



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: SEPTEMBER 26, 2016

ITEM NUMBER: PH5

SUBJECT: PLANNING APPLICATION PA-16-53: CONDITIONAL USE PERMITS FOR SALE AND ON-SITE CONSUMPTION OF ALCOHOL BEVERAGES AFTER 11 PM WITHIN 200 FEET OF A RESIDENTIAL ZONE, ON-SITE VALET PARKING, MINOR CONDITIONAL USE PERMITS FOR DEVIATION FROM PARKING REQUIREMENTS AND SHARED ACCESS WITH 188 EAST 17TH STREET FOR A PROPOSED RESTAURANT AT 196 EAST 17TH STREET.

DATE: SEPTEMBER 20, 2016

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: DANIEL INLOES, SENIOR PLANNER

FOR FURTHER INFORMATION CONTACT: DANIEL INLOES, AICP (714) 754-5088
daniel.inloes@costamesaca.gov

PROJECT DESCRIPTION

Planning Application PA-16-53 to allow the establishment of a restaurant (Crack Shack) in a former bank building. This request includes the following:

1. A conditional use permit to allow on-site consumption of alcoholic beverages after 11 pm within 200 feet of a residential zone. Proposed hours of operation are 8 am to midnight, Sunday through Thursday and 8 am to 12:30 am, Friday and Saturday;
2. A conditional use permit for free on-site valet parking during peak demand times to accommodate the increase in required parking;
3. A minor conditional use permit to deviate from shared parking (75 spaces required; 51 spaces provided; 60 spaces proposed with valet); and
4. A minor conditional use permit to approve shared access between 196 East 17th Street and 178 Wells Place.

APPLICANT AND/OR AGENT

Joshua Lichtman, authorized agent of Fainbarg I LP, Arnold & Ruth Feuerstein Marital Trust, the property owner.

ENVIRONMENTAL DETERMINATION

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

RECOMMENDATION

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

BACKGROUND

Project Site/Environs

The project site is located near the northwest corner of East 17th Street and Orange Avenue, and contains a two-story, 7,739 square-foot commercial building. The two parcels which make up the project site are zoned C2 (General Business) and have a General Plan land use designation of General Commercial. The property is bounded by a C2 commercially-zoned property to the west, CL commercially-zoned property to the north, and C1 commercially-zoned property to the east and south across East 17th Street and Orange Avenue respectively.

The existing building is a wood frame building with a flat roof that was constructed in the late 1950s. The building is currently legal nonconforming since it does not maintain a full 20-foot setback from the front property line and the size exceeds the current FAR allowed for the site. The proposed restaurant will be occupying the existing building with the only structural modifications being the relocation of a portion of the second floor from the interior west side of the building to the interior east side of the building. This modification will also result in an overall decrease in the total area of the structure to 6,731 square feet. The site currently contains 31 parking spaces. The existing drive thru and egress on the west side of the building will be replaced with a pedestrian friendly landscaped area.

The Crack Shack is a fast casual restaurant whose goal is to provide jidori chicken, local produce, and a globally inspired menu in an open air and family friendly environment. Crack Shack is a Southern California company whose only other current restaurant is in San Diego at 2266 Kettner Boulevard.

ANALYSIS

The proposed restaurant is a permitted use within the C2 General Business Zoning District and the design and use is in conformance with the property's land use designation of General Commercial. However, allow on-site consumption of alcoholic beverages after 11 p.m. for a restaurant proposed within 200-feet of a residential zone, to deviate from shared parking standards, provide on-site valet parking, and recordation of a shared access agreement with 188 E. 17th Street.

Conditional Use Permit For Alcohol Sales And Extended Hours

The applicant is requesting a conditional use permit for the sale of alcoholic beverages for on-site consumption after 11:00 p.m., which is required when a restaurant is located within 200 feet of a residential zone; residentially zoned properties (R2-MD and R3) are located northeast of the property. No residential dwelling units directly abut the property; below is a

figure showing the relationship between the proposed restaurant site and the residentially zoned properties nearby.



