1,001 marked spaces, with the following breakdown by parking level:

Parking Level	Spaces
Level B2	215
Level B1	188
Level 1 (street level)	88
Level 2	113
Level 3	120
Level 4	126
Level 5	151
Total Number of Marked Spaces	**1,001**

Additionally, an estimated 120 vehicles (beyond the site's marked parking space supply) could be parked through staging and "double stacking" of parked vehicles in designated valet-only parking aisles on Level B1, Level 1 (street level), and Level 5 (where marked spaces are the focus of Triangle employee parking). This estimate has been developed by Corinthian Parking, the current valet service operator, based on their assessment of the "double stacked"-added parking capabilities and use of valet-designated marked spaces in the three named subareas, as well as their ongoing operational experience, history, and practices at The Triangle. In addition, there is the potential to park up to 70 additional vehicles within a specific subarea on Level B2, if necessary.

Focusing valet operations to these parking footprints located on the very bottom levels and top-most level of the parking structure reduces parking conflicts between non-valet parkers and valeted vehicles on Levels 1 through 4. This ensures that non-valet parkers will have access to marked spaces on Levels 1 through 4, and half to all of Level B2 (depending on whether it is used by valet), which serve primary connections to Triangle's activity hubs. *Figure 1* illustrates the valet operational footprints for Level B1 and Level 5 (in combination, could park up to 120 more vehicles), and valet parking contingency for up to an additional 70 vehicles on Level B2.

It should also be noted that valet service has access to off-site spaces during major special events. As a conservative measure, these capabilities have not been considered in the parking demand-supply analysis in the report.

SHARED PARKING ANALYSIS

In prior parking analyses for The Triangle, the shared parking methodology was primarily applied to estimate the future parking needs of The Triangle at full occupancy based on past projections of the future tenant mix. This methodology goes beyond simply calculating and summing the City Code requirement for individual types of tenancies in the project, and looks at the time-of-day operational demand picture within the actual physical setting. The objective of this shared parking

analysis is to estimate the peak parking requirements for the various project components of The Triangle based upon their combined time-wise parking demand patterns.

Parking experience indicates that combining different land uses, whose parking demands peak at different times (of the day, week, and year), generally result in a parking demand that is significantly lower than "stand-alone" or "free-standing" facilities. In other words, a mixed-use development results in an overall parking need that is less than the sum of the individual peak parking requirements for each land use (where empirical parking ratios specific to each land use, or city parking code ratios, are typically applied to these "stand-alone" developments).

The analytical procedures in a shared parking analysis are well documented in the Urban Land Institute's (ULI's) *Shared Parking* (First and Second Editions) publication. The publication defines shared parking as an environment where a "parking space can be used to serve two or more individual land uses without conflict or encroachment." Therefore, shared parking calculations recognize that when different uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding the different parking profiles (by time of day or day of week) of each use comprising the mixed-use development. This is done rather than applying and summing individual peak ratios for each land use component.

There is often an important common element between the traditional "code" and the shared parking calculation methodologies. The peak parking ratio, or "highpoint" for each land use's time-of-day parking profile, typically equals the "code" parking ratio for that use.

The following study presents a series of shared parking calculation and sensitivity analyses to establish the practical "design level" parking needs for the specific full tenancy program at The Triangle. Each calculation set shows the total size of each land use category, the parking ratios (per City Code, or previously approved by the City, or per recommended adjustments) applied to each column, project-specific hourly parking profiles per ULI for each land use type, and the resultant site-wide hourly parking demand for weekday and weekend conditions.

Phase 1

Tables 2 and ***3*** present the findings related to full occupancy through the Phase 1 tenancy plan of the Project. This represents the direct application of the shared parking methodology to the City Code parking ratios for the expected resulting total retail, restaurant, and bowling center categories. Because a nightclub parking rate was not available from City Code, the parking ratio of 19 spaces per KSF (per ULI) was applied to the nightclub. An empirical ratio of 0.23 spaces per seat was applied to the cinema, and an empirical ratio of 5.5 spaces per KSF was applied to 24 Hour

Fitness, consistent with our prior October 2010, August 2011 and February 2012 studies.

As indicated in *Table 2*, and based on this "direct application" model, the resultant maximum (or peak) demand for The Triangle consistent with anticipated Phase 1 occupancy levels would be expected to occur on a weekday evening (at 8:00 PM), and would total 970 spaces. *Table 3* indicates that a peak demand of 946 spaces would occur on a weekend evening at 8:00 PM as well. For the purposes of this analysis, the weekday condition refers to a Thursday and a Friday, and the weekend condition is actually a Saturday. This is because both conditions incorporate the parking needs of the nightclub use, which operates only on Thursday, Friday, and Saturday evenings, beginning at 9:00 PM and continuing to 2:00 AM.

The peak parking demand for the weekday and weekend, when compared to the 1,121-space supply, results in a surplus of 151 spaces and 175 spaces, respectively. It should be noted that (as previously described) the 1,121-space supply includes the parking equivalent of up to an additional 120 spaces that could be available via the ongoing valet program. Accounting for a valet parking contingency on Level B2 of up to 70 additional vehicles, the resulting surpluses would be increased to 221 spaces and 245 spaces under weekday and weekend conditions, respectively.

Phase 1 and Phase 2 Combined

The format and methodology of ***Tables 4*** and ***5*** are similar to that of *Tables 2* and *3*, except that they develop findings related to the combined condition for both Phase 1 and Phase 2. As indicated in *Table 4*, the resultant maximum (or peak) shared parking "design-level" demand for The Triangle would be expected to occur on a weekday evening (at 8:00 PM), and would total 1,077 spaces. *Table 5* indicates that the peak "design-level" demand of 1,061 spaces would occur on a weekend evening at 8:00 PM as well.

The peak parking demand for the weekday and weekend, when compared to the 1,121-space supply, results in a surplus of 114 spaces and 130 spaces, respectively. It should be noted that (as previously described) the 1,121-space supply includes the parking equivalent of up to an additional 120 spaces that could be available via the ongoing valet program. Accounting for a valet parking contingency on Level B2 of up to 70 additional vehicles, the resulting surpluses would be increased to 114 spaces and 130 spaces under weekday and weekend conditions, respectively.

Table 6 provides a parking summary of peak parking demand-vs-supply comparisons during weekday and weekend conditions for Phase 1 and Phase 1+2. Given the results of *Tables 2* through *5*, when augmented by the ongoing valet program as both a visitor convenience and as functional addition to the site's marked parking supply, we conclude that there will be adequate parking on site to accommodate the proposed Phase 1 and 2 tenancy components of the Project.

LINSCOTT LAW & GREENSPAN engineers

We appreciate the opportunity to prepare this analysis for The Triangle. Should you have any questions or need additional assistance, please do not hesitate to call us at (949) 825-6175.

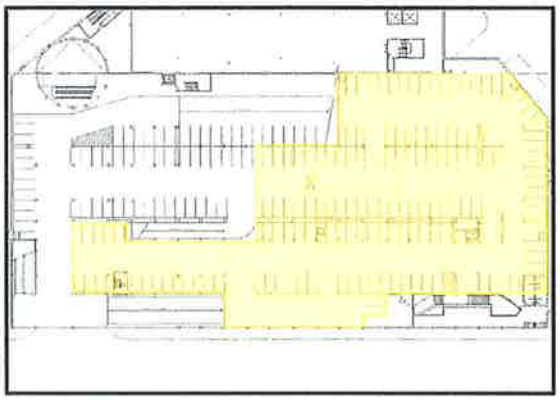
Very truly yours,

Linscott, Law & Greenspan, Engineers

Paul W. Wilkinson, P.E.
Principal

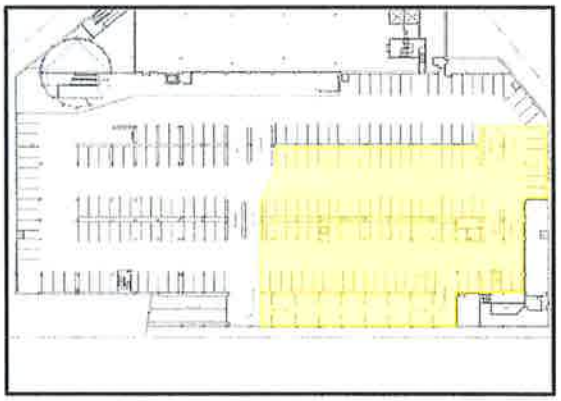
Trissa (de Jesus) Allen, P.E.
Senior Transportation Engineer

LEVEL 5:
UP TO 38 ADDITIONAL VEHICLES



LEVEL B1:
UP TO 82 ADDITIONAL VEHICLES

TOTAL:
UP TO 120 ADDITIONAL VEHICLES



LEVEL B2 CONTINGENCY:
UP TO 70 ADDITIONAL VEHICLES

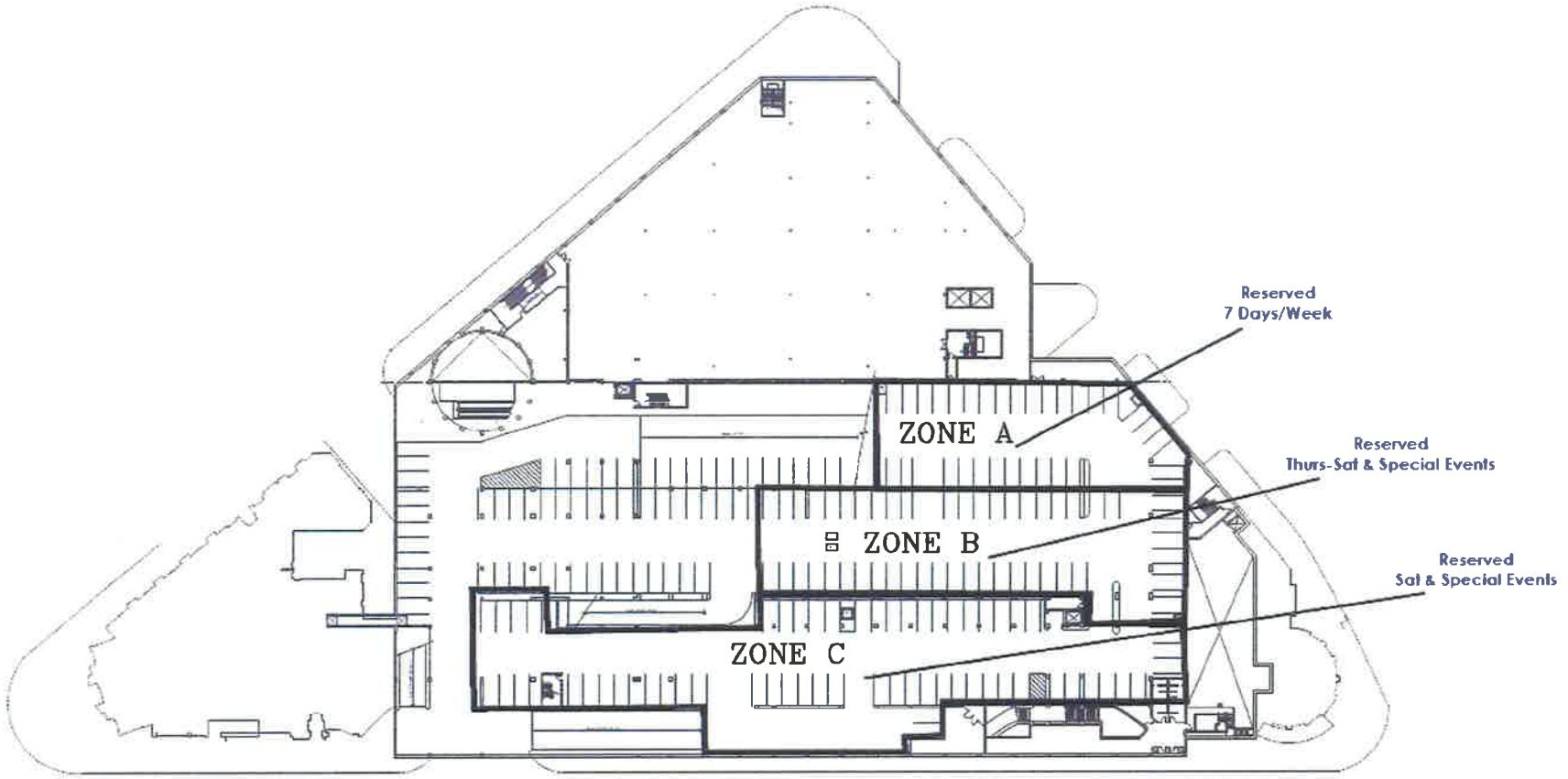
n:\3100\2103142 - triangle square, costa mesa\9-22-14 update\dwg\4-18-2015\3142f-1.dwg LDP 09:44:28 04-30-2015 tucker

LINSCOTT LAW & GREENSPAN engineers

KEY
= VALET PARKING FOOTPRINT

FIGURE 1

ADDITIONAL VEHICLES THAT CAN BE PARKED BY VALET
THE TRIANGLE, COSTA MESA



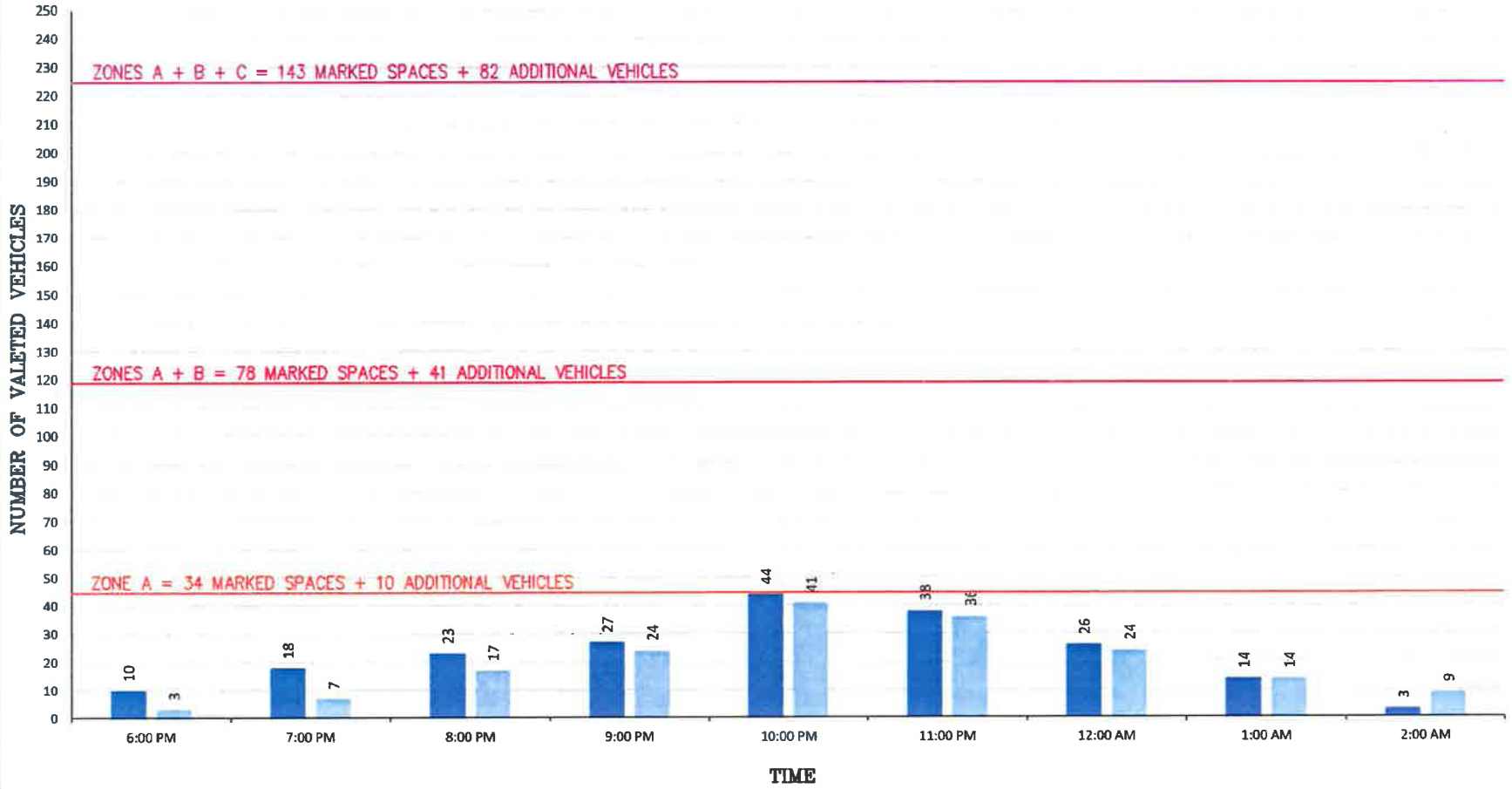
n:\3100\2103142 - triangle square, costa mesa\9-22-14 update\dwg\4-18-2015\3142f-2.dwg LDP 09:46:22 04-30-2015 tucker