The proposed hours of operation are:

- 8:00 a.m. to midnight Sunday through Thursday
- 8:00 a.m. to 12:30 a.m. Friday and Saturday

The sites that do directly abut the site are commercially zoned. To the west, is a multi-tenant site which contains a variety of commercial uses including a boutique, smog test site, and offices. To the north, is a storage yard. Across Orange Avenue, to the east, is a 7 Eleven, gas station and offices, a Chevron Gas Station is on the other side of East 17th Street, to the south.

Minor Conditional Use Permit For Deviation From Parking

The building is currently 7,060 square feet. The proposed plans for Crack Shack decrease some of the second floor square footage so that the total gross floor area will be 6,731 square feet. Based on the revised square footage and land use, the City parking standards require 75 parking spaces.

Since the site cannot be configured to accommodate 75 permanent standard-sized parking spaces, and Crack Shack does not believe it would have that high of a parking demand, the applicant hired parking specialists from Michael Baker International to assess the demand

for parking spaces throughout the week for the proposed restaurant. The parking study Michael Baker produced is included as Attachment 5.

In summary, the parking consultants found that the peak on-site parking demand would be 60 parking spaces, as shown below in excerpts from the *Free Valet Parking Operation Periods for Weekday and Weekend* table below. The parking consultants provide an explanation of their methodology and results within the attached parking study.

Weekday

Weekend

| Time of Day | Weekday Seating Utilization | Maximum Parking Space Requirement | Estimated Parking Need* | Time of Day | Weekend Seating Utilization | Maximum Parking Space Requirement | Estimated Parking Need* |
|---------------------|-----------------------------|-----------------------------------|-------------------------|---------------------|-----------------------------|-----------------------------------|-------------------------|
| 09:00 AM - 09:59 AM | 16.0% | 60 | 10 | 09:00 AM - 09:59 AM | 32.8% | 60 | 20 |
| 10:00 AM - 10:59 AM | 30.0% | 60 | 19 | 10:00 AM - 10:59 AM | 44.3% | 60 | 27 |
| 11:00 AM - 11:59 AM | 72.0% | 60 | 44 | 11:00 AM - 11:59 AM | 73.0% | 60 | 44 |
| 12:00 PM - 12:59 PM | 94.7% | 60 | 57 | 12:00 PM - 12:59 PM | 100.0% | 60 | 60 |
| 01:00 PM - 01:59 PM | 68.6% | 60 | 42 | 01:00 PM - 01:59 PM | 95.0% | 60 | 58 |
| 02:00 PM - 02:59 PM | 45.4% | 60 | 28 | 02:00 PM - 02:59 PM | 85.3% | 60 | 52 |
| 03:00 PM - 03:59 PM | 41.4% | 60 | 25 | 03:00 PM - 03:59 PM | 75.5% | 60 | 46 |
| 04:00 PM - 04:59 PM | 48.5% | 60 | 30 | 04:00 PM - 04:59 PM | 78.5% | 60 | 48 |
| 05:00 PM - 05:59 PM | 70.2% | 60 | 43 | 05:00 PM - 05:59 PM | 87.5% | 60 | 53 |
| 06:00 PM - 06:59 PM | 90.9% | 60 | 55 | 06:00 PM - 06:59 PM | 97.4% | 60 | 59 |
| 07:00 PM - 07:59 PM | 97.2% | 60 | 59 | 07:00 PM - 07:59 PM | 99.0% | 60 | 60 |
| 08:00 PM - 08:59 PM | 100.0% | 60 | 60 | 08:00 PM - 08:59 PM | 97.8% | 60 | 59 |
| 09:00 PM - 09:59 PM | 87.0% | 60 | 53 | 09:00 PM - 09:59 PM | 71.4% | 60 | 43 |
| 10:00 PM - 10:59 PM | 44.6% | 60 | 27 | 10:00 PM - 10:59 PM | 47.9% | 60 | 29 |
| 11:00 PM - 11:59 PM | 5.7% | 60 | 4 | 11:00 PM - 11:59 PM | 8.0% | 60 | 5 |

The applicant's proposed parking space configuration provides 51 permanent standard-sized parking spaces; therefore, to meet peak demand, valet parking would be necessary during peak lunch and dinner hours. Consequently, the applicant is proposing free valet parking during the peak lunch and dinner hours to ensure that there is sufficient parking onsite.