LINSCOTT LAW & GREENSPAN engineers

FIGURE 2

LEVEL B1 VALET PARKING

THE TRIANGLE, COSTA MESA



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LINSCOTT LAW & GREENSPAN engineers

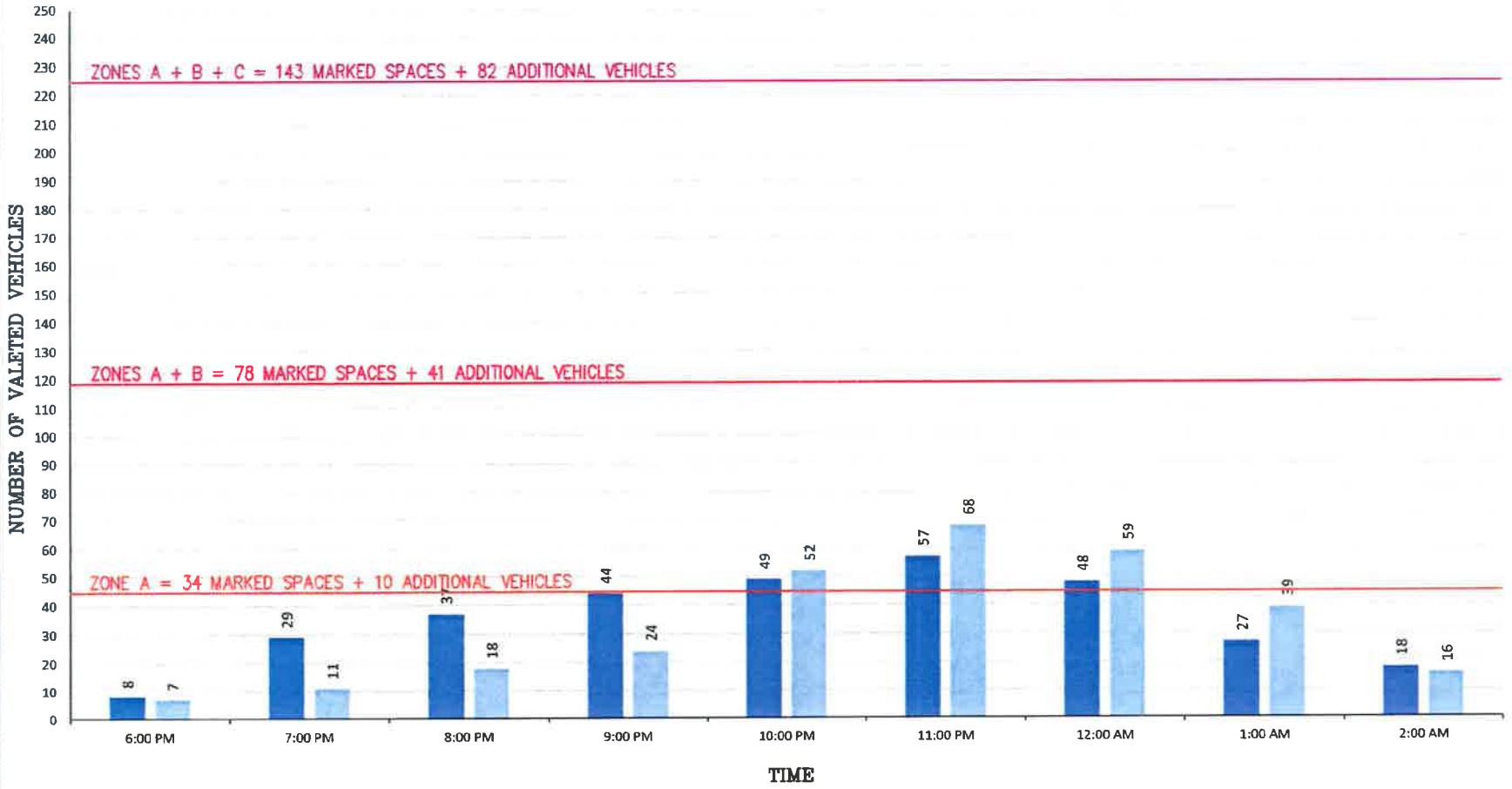
KEY

■ = SURVEY DATE: THURSDAY, SEPTEMBER 25, 2014

■ = SURVEY DATE: THURSDAY, DECEMBER 4, 2014

FIGURE 3

THURSDAY SURVEY RESULTS
NUMBER OF VEHICLES PARKED BY VALET
THE TRIANGLE, COSTA MESA



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LINSCOTT LAW & GREENSPAN engineers

KEY

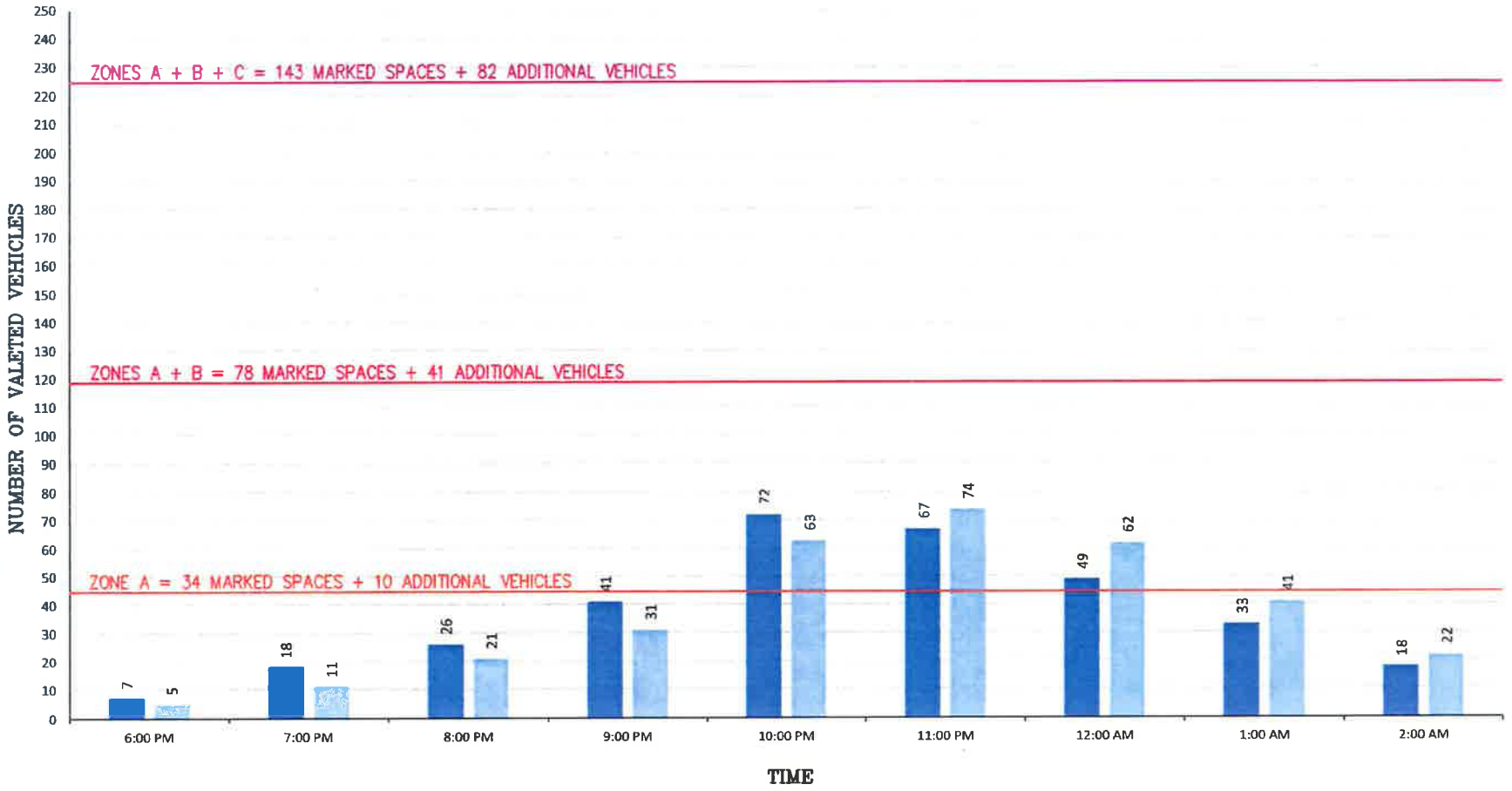
■ = SURVEY DATE: FRIDAY, SEPTEMBER 26, 2014

■ = SURVEY DATE: FRIDAY, DECEMBER 5, 2014

FIGURE 4

FRIDAY SURVEY RESULTS
NUMBER OF VEHICLES PARKED BY VALET

THE TRIANGLE, COSTA MESA



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LINSCOTT LAW & GREENSPAN engineers

KEY

■ = SURVEY DATE: SATURDAY, SEPTEMBER 27, 2014

■ = SURVEY DATE: SATURDAY, DECEMBER 6, 2014

FIGURE 5

SATURDAY SURVEY RESULTS
NUMBER OF VEHICLES PARKED BY VALET

THE TRIANGLE, COSTA MESA

LINSCOTT LAW & GREENSPAN engineers

TABLE 1
DEVELOPMENT SUMMARY
THE TRIANGLE, COSTA MESA

Description (Suite No.)	24 Hour Fitness	Wine Storage	Retail/ Personal Services	Restaurant [a] First 3,000 SF	Restaurant [a] > 3,000 SF	General Office	Bowling Alley	Nightclub	Movie Theater	Total (SF)
Plaza Level:										
Movie Theater (1,200 seats; L2-220)	-	-	-	-	-	-	-	-	37,681	37,681
Saddle Ranch (L2-210)	-	-	-	3,000	4,880	-	-	-	-	7,880
La Vida Cantina (L2-209)	-	-	-	3,000	2,660	-	-	-	-	5,660
Sutra Lounge (L2-200) [b]	-	-	-	-	-	-	-	8,580	-	8,580
Olive Branch Pizza/B. Knight (L2-211)	-	-	-	2,875	-	-	-	-	-	2,875
Yardhouse (L2-219)	-	-	-	3,000	6,300	-	-	-	-	9,300
Future Retail (L2-245)	-	-	7,784	-	-	-	-	-	-	7,784
Plaza/Second Level Total:	0	0	7,784	11,875	13,840	0	0	8,580	37,681	79,760
Street Level:										
Rockstar Tan (L1-118)	-	-	1,997	-	-	-	-	-	-	1,997
24 Hour Fitness (L1-120)	20,989	-	-	-	-	-	-	-	-	20,989
Future Restaurant (L1-108) [c]	-	-	-	3,000	5,566	-	-	-	-	8,566
H20 Sushi & Izakaya (L1-100)	-	-	-	3,000	1,821	-	-	-	-	4,821
Nails by Priscilla (L1-103)	-	-	1,371	-	-	-	-	-	-	1,371
Future Restaurant (L1-104)	-	-	-	1,653	-	-	-	-	-	1,653
GNC (L1-105)	-	-	1,591	-	-	-	-	-	-	1,591
Tavern & Bowl (L1-111) [d]	-	-	-	-	-	-	14,239	-	-	14,239
Future Wine Storage (L1-130)	-	7,000	-	-	-	-	-	-	-	7,000
Future Retail (L1-245)	-	-	11,804	-	-	-	-	-	-	11,804
Street Level Total:	20,989	7,000	16,763	7,653	7,387	0	14,239	0	0	74,031
Basement Level:										
24 Hour Fitness (B-001)	34,400	-	-	-	-	-	-	-	-	34,400
Basement Total:	34,400	0	0	0	0	0	0	0	0	34,400
TOTAL SIZE (PER 2012 BASELINE)	55,389	7,000	24,547	19,528	21,227	0	14,239	8,580	37,681	188,191
Existing Occupancy (per 2012 Study)	55,389	0	3,588	6,000	8,121	0	0	8,580	37,681	119,359
Existing Additions (post-2012 Study)	0	0	1,371	8,875	7,540	0	14,239	0	0	32,025
Current Occupancy Total:	55,389	0	4,959	14,875	15,661	0	14,239	8,580	37,681	151,384
Remaining Future to be Added (City-approved based on 2012 Study)	0	7,000	19,588	4,653	5,566	0	0	0	0	36,807
PHASE 1 (FUTURE)										
Sutra Lounge to vacate (L2-200)	-	-	-	-	-	-	-	(8,580)	-	(8,580)
Approved Future Retail to be occupied by Sutra Lounge instead (L1-245)	-	-	→					11,804	-	11,804
Approved Future Restaurant (L1-108) [c]	-	-	-	3,000	5,566	-	-	-	-	8,566
Approved Future Restaurant (L1-104)	-	-	-	1,653	-	-	-	-	-	1,653
Approved Future Retail (L2-245)	-	-	7,784	-	-	-	-	-	-	7,784
Phase 1:	0	0	7,784	4,653	5,566	0	0	3,224	0	21,227
Phase 1 + Current Occupancy	55,389	0	12,743	19,528	21,227	0	14,239	11,804	37,681	172,611
PHASE 2 (FUTURE)										
Prior Sutra as Restaurant (L2-200)	-	-	-	3,000	5,580	-	-	-	-	8,580
Approved Future Wine Storage to be occ. by Future Retail instead (L1-130)	-	→	7,000	-	-	-	-	-	-	7,000
Phase 2:	0	0	7,000	3,000	5,580	0	0	0	0	15,580
Phases 1 and 2 + Current Occupancy	55,389	0	19,743	22,528	26,807	0	14,239	11,804	37,681	188,191

Notes:

[a] All restaurants are fine/casual dining, with the exception of Suites L2-211 and L1-104 that are presumed to be family dining.

[b] Suite L2-200 has an additional 1,025 SF of patio, but this does not count as outdoor dining area that would generate additive parking demand.

[c] Suite L1-108 has an additional 1,466 SF of patio, but this does not count as outdoor dining area that would generate additive parking demand.

[d] The bowling alley's total square footage includes 4,000 SF of restaurant area and 10 bowling lanes.

TABLE 2 (Phase 1 + Current Occupancy)
WEEKDAY SHARED PARKING DEMAND ANALYSIS: THURSDAY AND FRIDAY
THE TRIANGLE, COSTA MESA

LINSCOTT LAW & GREENSPAN engineers

LAND USE	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Restaurants 1st 3K (Sq. Ft.)	Fine/Casual Restaurants >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	**12,743**	**0**	**15,000**	**21,227**	**4,528**	**0**	**[a]**	**11,804**	**1,200**	**55,389**	-	-
RATIO	**4.0 /ksf**	**1 emp space**	**10.0 /ksf**	**12.0 /ksf**	**10.0 /ksf**	**12.0 /ksf**	**[a]**	**19.0 /ksf**	**0.23 /seat**	**5.5 /ksf**	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	**1,121**
PK DEMAND	**51**	**0**	**150**	**255**	**45**	**0**	**50**	**224**	**276**	**305**	-	-
6:00 AM	1	0	0		9		0	0	0	215	225	896
7:00 AM	3	0	11		17		0	0	0	128	159	962
8:00 AM	10	0	28		20		0	0	0	128	186	935
9:00 AM	20	0	42		25		0	1	0	215	303	818
10:00 AM	32	0	98		27		0	1	0	215	373	748
11:00 AM	41	0	173		29		0	1	0	243	487	634
NOON	44	0	283		31		8	1	44	186	597	524
1:00 PM	46	0	283		29		17	2	92	215	684	437
2:00 PM	44	0	252		18		21	2	113	215	665	456
3:00 PM	42	0	165		15		21	2	115	215	575	546
4:00 PM	42	0	196		15		21	3	115	243	635	486
5:00 PM	44	0	289		25		22	7	125	276	788	333
6:00 PM	44	0	351		26		22	10	125	305	883	238
7:00 PM	44	0	365		26		29	15	165	272	916	205
8:00 PM	**38**	**0**	**365**		**26**		**37**	**61**	**204**	**239**	**970**	**151**
9:00 PM	25	0	365		19		37	104	204	205	959	162
10:00 PM	15	0	351		18		29	150	165	104	832	289
11:00 PM	5	0	281		17		24	195	133	32	687	434
MIDNIGHT	0	0	99		9		15	195	84	0	402	719

Note:

[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and 5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKDAY DEMAND	**970**
PARKING SUPPLY (with valet)	**1,121**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**151**
PARKING SUPPLY (with valet contingency in Level B2)	**1,191**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**221**

TABLE 3 (Phase 1 + Current Occupancy)
WEEKEND SHARED PARKING DEMAND ANALYSIS: SATURDAY
THE TRIANGLE, COSTA MESA

LINSCOTT LAW & GREENSPAN engineers

LAND USE	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Restaurants 1st 3K (Sq. Ft.)	Fine/Casual Restaurants >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	**12,743**	**0**	**15,000**	**21,227**	**4,528**	**0**	**[a]**	**11,804**	**1,200**	**55,389**	-	-
RATIO	**4.0 /ksf**	**1 emp space**	**10.0 /ksf**	**12.0 /ksf**	**10.0 /ksf**	**12.0 /ksf**	**[a]**	**19.0 /ksf**	**0.23 /seat**	**5.5 /ksf**	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	**1,121**
PK DEMAND	**51**	**0**	**150**	**255**	**45**	**0**	**50**	**224**	**276**	**305**	-	-
6:00 AM	1	0	0		8		0	0	0	198	207	914
7:00 AM	4	0	12		15		0	0	0	113	144	977
8:00 AM	8	0	18		23		0	0	0	90	139	982
9:00 AM	20	0	37		33		0	1	0	125	216	905
10:00 AM	30	0	46		41		0	1	0	90	208	913
11:00 AM	37	0	98		41		0	1	0	125	302	819
NOON	43	0	218		45		11	1	58	125	501	620
1:00 PM	47	0	235		39		23	2	126	78	550	571
2:00 PM	51	0	201		32		27	2	152	66	531	590
3:00 PM	51	0	201		20		28	2	154	78	534	587
4:00 PM	49	0	201		22		28	4	154	139	597	524
5:00 PM	47	0	267		30		31	8	170	250	803	318
6:00 PM	42	0	371		34		31	13	170	239	900	221
7:00 PM	39	0	388		34		40	18	223	151	893	228
8:00 PM	**35**	**0**	**405**		**32**		**50**	**70**	**276**	**78**	**946**	**175**
9:00 PM	28	0	371		17		50	121	276	25	888	233
10:00 PM	19	0	371		15		50	173	276	5	909	212
11:00 PM	8	0	362		11		39	224	220	5	869	252
MIDNIGHT	0	0	203		6		25	224	138	0	596	525

Note:
[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and
5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKEND DEMAND	**946**
PARKING SUPPLY (with valet)	**1,121**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**175**
PARKING SUPPLY (with valet contingency in Level B2)	**1,191**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**245**

TABLE 4 (Phases 1 & 2 + Current Occupancy)
WEEKDAY SHARED PARKING DEMAND ANALYSIS: THURSDAY AND FRIDAY
THE TRIANGLE, COSTA MESA

LINSCOTT LAW & GREENSPAN engineers

LAND USE	Gen. Office ≤100,000 (Sq. Ft.)	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Rest. 1st 3K (Sq. Ft.)	Fine/Casual Rest. >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	**0**	**19,743**	**0**	**18,000**	**26,807**	**4,528**	**0**	**[a]**	**11,804**	**1,200**	**55,389**	-	-
RATIO	**4.0 /ksf**	**4.0 /ksf**	**1 emp space**	**10.0 /ksf**	**12.0 /ksf**	**10.0 /ksf**	**12.0 /ksf**	**[a]**	**19.0 /ksf**	**0.23 /seat**	**5.5 /ksf**	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	-	**1,121**
PK DEMAND	**0**	**79**	**0**	**180**	**322**	**45**	**0**	**50**	**224**	**276**	**305**	-	-
6:00 AM	0	2	0	0		9		0	0	0	215	226	895
7:00 AM	0	5	0	14		17		0	0	0	128	164	957
8:00 AM	0	14	0	35		20		0	0	0	128	197	924
9:00 AM	0	30	0	52		25		0	1	0	215	323	798
10:00 AM	0	50	0	122		27		0	1	0	215	415	706
11:00 AM	0	62	0	215		29		0	1	0	243	550	571
NOON	0	69	0	351		31		8	1	44	186	690	431
1:00 PM	0	72	0	351		29		17	2	92	215	778	343
2:00 PM	0	69	0	313		18		21	2	113	215	751	370
3:00 PM	0	66	0	205		15		21	2	115	215	639	482
4:00 PM	0	66	0	243		15		21	3	115	243	706	415
5:00 PM	0	68	0	358		25		22	7	125	276	881	240
6:00 PM	0	68	0	435		26		22	10	125	305	991	130
7:00 PM	**0**	68	**0**	452		26		29	15	165	272	1,027	94
8:00 PM	**0**	**58**	**0**	**452**		**26**		**37**	**61**	**204**	**239**	**1,077**	**44**
9:00 PM	0	39	0	452		19		37	104	204	205	1,060	61
10:00 PM	0	22	0	435		18		29	150	165	104	923	198
11:00 PM	0	8	0	348		17		24	195	133	32	757	364
MIDNIGHT	0	0	0	123		9		15	195	84	0	426	695

Note:

[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and 5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKDAY DEMAND	**1,077**
PARKING SUPPLY (with valet)	**1,121**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**44**
PARKING SUPPLY (with valet contingency in Level B2)	**1,191**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**114**

TABLE 5 (Phases 1 & 2 + Current Occupancy)
WEEKEND SHARED PARKING DEMAND ANALYSIS: SATURDAY
THE TRIANGLE, COSTA MESA

LINSCOTT LAW & GREENSPAN engineers

LAND USE	Gen. Office ≤100,000 (Sq. Ft.)	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Rest. 1st 3K (Sq. Ft.)	Fine/Casual Rest. >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	0	19,743	0	18,000	26,807	4,528	0	[a]	11,804	1,200	55,389	-	-
RATIO	4.0 /ksf	4.0 /ksf	1 emp space	10.0 /ksf	12.0 /ksf	10.0 /ksf	12.0 /ksf	[a]	19.0 /ksf	0.23 /seat	5.5 /ksf	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	-	1,121
PK DEMAND	0	79	0	180	322	45	0	50	224	276	305	-	-
6:00 AM	0	3	0	0		8	0	0	0	198	209	912	
7:00 AM	0	5	0	15		15	0	0	0	113	148	973	
8:00 AM	0	12	0	23		23	0	0	0	90	148	973	
9:00 AM	0	31	0	45		33	0	1	0	125	235	886	
10:00 AM	0	46	0	56		41	0	1	0	90	234	887	
11:00 AM	0	56	0	120		41	0	1	0	125	343	778	
NOON	0	66	0	270		45	11	1	58	125	576	545	
1:00 PM	0	73	0	291		39	23	2	126	78	632	489	
2:00 PM	0	79	0	248		32	27	2	152	66	606	515	
3:00 PM	0	79	0	248		20	28	2	154	78	609	512	
4:00 PM	0	76	0	248		22	28	4	154	139	671	450	
5:00 PM	0	72	0	331		30	31	8	170	250	892	229	
6:00 PM	0	64	0	459		34	31	13	170	239	1,010	111	
7:00 PM	0	60	0	481		34	40	18	223	151	1,007	114	
8:00 PM	0	53	0	502		32	50	70	276	78	1,061	60	
9:00 PM	0	42	0	459		17	50	121	276	25	990	131	
10:00 PM	0	29	0	459		15	50	173	276	5	1,007	114	
11:00 PM	0	11	0	448		11	39	224	220	5	958	163	
MIDNIGHT	0	0	0	252		6	25	224	138	0	645	476	

Note:
[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and
5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKEND DEMAND	**1,061**
PARKING SUPPLY (with valet)	**1,121**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**60**
PARKING SUPPLY (with valet contingency in Level B2)	**1,191**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**130**

LINSCOTT LAW & GREENSPAN engineers

TABLE 6
PARKING SUMMARY
THE TRIANGLE, COSTA MESA

DESCRIPTION	PHASE 1	PHASE 1 & 2
WEEKDAY		
PEAK DEMAND *(Peak Hour)*	970 spaces *(at 8:00 PM)*	1,077 spaces *(at 8:00 PM)*
ON-SITE SUPPLY (with valet)	1,121 spaces	1,121 spaces
SURPLUS	151 spaces	44 spaces
ON-SITE SUPPLY (with valet contingency on Level B2)	1,191 spaces	1,191 spaces
SURPLUS	**221 spaces**	**114 spaces**
WEEKEND		
PEAK DEMAND *(Peak Hour)*	946 spaces *(at 8:00 PM)*	1,061 spaces *(at 8:00 PM)*
ON-SITE SUPPLY (with valet)	1,121 spaces	1,121 spaces
SURPLUS	175 spaces	60 spaces
ON-SITE SUPPLY (with valet contingency on Level B2)	1,191 spaces	1,191 spaces
SURPLUS	**245 spaces**	**130 spaces**

APPENDIX A

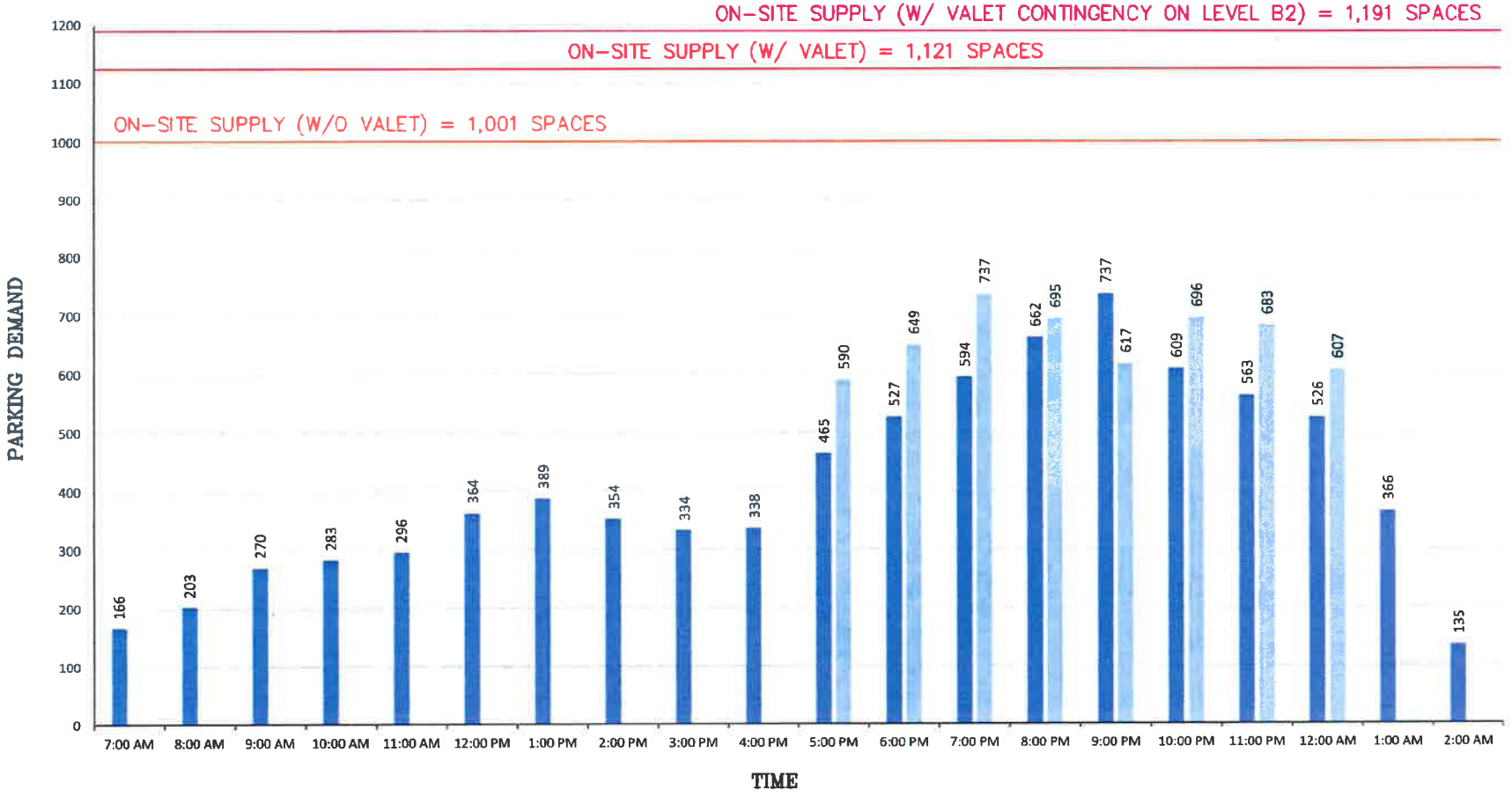
LINSCOTT LAW & GREENSPAN engineers

TABLE A-1
EXISTING PARKING DEMAND OBSERVED [a]
THE TRIANGLE, COSTA MESA

DESCRIPTION	WEEKDAY		WEEKEND (SATURDAY)
	THURSDAY	FRIDAY	
PEAK DEMAND *(Peak Hour)*	737 spaces *(at 7:00 PM, 9:00 PM)*	862 spaces *(at 10:00 PM)*	867 spaces *(at 11:00 PM)*
ON-SITE SUPPLY *(With Valet)*	1,121 spaces	1,121 spaces	1,121 spaces
SURPLUS	384 spaces	259 spaces	254 spaces
ON-SITE SUPPLY *(With Valet Contingency)*	1,191 spaces	1,191 spaces	1,191 spaces
SURPLUS	454 spaces	329 spaces	324 spaces

Note:

[a] Survey Dates: September 25, 26, 27, 2014.
December 4, 5, 6, 2014.