Conditional Use Permit for On-site Valet Parking

The applicant is requesting approval of a conditional use permit to allow for valet parking service. Free on-site valet parking service will be provided during the peak lunch and dinner hours to ensure that parking can meet demand. The applicant and the parking consultant are proposing the following hours to provide free valet services.

Weekday Schedule (Monday through Friday)

- 12:00 p.m. to 1:00 p.m. (1 hour)
- 6:00 p.m. to 10:00 p.m. (4 hours)

Weekend Schedule (Saturday and Sunday)

- 12:00 p.m. to 3:00 p.m. (3 hours)
- 5:00 p.m. to 9:00 p.m. (4 hours)

On-site valet parking is expected to increase parking supply by a minimum of 11 parking spaces, including a minimum of 6 vehicles gained through denser stall parking and 5 gained through in-aisle parking. As a result, the new parking supply increases from 51 spaces to a minimum of 62 spaces. The City Transportation Division has reviewed and approved the valet parking space plan.

The valet area is proposed in the parking spaces closest to the restaurant. The location of the valet kiosk for loading and unloading of patrons is located within the drive aisle onsite between the two driveways onto Orange Avenue. Attachment 7 (Valet Parking Plan) indicates the location of the pickup/drop-off area and interior circulation. This location will allow for the longest queuing times in periods of high demand. Driveway clearances of at least 10 feet shall be maintained during load/unload, and during times when the valet is using in-aisle parking. As indicated in the Valet Plan, the valet staff will be trained to expedite the queuing line forward to prevent any traffic congestion on adjacent streets.

Minor Conditional Use Permit for Shared Access between 196 East 17th Street and 178 Wells Place

To provide a parking lot configuration which maximizes the number of parking spaces on the lot the applicant is working with the neighboring property to the west to record an agreement so the reciprocal access lane currently on the subject site may be modified and the restaurants patrons can gain direct access to 9 new parking spaces gain access from the neighboring property at 188 East 17th Street. This agreement will allow for all 51 proposed permanent parking spaces on the property to be used without valet parking at low demand times of the day.

JUSTIFICATIONS FOR APPROVAL

Pursuant to Title 13, Section 13-29(g)(2), 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 as noted below:

- *This use is permitted by right within our zoning code and is in conformance with the General Plan.* A fine casual restaurant is permitted within the C2 zoning district and is encouraged within the General Commercial land use designation.
- *The proposed restaurant has quality design and layout.* The proposed project would update the entire façade of the building, add rooftop landscaping, add landscaping and a walking path to the west side of the building, and renovate the interior. These substantial modifications provide: upgrading to a 60-year-old building; providing a destination which connects more to the urban fabric around it by opening the building with additional windows; increasing the visual appeal along East 17th Street and Orange Avenue; and positively contributing to the East 17th Street commercial corridor view shed.

- The sale and consumption of alcohol onsite after 11:00 p.m. is compatible with the developments in the same general area. The proposed site abuts East 17th Street which is a major commercial corridor within the City of Costa Mesa. The East 17th Street has a diverse collection of restaurants and eateries. The proposed site is surrounded by commercial uses and does not directly abut any residentially zoned property. The proposed hours are 8:00 a.m. to midnight Sunday through Thursday and 8:00 a.m. through 12:30 a.m. Friday and Saturday. Standard conditions of approval for alcohol sales after 11:00 p.m. are applied to this proposed restaurant.
- Increased parking and improved circulation onsite. To the west the applicant will obtain a recorded reciprocal access agreement with their neighbor to the west to allow for shared access that accommodates a parking lot configuration that substantially increases the number of parking spaces. Currently there are 31 parking spaces and the proposed site plan can accommodate 51 parking spaces. A condition of approval shall require the applicant to record a shared access agreement with the property owner of 188 East 17th Street. Furthermore, the restaurant proposes to block off the egress to 17th Street on the west side of the building and convert the space to a pedestrian friendly landscaped space. This would decrease the number of egresses on 17th Street and simplify an existing driveway which has an inverted ingress and egress. The existing curb cut will remain since it is shared with the neighboring property's ingress, but the existing egress, or portion of curb on 196 East 17th Street, will be blocked with landscaping.

Condition of Approval 18: Proof of recordation of the shared access agreement on the abutting property 188 East 17th Street (APN 425-413-15) shall be provided to the City prior to issuance of building permits.