n:\3100\2103142 - triangle square, costa mesa\9-22-14 update\dwg\4-15-2015\31421a-1.dwg LDP 10:45:59 04-30-2015 tucker

LINSCOTT LAW & GREENSPAN engineers

KEY

= SURVEY DATE: SEPTEMBER 25, 2014

= SURVEY DATE: DECEMBER 4, 2014

FIGURE A-1

THURSDAY
HOURLY PARKING DEMAND OBSERVED
THE TRIANGLE, COSTA MESA

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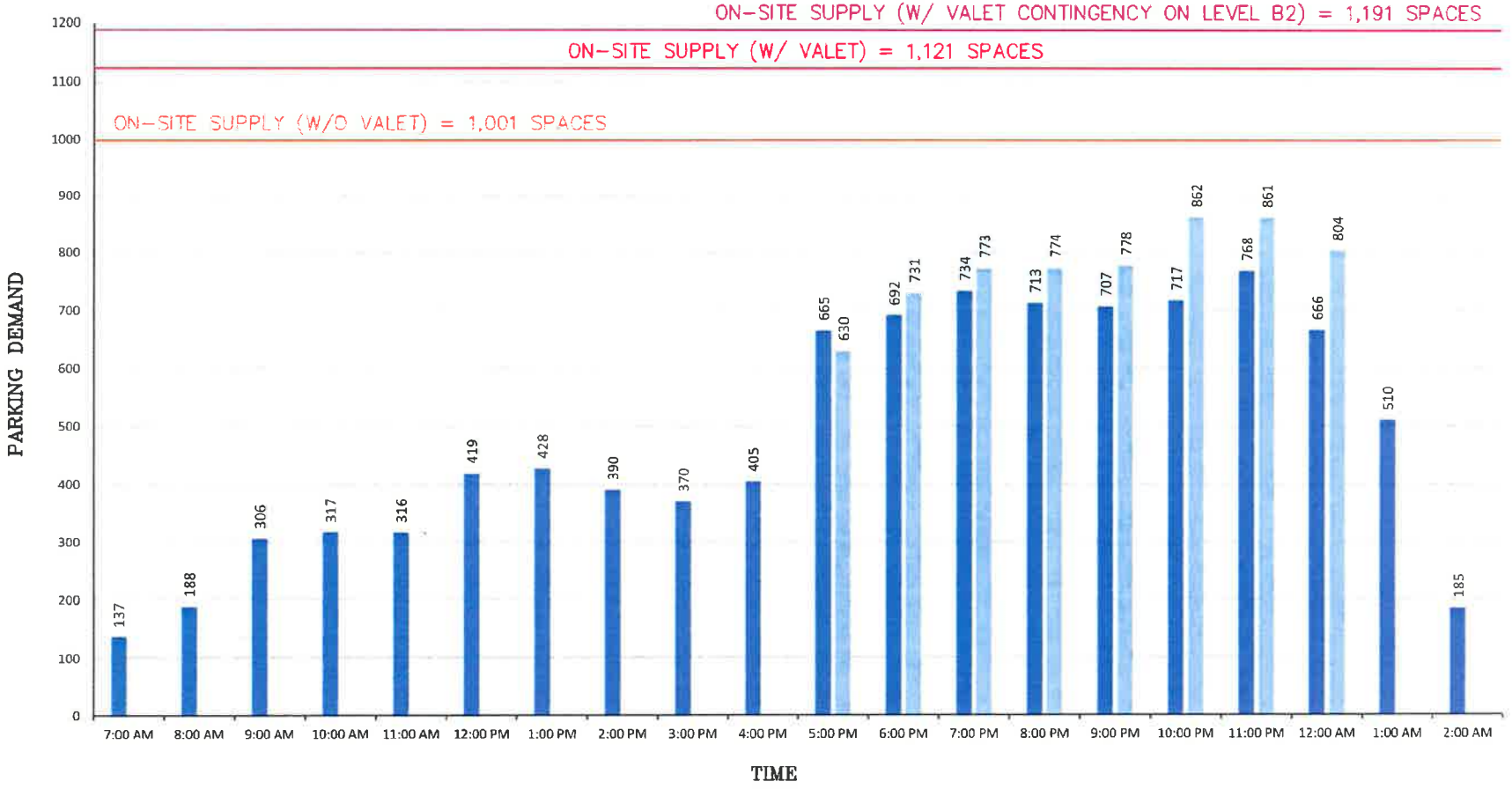

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LINSCOTT LAW & GREENSPAN engineers

KEY

= SURVEY DATE: SEPTEMBER 26, 2014

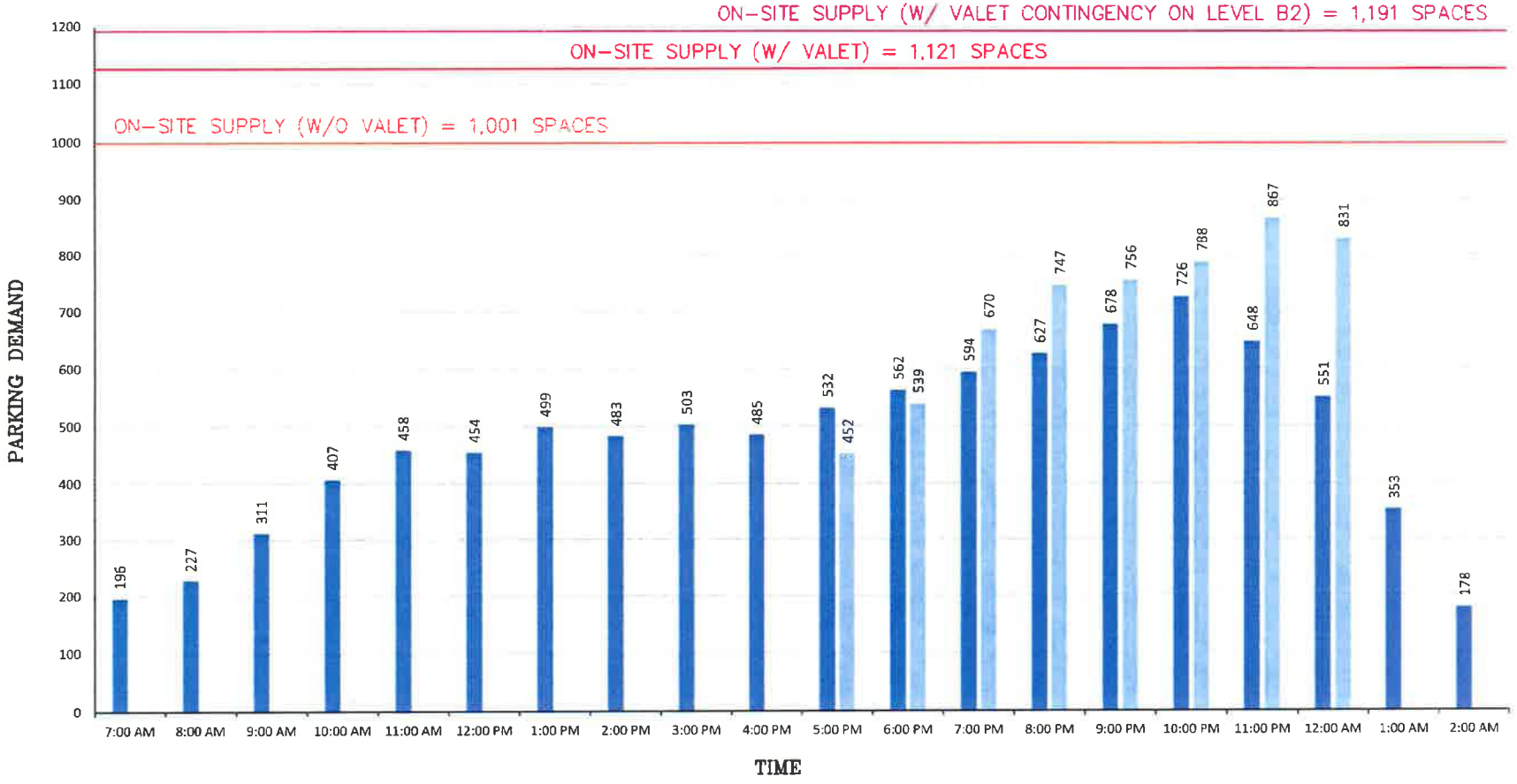
= SURVEY DATE: DECEMBER 5, 2014

FIGURE A-2

FRIDAY

HOURLY PARKING DEMAND OBSERVED

THE TRIANGLE, COSTA MESA



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LINSCOTT LAW & GREENSPAN engineers

KEY

= SURVEY DATE: SEPTEMBER 27, 2014

= SURVEY DATE: DECEMBER 6, 2014

FIGURE A-3

SATURDAY

HOURLY PARKING DEMAND OBSERVED

THE TRIANGLE, COSTA MESA

TABLE A-2 (Current Occupancy)
WEEKDAY SHARED PARKING DEMAND ANALYSIS
THE TRIANGLE, COSTA MESA

LINSCOTT LAW & GREENSPAN engineers

LAND USE	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Restaurants 1st 3K (Sq. Ft.)	Fine/Casual Restaurants >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	**4,959**	**0**	**12,000**	**15,661**	**2,875**	**0**	**[a]**	**8,580**	**1,200**	**55,389**	-	-
RATIO	**4.0 /ksf**	**1 emp space**	**10.0 /ksf**	**12.0 /ksf**	**10.0 /ksf**	**12.0 /ksf**	**[a]**	**19.0 /ksf**	**0.23 /seat**	**5.5 /ksf**	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	**1,121**
PK DEMAND	**20**	**0**	**120**	**188**	**29**	**0**	**50**	**163**	**276**	**305**	-	-
6:00 AM	0	0	0		6		0	0	0	215	221	900
7:00 AM	2	0	8		11		0	0	0	128	149	972
8:00 AM	3	0	21		14		0	0	0	128	166	955
9:00 AM	8	0	32		16		0	0	0	215	271	850
10:00 AM	12	0	75		18		0	0	0	215	320	801
11:00 AM	15	0	132		19		0	0	0	243	409	712
NOON	18	0	215		21		8	0	44	186	492	629
1:00 PM	18	0	215		19		17	1	92	215	577	544
2:00 PM	18	0	192		12		21	1	113	215	572	549
3:00 PM	17	0	126		10		21	1	115	215	505	616
4:00 PM	17	0	149		10		21	2	115	243	557	564
5:00 PM	17	0	219		16		22	5	125	276	680	441
6:00 PM	17	0	266		17		22	7	125	305	759	362
7:00 PM	17	0	277		17		29	10	165	272	787	334
8:00 PM	**15**	**0**	**277**		**17**		**37**	**43**	**204**	**239**	**832**	**289**
9:00 PM	10	0	277		13		37	75	204	205	821	300
10:00 PM	5	0	266		12		29	108	165	104	689	432
11:00 PM	2	0	213		11		24	141	133	32	556	565
MIDNIGHT	0	0	75		6		15	141	84	0	321	800

Note:

[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and 5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKDAY DEMAND	**832**
PARKING SUPPLY (with valet)	**1,121**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**289**
PARKING SUPPLY (with valet contingency in Level B2)	**1,191**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**359**

TABLE A-3 (Current Occupancy)
WEEKEND SHARED PARKING DEMAND ANALYSIS
THE TRIANGLE, COSTA MESA

LINSCOTT LAW & GREENSPAN engineers

LAND USE	Retail (Sq. Ft.)	Wine Storage (Sq. Ft.)	Fine/Casual Restaurants 1st 3K (Sq. Ft.)	Fine/Casual Restaurants >3K (Sq. Ft.)	Family Restaurants 1st 3K (Sq. Ft.)	Family Restaurants >3K (Sq. Ft.)	Bowling Alley [a]	Night Club (Sq. Ft.)	Theaters and Cinemas (seats)	Health Club (Sq. Ft.)	Total Parking Demand by Hour	Comparison with Parking Supply by Hour
SIZE	**4,959**	**0**	**12,000**	**15,661**	**2,875**	**0**	**[a]**	**8,580**	**1,200**	**55,389**	-	-
RATIO	**4.0 /ksf**	**1 emp space**	**10.0 /ksf**	**12.0 /ksf**	**10.0 /ksf**	**12.0 /ksf**	**[a]**	**19.0 /ksf**	**0.23 /seat**	**5.5 /ksf**	-	-
SUPPLY	-	-	-	-	-	-	-	-	-	-	-	**1,121**
PK DEMAND	**20**	**0**	**120**	**188**	**29**	**0**	**50**	**163**	**276**	**305**	-	-
6:00 AM	0	0	0		5		0	0	0	198	203	918
7:00 AM	2	0	9		9		0	0	0	113	133	988
8:00 AM	4	0	14		15		0	0	0	90	123	998
9:00 AM	8	0	28		22		0	1	0	125	184	937
10:00 AM	11	0	35		27		0	1	0	90	164	957
11:00 AM	14	0	74		27		0	1	0	125	241	880
NOON	17	0	166		29		11	1	58	125	407	714
1:00 PM	18	0	179		25		23	1	126	78	450	671
2:00 PM	20	0	153		20		27	1	152	66	439	682
3:00 PM	20	0	153		13		28	1	154	78	447	674
4:00 PM	19	0	153		14		28	3	154	139	510	611
5:00 PM	18	0	203		19		31	6	170	250	697	424
6:00 PM	16	0	282		22		31	9	170	239	769	352
7:00 PM	15	0	295		22		40	13	223	151	759	362
8:00 PM	**13**	**0**	**308**		**20**		**50**	**51**	**276**	**78**	**796**	**325**
9:00 PM	11	0	282		11		50	88	276	25	743	378
10:00 PM	8	0	282		9		50	126	276	5	756	365
11:00 PM	3	0	275		7		39	163	220	5	712	409
MIDNIGHT	0	0	154		4		25	163	138	0	484	637

Note:

[a] City Code ratio of 3 spaces per lane was applied to the 10 lanes, and 5 spaces per KSF was applied to the 4,000 SF of restaurant in the bowling alley.

MAXIMUM WEEKEND DEMAND	**796**
PARKING SUPPLY (with valet)	**1,121**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**325**
PARKING SUPPLY (with valet contingency in Level B2)	**1,191**
PARKING SURPLUS (+) OR DEFICIENCY (-)	**395**

LINSCOTT LAW & GREENSPAN engineers

TABLE A-4
8:00 PM PEAK DEMAND COMPARISON
CALCULATED VS. OBSERVED
THE TRIANGLE, COSTA MESA

DESCRIPTION	WEEKDAY		WEEKEND (SATURDAY)
	THURSDAY	FRIDAY	
CALCULATED DEMAND *(Per Tables A-2 and A-3)*	832 spaces	832 spaces	796 spaces
OBSERVED DEMAND *(Per Figures A-1, A-2, A-3)*	695 spaces	774 spaces	747 spaces
DIFFERENCE	137 spaces	58 spaces	49 spaces

APPENDIX B

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
1580 Corporate Drive
Suite 122
Costa Mesa, CA 92626
714.641.1587 T
714.641.0139 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

September 21, 2011

Mr. Donald Lamm
Greenlaw Partners LLC
4440 Von Karman, Suite 350
Newport Beach, California 92660

LLG Reference: 2.10.3142-1

Subject: **Traffic Management Plan (TMP)**
Triangle Square
Costa Mesa, California

Dear Mr. Lamm:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit a Traffic Management Plan (TMP) for Triangle Square, for potential implementation during peak levels of traffic and parking activity on site.

This on-site TMP has been prepared to minimize potential impacts to the adjacent street system and surrounding neighborhoods, and reduce traffic conflicts within the site, during the busiest times in the evening (due to dining and entertainment/nightclub activities) and during special events (i.e., 24 Hour Fitness' grand opening).

The TMP measures illustrated on the attached ***Figures 1*** through ***3*** present how traffic entering and exiting the site driveways will be directed, and details valet staging during visitor arrival/drop off and departure/pickup, TMP personnel, and temporary signage, to facilitate the orderly management of traffic and parking needs during peak time periods.

TMP implementation and enforcement are intended for peak activity hours only, and do not include permanent, physical improvements on site (i.e., parking layout reconfiguration, curb/sidewalk adjustments, permanent signage, pavement marking revisions, lighting and security improvements).

Figure 1 shows how the inbound and outbound traffic flows could be managed, with a focus to optimizing access into the site so that vehicles do not spill out onto adjoining public streets, and minimizing on-site traffic conflicts and parking "friction" (due to vehicles entering and leaving a parking space) to facilitate circulation within the parking structure.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

An LG2WB Company Founded 1966

As illustrated on *Figure 1*, during periods when the TMP is implemented, the following TMP measures would be enforced:

- Remove traffic conflicts at the internal intersection on the Street Level by channelizing and allowing traffic flows that are shown in blue, green, and red.

- Channelize traffic flows through the use of traffic cones/bollards/delineators (shown in orange).

- Restrict the north-south drive aisle (which is closest to, and parallels Newport Boulevard, and serves as the valet staging area) to one-way northbound only. When necessary, valet attendants could close this aisle temporarily for the exclusive use of valet attendants and to expand the valet staging area accordingly.

- Take the parking spaces (shaded in green) off line, or use these spaces for valet staging or low turnover parking.

- Restrict visitors from using the down-ramp (shaded in brown) leading to the lower parking levels, and convert this ramp to a one-way up-ramp for the exclusive use of valet attendants.

Figures 2A and *2B* illustrate the location for valet staging, valet attendant-driven travel paths, and visitor travel paths during the visitor arrival/drop off and departure/pickup periods. It will be important to restrict any parking along the entire stretch of the valet staging area in order to provide adequate clearance for valet attendants to maneuver in, and accommodate the travel paths illustrated on *Figures 2A* and *2B*. When necessary, additional valet parking could be provided on the Top Level, and these valet spaces would be accessed by valet attendants moving the vehicles internally in the structure (i.e., using the one-way up-ramp, allowing access to the valet staging area on the Street Level from the Top Level at certain times).

Along with the valet ticket stub, the valet attendants would hand out a little map of Triangle Square (showing the location of the valet drop off/pickup station, valet fee/payment instructions, escalators, parking levels, and key destinations) to the visitor dropping off a vehicle. With proper and adequate training, this is a good opportunity for valet attendants to be "ambassadors" not just for the special event, but for Triangle Square in general. They are the first and last impression for the customer. They can help the customer find their destination, reinforce where the customer should go to pick up their vehicle, and provide a sense of security to the valet service user.

Figure 3 illustrates where TMP (traffic/parking control, and valet) personnel should be stationed, and type and location for TMP signage to support the recommended ingress/egress and valet service elements of the TMP.

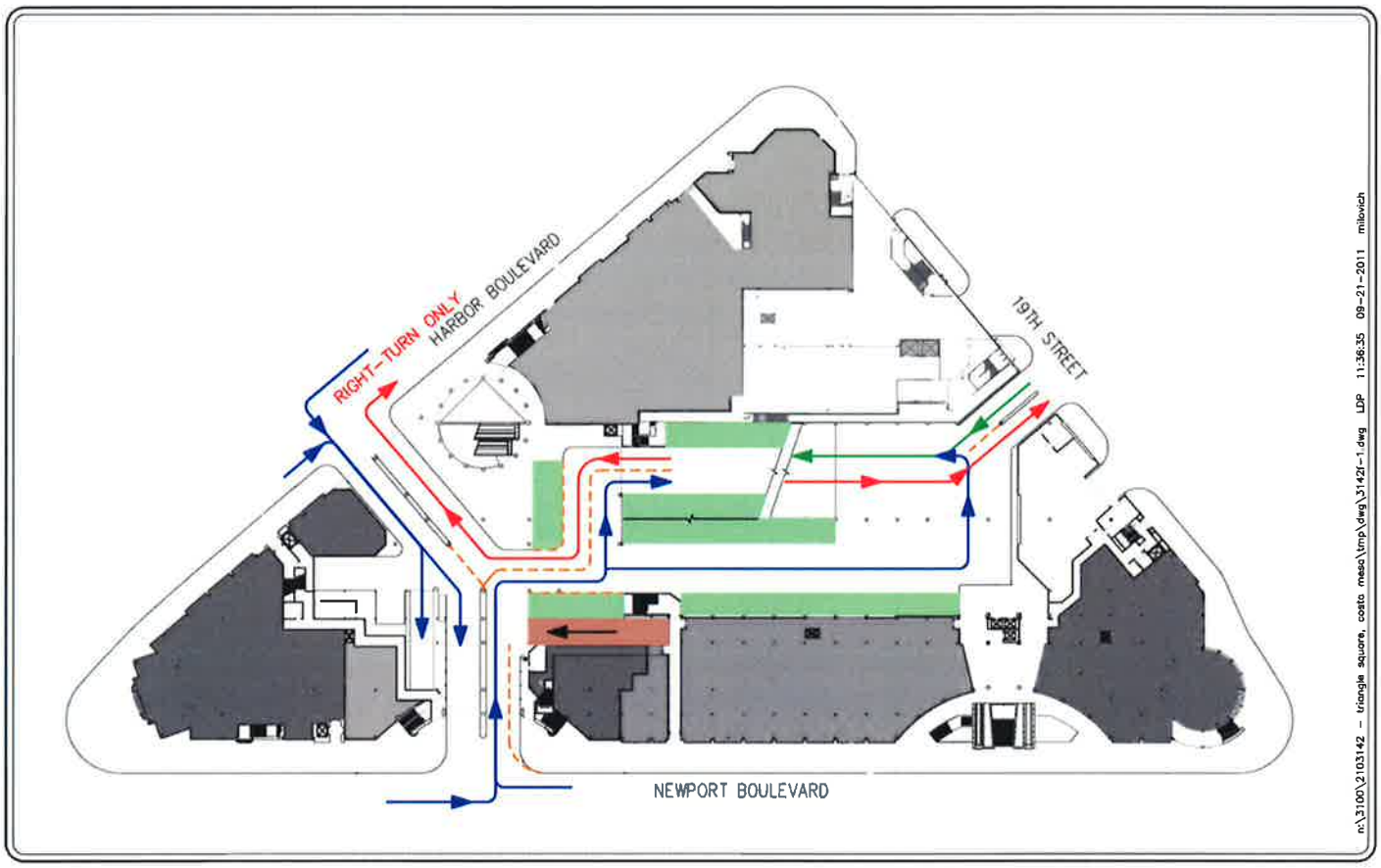
LINSCOTT LAW & GREENSPAN engineers

We appreciate the opportunity to be of service on this project. Should you need further assistance, or have any questions regarding this analysis, please call us at (714) 641-1587.

Sincerely,
Linscott, Law & Greenspan, Engineers

Trissa (de Jesus) Allen, P.E.
California Registration: Traffic 2231
Senior Transportation Engineer

Attachment



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LINSCOTT LAW & GREENSPAN engineers

NO SCALE

SOURCE: TRIANGLE SQUARE LEASING PLAN

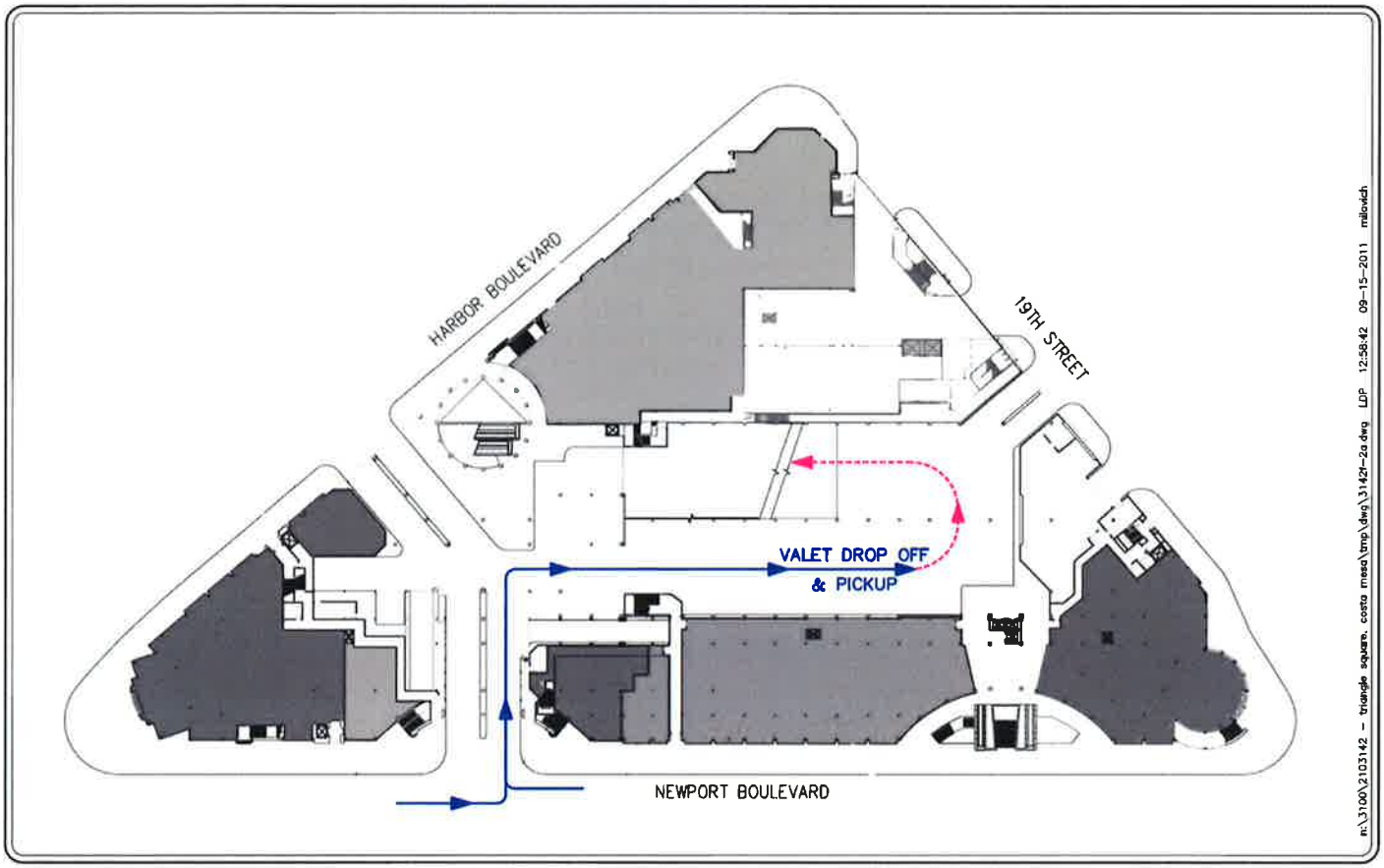
KEY

= TAKE SPACES OFF-LINE OR USE FOR VALET STAGING/LOW TURNOVER PARKING
= CONVERT TO ONE-WAY UP-RAMP FOR VALET ONLY
= INBOUND TRAFFIC FLOWS (FROM NEWPORT BLVD & HARBOR BLVD)
= INBOUND TRAFFIC FLOWS (FROM 19TH ST)
= OUTBOUND TRAFFIC FLOWS (TO HARBOR & 19TH ST)
= TRAFFIC CONES/BOLLARDS/DELINEATORS

FIGURE 1

INGRESS/EGRESS

TRIANGLE SQUARE, COSTA MESA



LINSCOTT LAW & GREENSPAN engineers

NO SCALE

SOURCE: TRIANGLE SQUARE LEASING PLAN

KEY

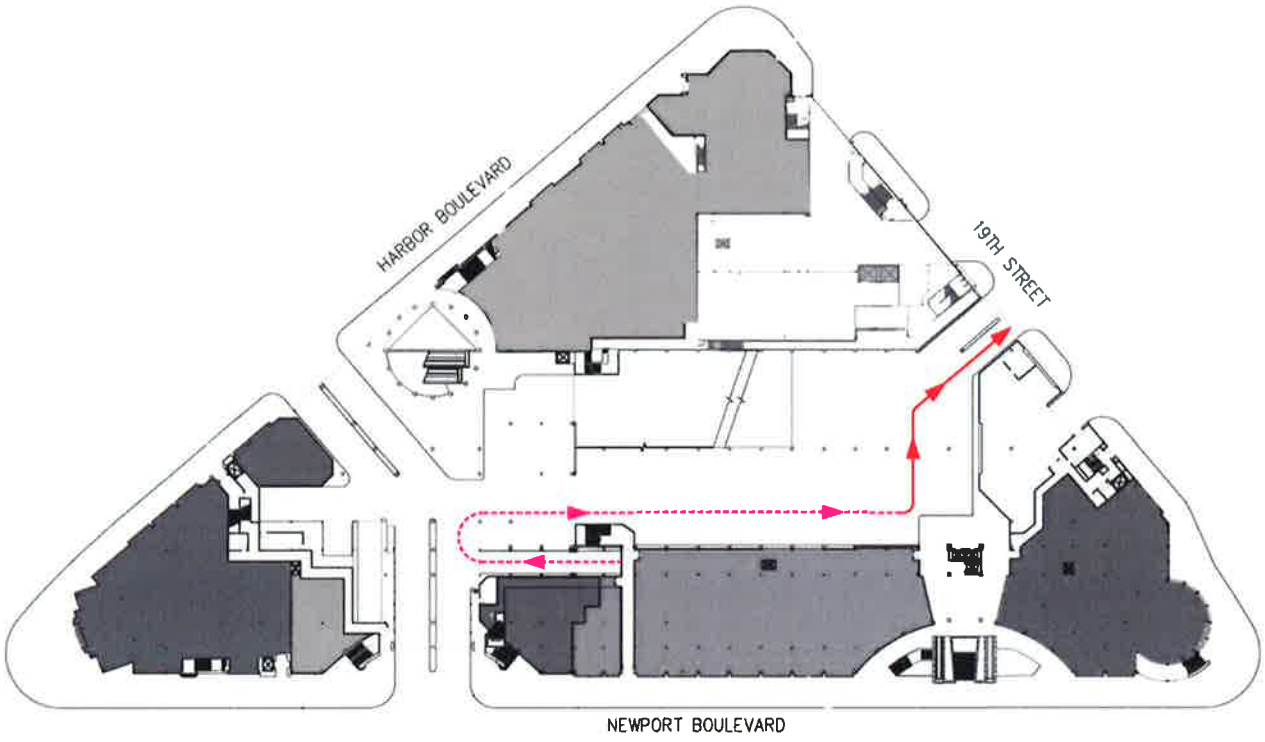
----- = VALET-DRIVEN TRAVEL PATH

——— = INBOUND VISITOR TRAVEL PATH

FIGURE 2A

VALET STAGING DURING VISITOR DROP OFF

TRIANGLE SQUARE, COSTA MESA



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LINSCOTT LAW & GREENSPAN engineers