Condition of Approval 19: Decorative bollards, approved by the Planning Division, shall be placed at the front of the landscaping space on the west side of the building to increase pedestrian safety.

- Parking demand is based on site specific parking study. The City required the applicant provide a parking study to be completed by a local parking specialists which would determine an accurate and legitimate assessment of: parking demand, circulation and parking, and parking management onsite to ensure no spillover effects to neighboring sites and residential areas occur.

The consulting firm selected by the applicant, Michael Baker International, assessed the parking demand for a Crack Shack restaurant at 196 East 17th Street and found that the proposed restaurant does not use 60% of the gross floor area for dining which is standard, but rather only uses approximately 42% for the dining area. Therefore, the parking consultants recommended determining the parking demand for the proposed restaurant on the number of seats within the restaurant instead of the total square footage. The applicant provided a detailed floor plan which included all dining seating within the restaurant. The applicant proposed 150 seats. They used 1 parking space for every 2.5 seats and guest counts from the existing San Diego Restaurant to determine the demand throughout the day. They determined the parking demand to be 60 parking spaces. Their parking demand was based on the number of seats provided, therefore

a condition of approval has been established to ensure that the dining area within the restaurant cannot exceed 150 seats.

Condition of Approval 20: The maximum number of total seats provided at the restaurant for guests shall be no greater than 150 seats.

The proposed parking layout, circulation, and proposed valet parking staging has been approved by the Transportation Division. Since the parking onsite (51 spaces) does not meet peak parking demand (60 spaces) free valet parking shall be provided during peak hours. Several conditions of approval have been placed on this project to ensure that valet parking will be properly managed. This includes expanding free valet during peak lunch hours by an hour on weekdays and weekends as shown below.

Condition of Approval 6: The valet parking service shall be free to customers on weekdays from 11:30 p.m. to 1:30 p.m. during peak lunch hours, 6:00 p.m. to 10:00 p.m. during peak evening hours, and weekends from 11:00 p.m. to 3:00 p.m. during peak lunch hours and 5:00 p.m. to 9:00 p.m. during peak evening hours. The Development Services Director shall modify the hours of the weekly evening valet operations based on evidence of peak demand, provided that valet operations are provided between 6PM to 9PM every day at a minimum.

Condition of Approval 21: 32 parking spaces must remain free and open for self-parking at all times unless parking demand exceeds 62 spaces at which time free valet shall be provided and managed for the entire site.

- The proposed restaurant will increase landscaping onsite and along East 17th Street. The existing building has minimal landscaping onsite. Currently there are two planters along East 17th Street and one strip of landscaping along Orange Avenue. The proposed plans will include an increase in landscaping throughout the parking lot, increase landscaping along 17th Street, provide a passive landscaping space with pedestrian path on the northwest side of the building, and add rooftop landscaping visible from the public right of way.

Condition of Approval 22: The former drive through and egress lane to the northwest of the building must be used as passive landscaping space and a pedestrian path from East 17th Street to the rear parking lot. This area may not be used for any other purpose besides landscaping and pedestrian access.

- With the implementation of the valet parking service and recommended conditions of approval, the proposed project will be compatible and harmonious with uses that exist within the general neighborhood. The proposed valet parking plan will help remediate the parking deficit of 9 spaces (demanded is 60, provided is 51) by providing a minimum of 11 additional spaces, creating a total parking supply of 62 parking spaces during peak operating hours. This additional parking supply will allow the property to accommodate the parking demand and alleviate the need for off-site parking during busy operating hours.

The conditions of approval require valet parking service to occur strictly on-site, within the parking lot area facing closest to the restaurant and away from nearby residential uses; the existing storage lot and other commercial structures provides a buffer between the valet service area and the residential uses to the north and east of the building. The conditions of approval should ensure that there are no negative impacts to neighboring commercial centers and adjacent residential communities. Furthermore, a condition of approval requires that additional measures be implemented to address any potential parking shortages in the future. These measures may include modification to the operational hours of future restaurants or tenants, requirement for establishing a larger onsite valet parking area, and/or requirement for shared parking plan with neighboring commercial properties.

- Approval of these CUPs and Minor CUPs are not anticipated to impact on- and off-site uses, parking or vehicle circulation. The proposed valet parking service provides a minimum of 11 additional spaces at the site during high parking demand times. This will help alleviate the need for off-site parking, particularly in neighboring residential neighborhoods. The loading and unloading area is placed in the center of the valet parking service area to allow for long queuing times in periods of high demand; Transportation Division has determined that there is adequate space for queuing and any negative impact to on-site circulation should be minimized. The applicant would be required to comply with all the conditions of approval and applicable Code requirements to ensure minimal noise and circulation impacts to surrounding uses, in particular the neighboring residential zones to the west and north of the retail center. The proposed use, as conditioned, should not generate adverse noise, traffic, or parking impacts.
- Future changes to the existing restaurant or future tenants will be closely monitored at this site to ensure adequate parking. The period of free valet parking will continue to be assessed to ensure parking availability onsite meets demand. After six months the parking on the site shall be assessed and the demand for free valet parking modified according to the demand.

Condition of Approval 3: The Development Services Director shall modify the hours of free valet operations 6 months after opening and only based on evidence of parking demand onsite requiring such a modification unless there are problems with parking management onsite in which case planning staff shall prepare a report to the Planning Commission on status of the business and valet parking operation. The Planning Commission may impose additional conditions if deemed necessary.

ENVIRONMENTAL DETERMINATION

If approved, the project would be exempt from the provisions of the California Environmental Quality Act under Section 15301 for Existing Facilities. If the use is denied, they would be exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15270(a) for projects which are disapproved.

GENERAL PLAN CONFORMITY

The commercial building has a General Commercial General Plan land use designation. The General Commercial designation is intended to permit a wide range of commercial uses, which serve both local and regional needs. These include markets, retail shops, service establishments, financial institutions, and restaurants. In accordance with the General Plan, approval of the conditional use permit for alcohol sales after 11:00 pm, deviation from parking, and on-site valet parking would allow a use and intensity that is consistent with the property's land use designation.

ALTERNATIVES

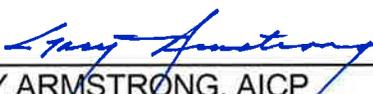
The Commission has the following alternatives:

1. Approve the project with modifications. The Planning Commission may suggest specific changes that are necessary to alleviate concerns. If any of the additional requested changes are substantial, the item should be continued to a future meeting to allow 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

Crack Shack restaurant's proposed alterations to the site is in conformance with the goals of the General Plan. It fits seamlessly with the other uses along East 17th Street. The proposed site plan will not only improve circulation on, off, and through the site but also has modified its plans and agreed to conditions of approval that will ensure it accommodates parking demand onsite. Staff recommends approval for this application.


DANIEL INLOES, AICP
Senior Planner


GARY ARMSTRONG, AICP
Economic Development & Development
Services Director / Deputy CEO

- Attachments:
1. Location Map, Zoning Map, and Radius Map
 2. Site Photos
 3. Applicant's Project Description
 4. Draft Planning Commission Resolutions
 5. Parking Study
 6. Site Plans, Elevations, and Additional Plans
 7. Free Valet Parking Plan