NO SCALE

SOURCE: TRIANGLE SQUARE LEASING PLAN

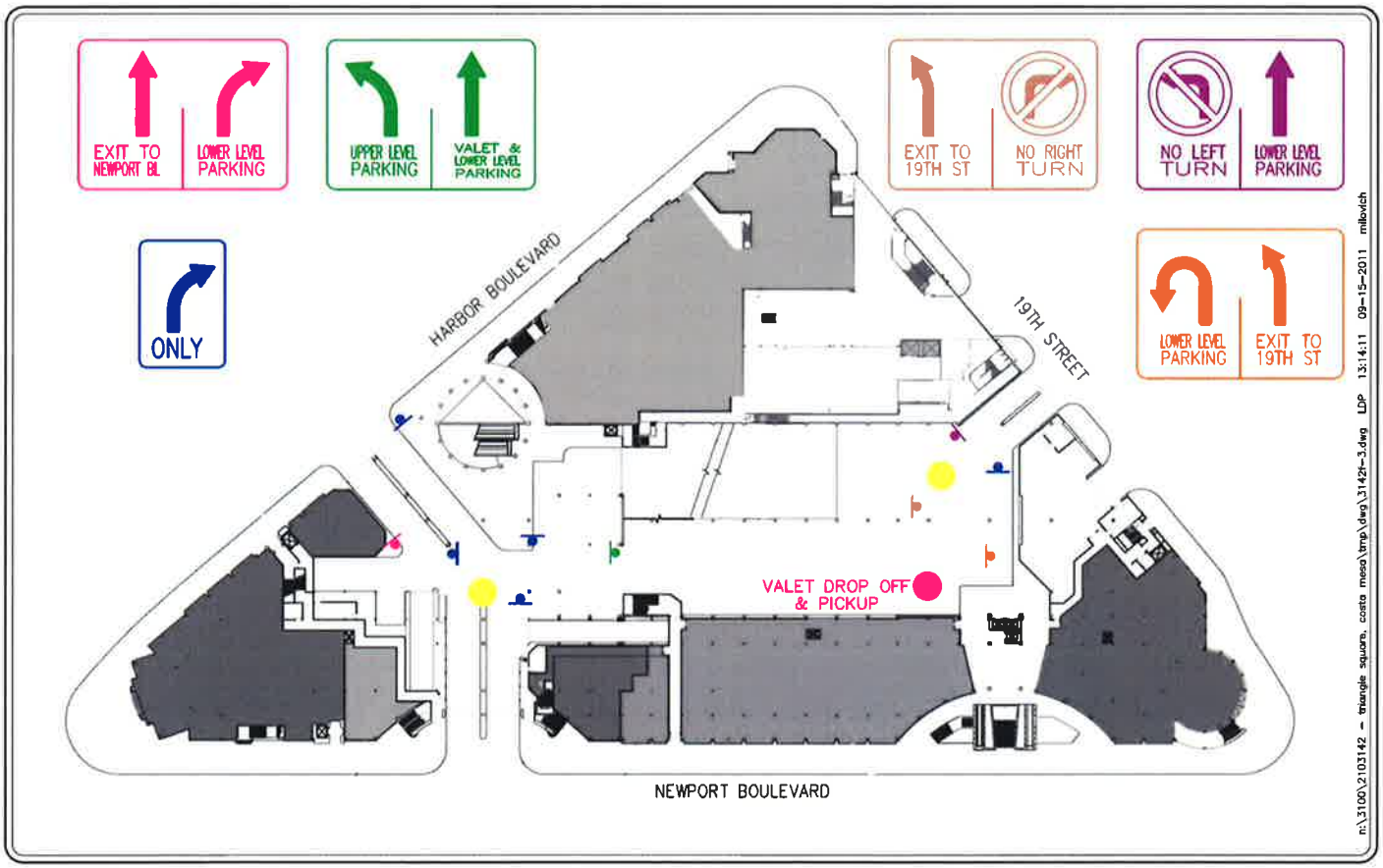
KEY

- ----- = VALET-DRIVEN PATH
- ——— = OUTBOUND VISITOR TRAVEL PATH

FIGURE 2B

VALET STAGING DURING VISITOR PICKUP

TRIANGLE SQUARE, COSTA MESA



LINSCOTT LAW & GREENSPAN engineers

NO SCALE

SOURCE: TRIANGLE SQUARE LEASING PLAN

KEY

= TRAFFIC MANAGEMENT/CONTROL PERSONNEL

= VALET DROP OFF & PICKUP STATION

= TMP SIGNAGE (TEMPORARY)

FIGURE 3

TMP PERSONNEL & SIGNAGE

TRIANGLE SQUARE, COSTA MESA

ATTACHMENT 6
PLANS

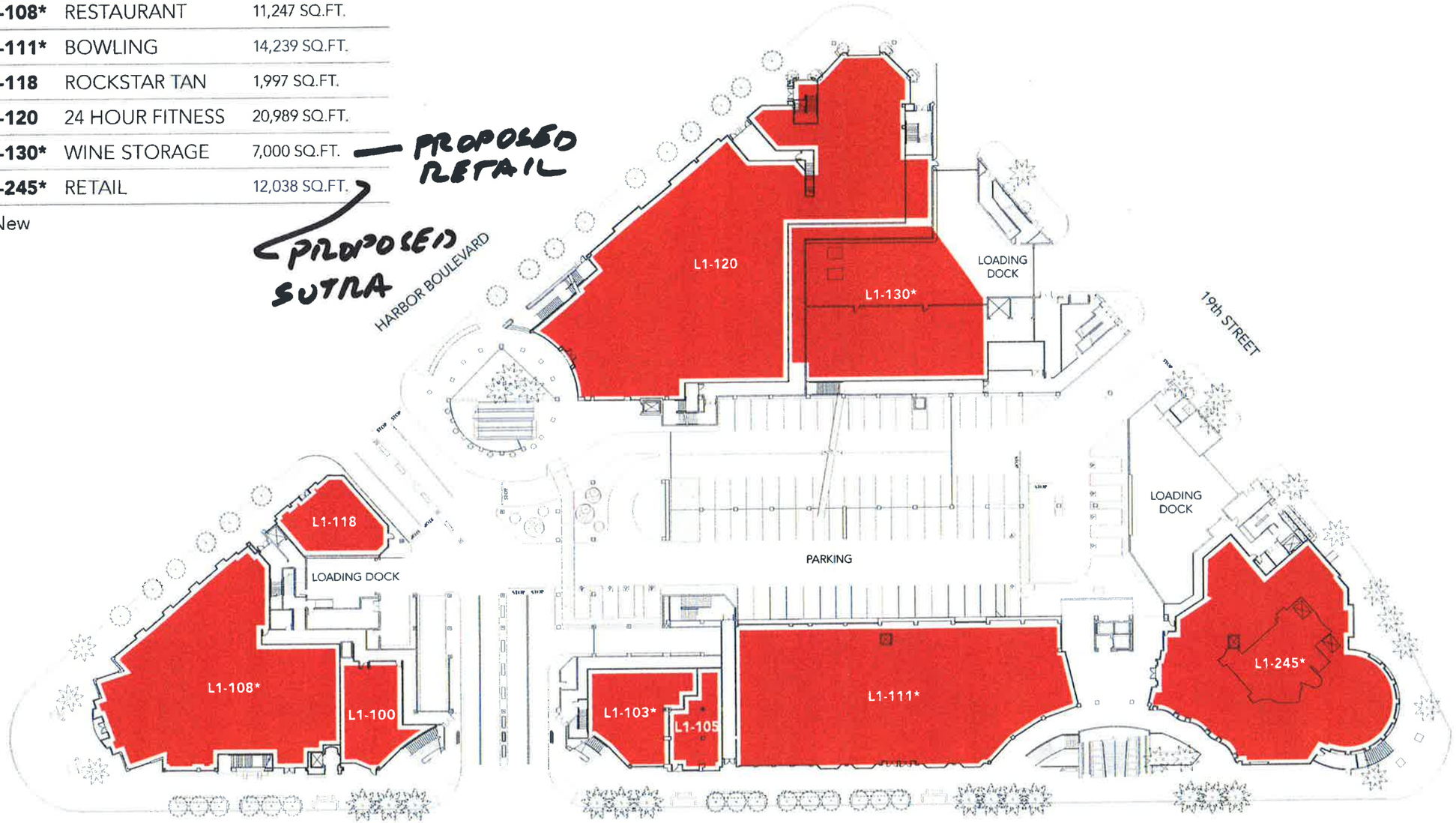
BUSINESSES

L1-100	SUSHI ZEN	2,335 SQ.FT.
L1-103*	RESTAURANT	3,185 SQ.FT.
L1-105	GNC	1,591 SQ.FT.
L1-108*	RESTAURANT	11,247 SQ.FT.
L1-111*	BOWLING	14,239 SQ.FT.
L1-118	ROCKSTAR TAN	1,997 SQ.FT.
L1-120	24 HOUR FITNESS	20,989 SQ.FT.
L1-130*	WINE STORAGE	7,000 SQ.FT.
L1-245*	RETAIL	12,038 SQ.FT.

* New

PROPOSED RETAIL

PROPOSED SUSHI



01 LEVEL 1 FLOOR PLAN
SCALE: 1/64" = 1'

88

N

KAA DESIGN
4201 redwood avenue los angeles, ca 90066
310 821 1400 fax 310 821 1440
kaadesigngroup.com

PROJECT
11104

THE TRIANGLE

1870 HARBOR BLVD
COSTA MESA
CALIFORNIA 92627

REVISION

BUSINESSES

LEVEL 1 PLAN

SCALE
1/64" = 1'

5

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01/09/2012

BUSINESSES

L2-200	SUTRA	8,580 SQ.FT.
L2-209	EL CORAZON	5,660 SQ.FT.
L2-210	SADDLE RANCH	7,880 SQ.FT.
L2-211*	OLIVE BRANCH PIZZA	2,875 SQ.FT.
L2-219	YARD HOUSE	9,300 SQ.FT.
L2-220	TRIANGLE SQUARE CINEMAS	37,681 SQ.FT.
L2-245*	RETAIL	9,132 SQ.FT.

* New

— PROPOSED RESTAURANT

01 LEVEL 2 FLOOR PLAN
SCALE: 1/64" = 1'

89

KAA DESIGN
4201 redwood avenue los angeles ca 90066
310 821 1400 fax 310 821 1440
kaadesigngroup.com

PROJECT
11104

THE TRIANGLE

1870 HARBOR BLVD
COSTA MESA
CALIFORNIA 92627

REVISION

BUSINESSES

LEVEL 2 PLAN

SCALE
1/64"= 1'

6

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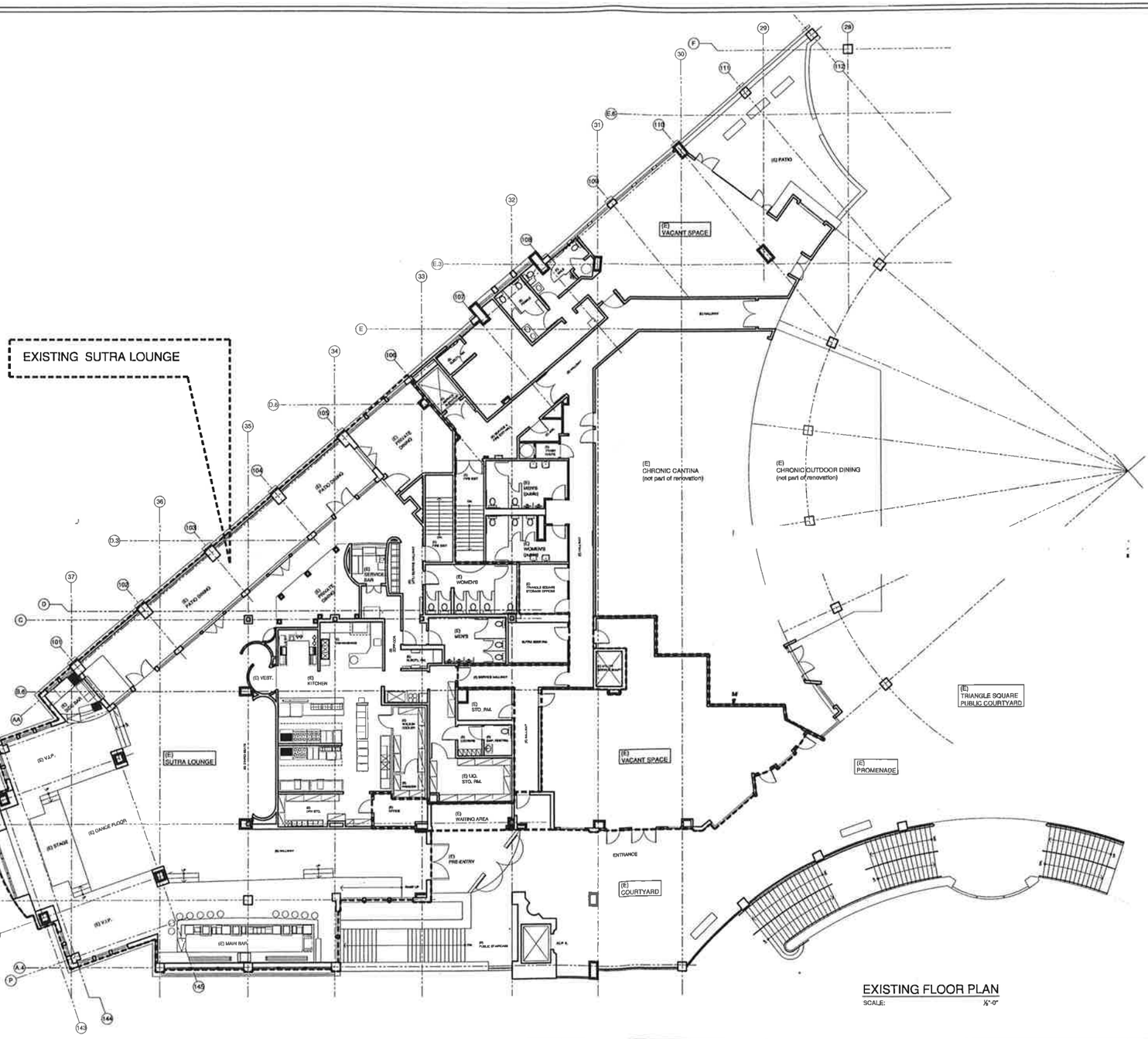
01/09/2012

SUTRA FLOOR PLAN (EXISTING)



EXISTING FLOOR PLAN
SCALE: ¼"-0"

Sútra
DESIGN CONSULTING
11836 EAGAN DR., WHITTIER, CA. 90604 TEL. (714) 864-6721

EXISTING FLOOR PLAN (AS-BUILT)

SUTRA LOUNGE
1870 Harbor Blvd Suite A200
Costa Mesa CA 92627

Revisions:

Drawn by: J.O./N.dC.

Checked by:

Date : Feb. 8, 2009

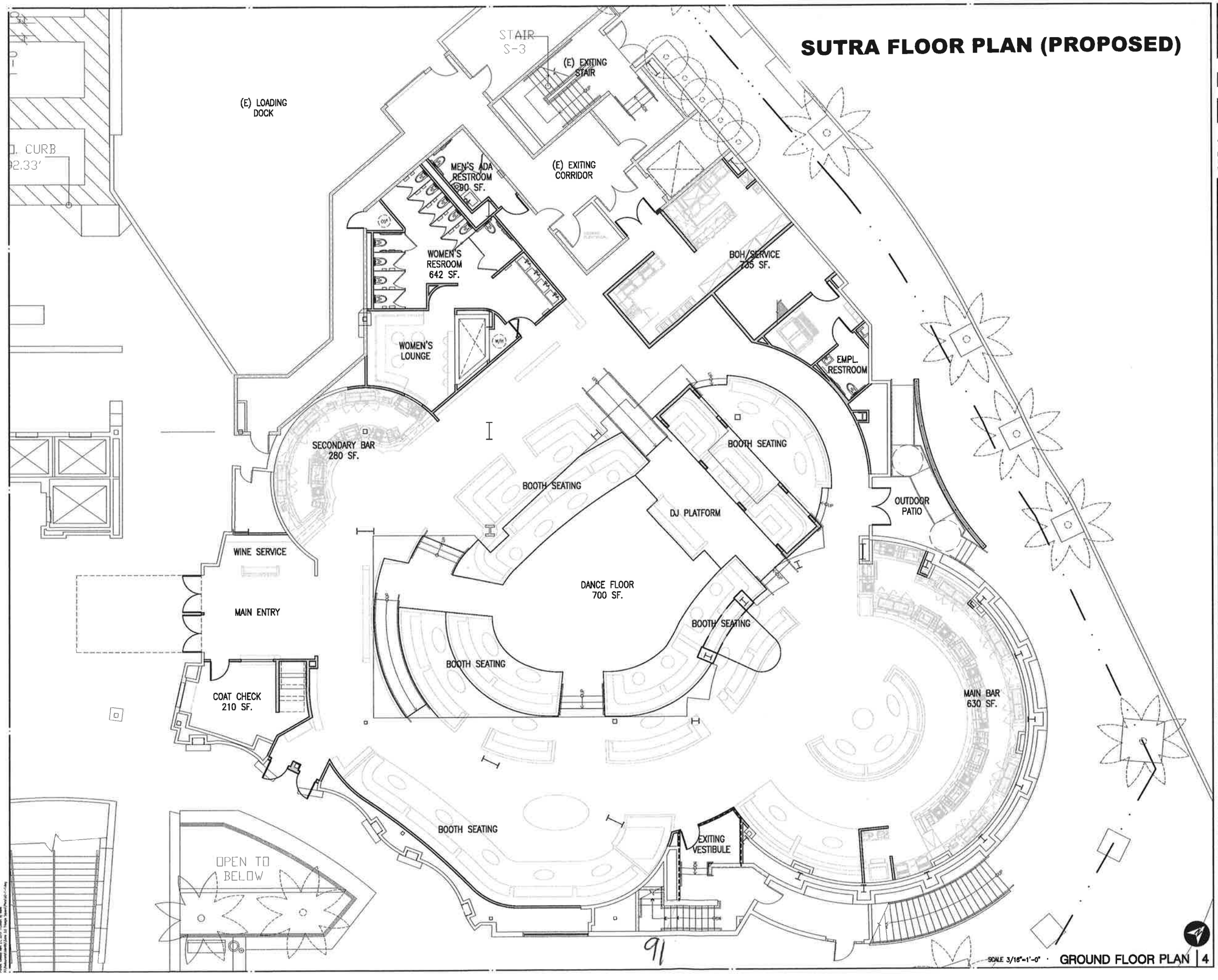
Scale : AS SHOWN

Project No: 0000

Sheet No: A-3

* FOR CONCEPTUAL DESIGN ONLY. NOT FOR CONSTRUCTION.

SUTRA FLOOR PLAN (PROPOSED)



SCALE 3/16"=1'-0" · GROUND FLOOR PLAN | 4

SMS ARCHITECTS
17848 Sky Park Circle, Suite B
Irvine, California 92614
Phone- 949.757.3240
www.sms-arch.com

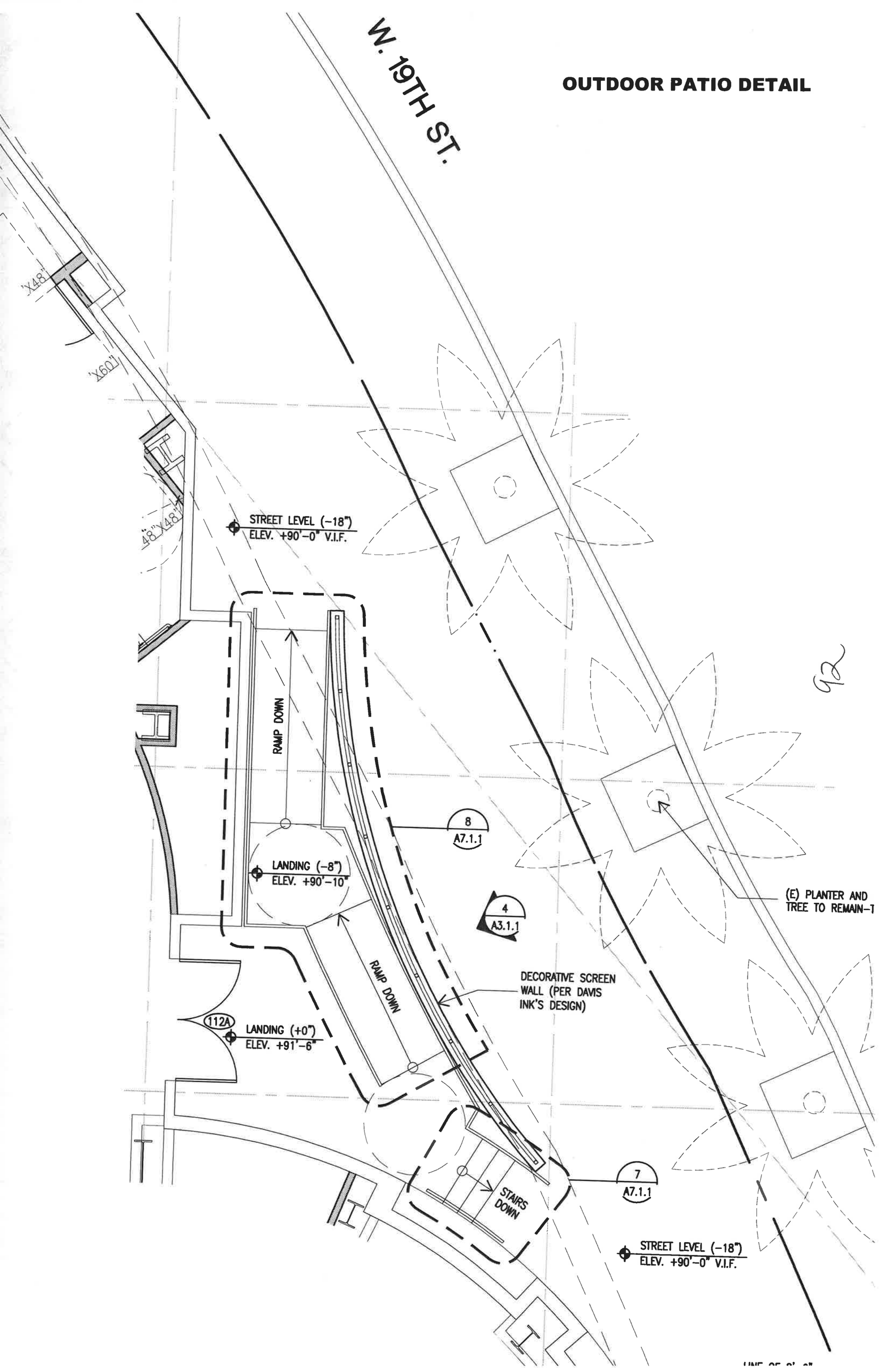
ERA
AT TRIANGLE SQUARE
1870 HARBOR BLVD. STE. L1-125
COSTA MESA, CALIFORNIA 92627

NO.	DATE	ISSUE
	04/15/15	CITY PLAN CHECK SUBMITTAL/RND 1

DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF SMS ARCHITECTS AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PROJECT NO. 14043
DATE April 21, 2015
DRAWING TITLE
REFERENCE FLOOR PLAN
DRAWING NO.
A2.1.1

OUTDOOR PATIO DETAIL



PLANNING COMMISSION SUPPLEMENTAL MEMORANDUM

MEETING DATE: MAY 11, 2015 **ITEM NUMBER:** PH-3

SUBJECT: **SECOND AMENDMENT TO PLANNING APPLICATION PA-12-02 FOR THE TRIANGLE MASTER PLAN (PA-12-02 A2)**
1870 HARBOR BOULEVARD AND 1875 NEWPORT BOULEVARD

DATE: **MAY 8, 2015**

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

PRESENTATION BY: **MEL LEE, SENIOR PLANNER** ML

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

1. How does the 2015 parking study compare to the 2012 study in terms of the parking calculations?

Please see the attached memorandum from LLG. Most notably:

- There is greater parking supply due to the expansion of the valet parking footprint to 120 spaces.
- The memo provides additional clarification for allocated uses versus what is actually occupied today.
- LLG confirms that the parking ratios in both studies are the same. No rates were raised or lowered in the new study.

Representatives from LLG will be in attendance at the hearing to respond to any questions.

2. Are noise impacts anticipated to be lessened to some degree due to the relocation of Sutra?

The City has received noise complaints related to loud music/bass at the main doors, noise from patrons on the balcony, noise from the approximately 100-person deep queue line on the plaza level. The new location may offer some improvement in the noise levels due to:

- The main doors of Sutra Lounge will be located at grade, near the elevators, and behind physical obstructions to the noise.
- Balcony areas and outdoor patios with seating are eliminated.
- The queue will be at grade along West 19th Street.
- While the distances to the closest residence are comparable to the existing location (see exhibit), the new location will be near the terminus of the freeway where the noise contour is 70 CNEL. The freeway noise levels begin to drop to 65 CNEL south of Broadway. (see exhibit, 2000 General Plan Traffic Noise Level Contour Map)

3. To promote additional "free" parking supply, could valet parking be required to be free during peak demand hours?

If valet parking is a deterrent for some people due to cost, valet parking could theoretically be provided at no charge. Valet parking at the CAMP, for example, is free-of-charge during the lunch hours. However, people typically do provide a tip to the valet. At this time, staff has not discussed with the applicant whether or not they would concur with a condition to provide valet parking at no cost [discussion pending]. The applicant has indicated that the valet parking program is at a cost of $400,000 per year and that the current valet rates do not sufficiently recoup the costs of the valet program.

4. If additional overflow parking is provided (i.e. 1901 Newport, United Methodist Church, Mother's Market), would the parking situation be significantly improved?

Additional off-site parking would alleviate the parking demand from the Triangle's employees by creating more available self-parking spaces for customers. The Triangle's management has contemplated off-site parking for "special events" such as New Years Eve celebrations, etc. However, the parking manager indicated that "free" parking spaces have been available at the Triangle for the past 16 months, and that parking structure has not been filled to capacity.

5. Are parking restrictions on Broadway considered a viable option to address parking impacts?

In order to implement parking restrictions along Broadway, resident permit parking has to be implemented. Based on Council adopted guidelines, permit parking is implemented with a majority signed petition from residents on the affected street segment. Based on direction from Council, staff can contact the residents and gauge support for parking restriction. If supported by a majority of the residents, City staff can then initiate resident only parking on Broadway. Planning Commission may direct staff to pursue this option and complete the necessary steps for restricted parking.

6. What is the Police Department's position on the proposed Sutra plans and describe the extent of service calls to the Sutra Lounge.

Comments and a summary of calls for service are still pending and will be presented at the hearing.

Attachments

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

File (2)

Diamond Star Associates
4100 MacArthur Blvd., Suite 330
Newport Beach, CA 92660

Greenlaw Partners
18301 Von Karman, Suite 250
Irvine, CA 92612

Sutra Lounge
Attn: Dave Griffith, General Manager
1870 Harbor Boulevard, Suite A-200
Costa Mesa, CA 92627

Trissa de Jesus Allen, P.E.
Senior Transportation Engineer
Linscott, Law & Greenspan, Engineers
2 Executive Circle, Suite 250
Irvine, CA 92614

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

MEMORANDUM

To:	Mel Lee, AICP City of Costa Mesa	Date:	5/8/15
From:	Trissa (de Jesus) Allen, P.E. LLG, Engineers	LLG Ref:	2.10.3142.1
Subject:	The Triangle: 2015 Update of Shared Parking Study		

We are pleased to provide responses to address City comments on our recent update of the Shared Parking Study for The Triangle (dated April 29, 2015). The following provides a brief summary of the comments and our responses:

Comment 1: Explain the discrepancy in parking supply (i.e., marked spaces) between the prior parking study (dated February 17, 2012) and the 2015 Update.

> **Response:** Comparing the existing parking supply reported in the 2012 Study (1,020 marked spaces) against the 2015 Update (1,001 marked spaces) indicates a net reduction of 19 spaces in the parking structure. This is due to parking space modifications completed after our February 2012 Study to comply with ADA handicap parking design requirements.

Comment 2: Explain the discrepancy in valet parking potential between the prior parking study (dated February 17, 2012) and the 2015 Update.

> **Response:** Comparing the valet parking potential reported in the 2012 Study (the equivalent of up to 40 additional vehicles that could be parked by valet) against the 2015 Update (the equivalent of up to 120 additional vehicles on Levels B1 and 5, plus a contingency for valet parking up to 70 vehicles on Level B2) indicates an increase in the valet program's ability to park vehicles in the parking structure. The February 2012 Study reported a smaller valet parking footprint, as previously managed by Triangle's valet operators (Ace Parking) in 2012. That February 2012 valet footprint corresponds to approximately the same valet footprint referred to as "Zone A" in the 2015 Update, which is the one of three valet zones in operation every day based on the current valet program. It is common practice and an appropriate management technique for valet operators to reduce or expand valet footprints in order to efficiently meet valet parking demand.

Comment 3: Provide further clarification of parking for allocated uses versus what is actually occupied today. The Triangle does not have adequate parking currently, much less with additional uses.

> **Response:** As part of the 2015 Update, extensive field study of actual parking conditions (non-valet and valet) were conducted in September and December 2014, which were supplemented with additional parking demand counts in

April 2015 (during the annual Film Festival, and a major movie premiere like the Avengers). Findings indicate that parking demand for both non-valet and valet parkers never exceeded the supply of 1,001 marked spaces, and the total equivalent supply with valet parking of up to 1,121 to 1,191 "spaces". ***Tables A-1*** through ***A-3***, and ***Figures A-1*** through ***A-3*** in ***Appendix A*** of the 2015 Update provide the detailed findings. In addition, according to the current valet parking operators at The Triangle (Corinthian Parking), parking needs have been fully met, and supply never exceeded, within the parking structure in the last 16 months since they started managing parking for The Triangle. The ongoing parking program employs efficient management tools that help ensure guest parking is always available within the structure, including providing free valet parking on the top floor/Level 5 to non-valet guests not able to readily park on the lower levels (this was implemented during the recent Film festival), and providing off-site parking for employees.

Under future conditions, Phase 1 (which includes the Sutra relocation, and development of restaurants previously approved by the City) would increase the existing peak demand by 138 spaces (970 spaces per ***Table 2*** minus 832 spaces per ***Table A-2***). This incremental demand could be fully accommodated by the existing parking supply and would result in parking surpluses in the structure, as indicated on the bottom portion of ***Table 2***.

Under future conditions, Phase 2 (which includes the re-occupancy of the existing Sutra space as a restaurant, and retail use in the space previously approved by the City for a wine storage facility) would increase the existing plus Phase 1 peak demand by an additional 107 spaces (1,077 spaces per ***Table 4*** minus 970 spaces per ***Table 2***). As in the existing and Phase 1 scenarios, this incremental demand could be fully accommodated by the existing parking supply and would result in parking surpluses in the structure, as indicated on the bottom portion of ***Table 4***.

Comment 4: Confirm that there is no change in parking rates that was applied in the 2012 Study versus the 2015 Update.

Response: All the parking ratios applied are consistent between the two studies.

Sutra

May 8, 2015

Costa Mesa Senior Planner Mel Lee:

Per your request, I am providing some additional information in regards to the following areas: Sound System, Line Queuing and Security protocols.

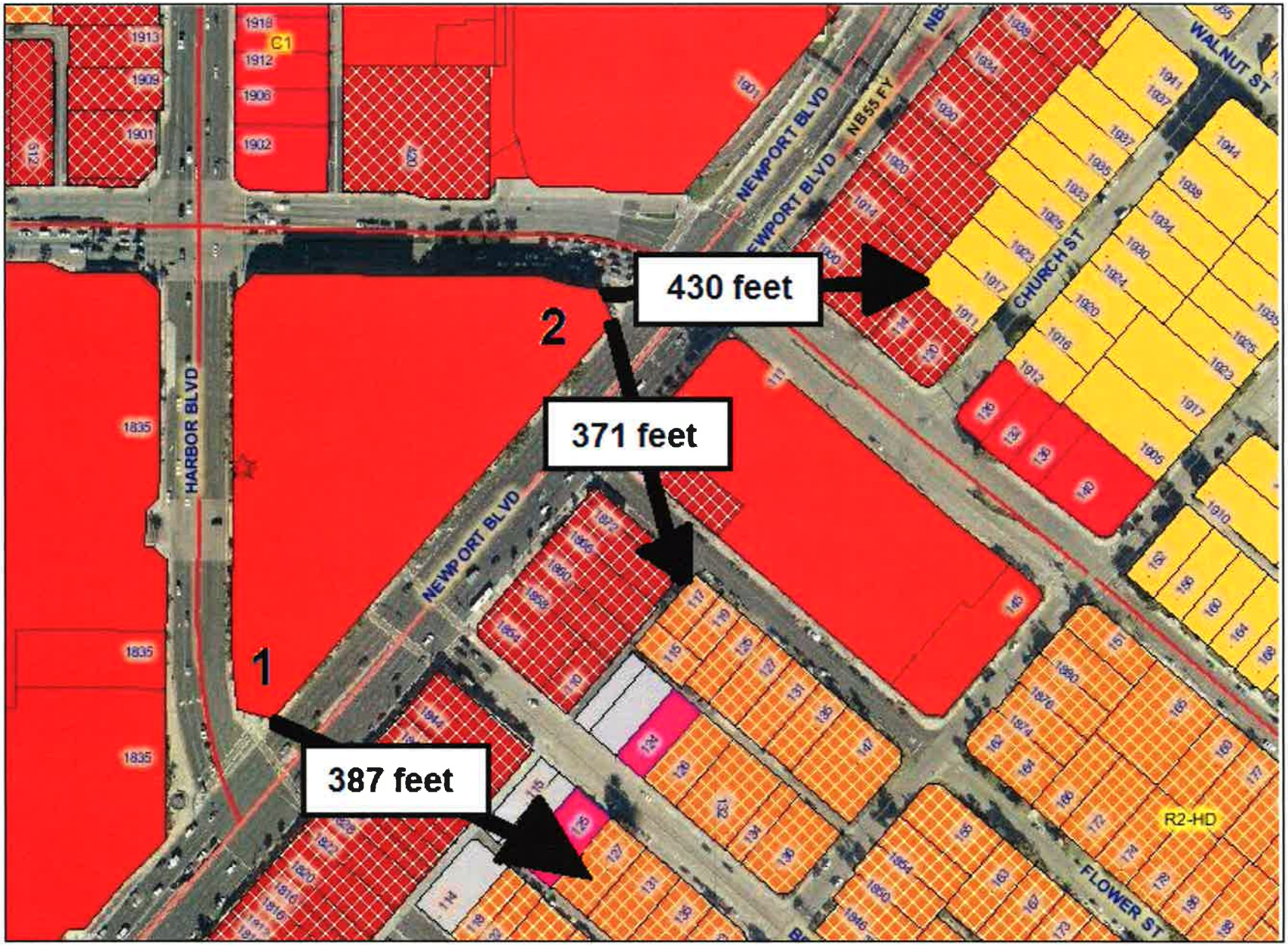
- Sound System
  - The sound system installation in the new nightclub is designed with care and understanding of minimizing sound bleed and overall impact into the local community.
  - Measures:
    - Entire Club Layout is being designed so that all dance floor speakers and bass cabinets are facing away from residential and towards the center of the Triangle Center.
    - Bass cabinets (which resonate the most traveled frequencies) are being built in a cinder block encasement as to control the direction of the low-end frequencies and therefore minimizing and/or illuminating disturbance.
    - Venue has been designed so that exterior doors can be shut at all times in order to eliminate bleed.
- Security
  - General: Similar security controls to existing Sutra will be put into place.
    - We will continue to use licensed and bonded professional security company 5 Diamond to manage our security needs.
    - Minimum Ratios of 1 guard to 50 guests will still be practiced to ensure a top quality and safe experience for our guests.. Since the new space is larger then the existing location, there will be a few additions of static guard positions in order to oversee exiting and vulnerable perimeter areas.
    - 5 Diamond's guards will be clearly visible and coordinate the control and flow of each area of the venue.
  - Line Queuing and departing
    - 5 Diamond security will assist in monitoring any Guests arriving from general parking and valet, they will help direct Guests into the correct lines and continue line control for the venue in a safe manner. They will also help to secure the parking lot and keep it clear at all times as to help with traffic flow.
    - When departing, Guests will be assisted to their cars and/or taxis at the designated taxi loading area at the end of the evenings.
    - The appropriate amount of security staff will be staged as needed to keep the parking structure safe. Stanchions & barricades will be used to physically "funnel" Guests in the direction desired. Security staff will continuously give verbal direction, pointing in the appropriate direction desired.
    - The queue outside the venue will not be much different than the current queue, except rather than people waiting along the railing of the Triangle Plaza level, the new location allows us to keep the line hidden behind the stairway/escalators along Newport Blvd. Any noise will be masked by the sound of cars accelerating off from the intersection of 19th Street and Newport Blvd/55fwy. We believe the new location is far less intrusive on any neighbors who have ever heard our waiting patrons outside. Additionally, the larger club allows us to keep everyone inside who have been allowed entry. Furthermore, we do not have a large outdoor patio area at the new location like we currently have along Harbor Blvd.. Overall, the new venue location allows us to eliminate impact to the community which in tern makes us a good neighbor.

- Occupancy
  - Our maximum will be approximately 675 people inside the club on a busy night with a few waiting in line. We monitor the numbers to avoid any occupancy violations. Our waiting line is fully controlled by our security team, and should never exceed about 50 people or so. If the line grows too long, we will turn people away, thank them, and invite them to return on another night at an earlier time to ensure entry.

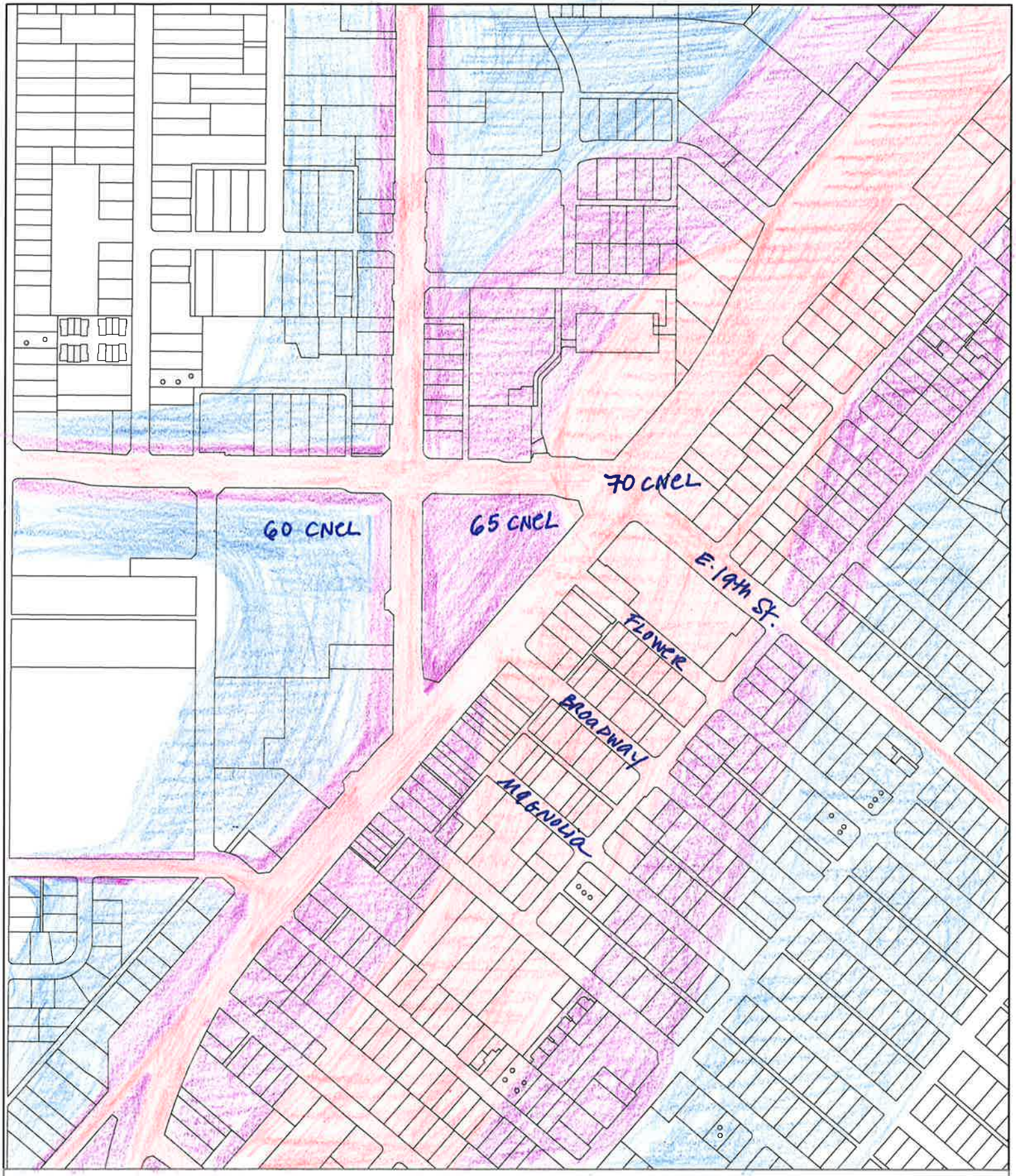
For any additional information, please do not hesitate to follow up with me, as I would be happy to assist in any way possible.

Rob Arellano
Identity Management Group
949.874.3053 | ra@idymg.com

Newport-Harbor Lounge at the Triangle



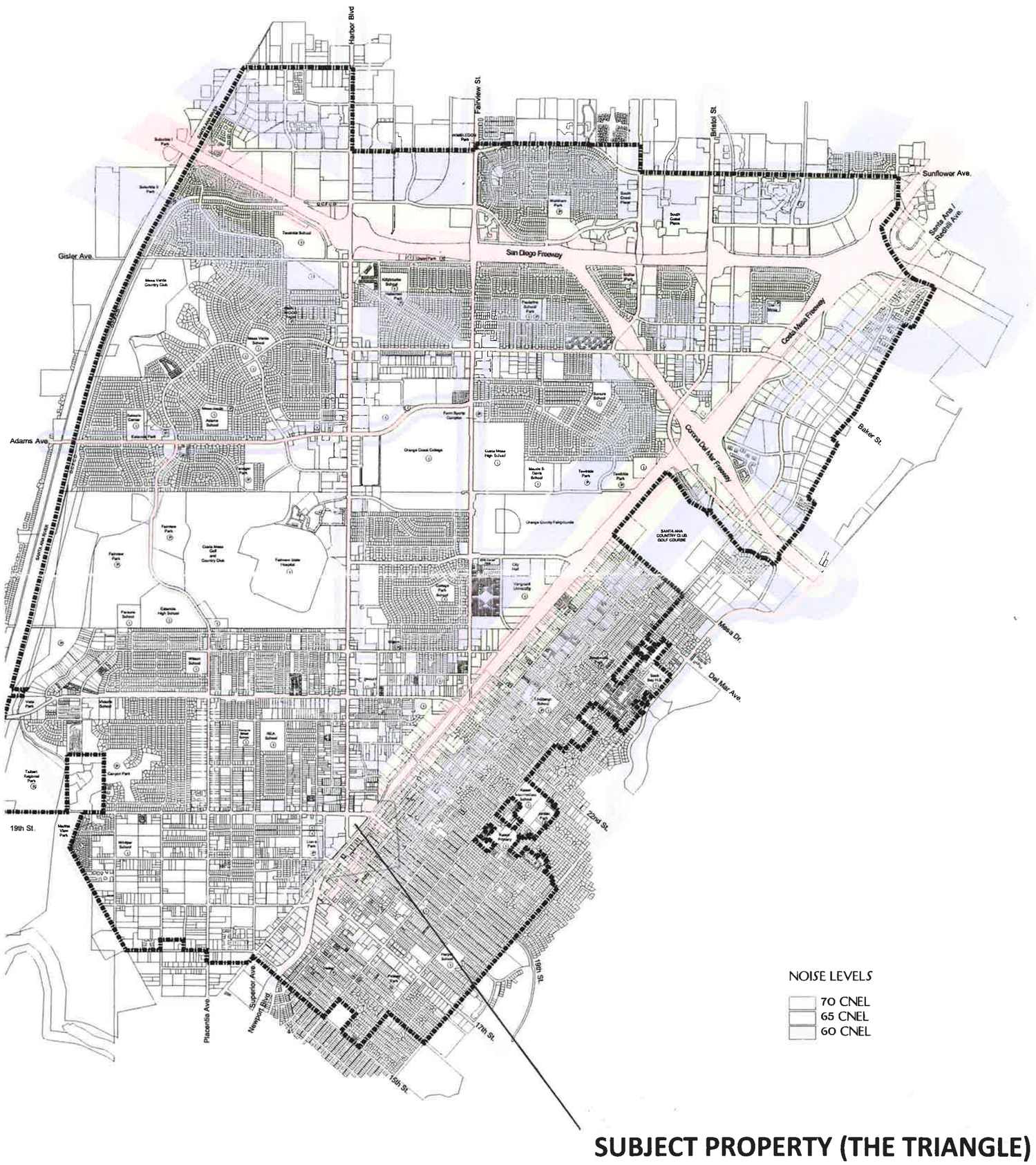
1. Existing lounge
2. Proposed lounge



Noise Contours Near The Triangle

(approximate only; not to scale)

2000 GENERAL PLAN NOISE CONTOURS



NOTE: THE NOISE CONTOUR SHOWN ON THE MAP REFLECTS TRAFFIC NOISE ONLY. THE TRAFFIC VOLUMES ARE BASED UPON THE ADT'S SHOWN IN THE COSTA MESA GENERAL PLAN TRAFFIC ANALYSIS, PREPARED BY AUSTIN-FOUST ASSOCIATES, DATED MAY 21, 2001.

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EXHIBIT N-4

PH-3

COLGAN, JULIE

Subject: FW: Support for PA 12-02 - The Triangle

From: Bob Drake [mailto:bobdrakejr@outlook.com]
Sent: Monday, May 11, 2015 9:04 AM
To: FLYNN, CLAIRE
Subject: Support for PA 12-02 - The Triangle

I have read and fully support the relocation of Sutra Lounge to the old Nike Town location.

It is exciting and wonderful to live in a city where business wants to invest and expand. Don't be misled by a small, vocal group of anti-growth activists – the silent majority like my wife and I support civic improvements like this.

Please support and approve the proposed changes.

Thank you,

John R. Drake, Jr.

317 Robin Hood Lane

Costa Mesa, CA 92627