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

Joshua Lichtman
2266 Kettner Blvd
San Diego CA, 92101

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES
ASSESSOR'S MAP BOOK 425 PAGE 42 COUNTY OF ORANGE



FILE # 163231
196 E 17th ST
COSTA MESA CA
500' OWNERS
JUNE 30 2016
425 413 07 AND 08



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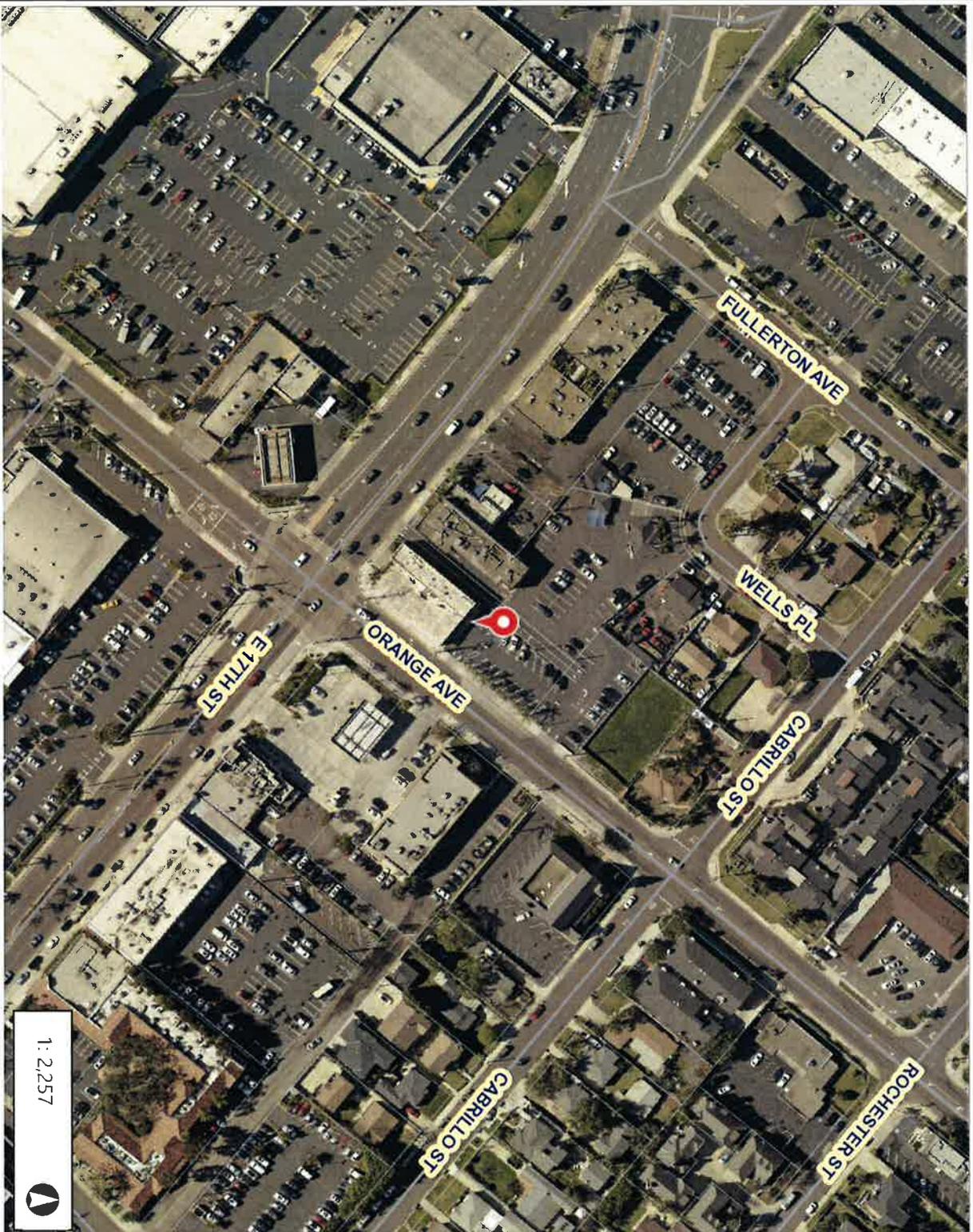
NEWPORT HEIGHTS
TRACT NO. 590 M.M. 4-83
TRACT NO. 10632 M.M. 31-36
TRACT NO. 11171 M.M. 456-21.22
TRACT NO. 11461 M.M. 482-13.14
TRACT NO. 11779 M.M. 492-21.22
TRACT NO. 12887 M.M. 531-46.47
TRACT NO. 14384 M.M. 594-34.35.36
PARCEL MAP M.M. 690-29.30.31
P.M. 43-29, 199-23, 278-38, 289-13, 352-38, 366-13

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ASSESSOR'S MAP BOOK 425 PAGE 20 COUNTY OF ORANGE

MARCH 1983

NEWPORT HEIGHTS
TRACT NO. 1130 M.M. 4-83
TRACT NO. 2251 (STREET ONLY) M.M. 36-30
TRACT NO. 11708 M.M. 71-43
RECORD OF SURVEY M.M. 501-39.40
PARCEL MAP R.S. 34-28
TRACT NO. 13830 P.M. 105-27, 271-44
M.M. 652-37, 38

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ASSESSOR'S MAP BOOK 425 PAGE 39 COUNTY OF ORANGE



- Legend**
- Costa Mesa
 - Costa Mesa
 - City Streets
 - Parcels
 - Parcels

1:2,257

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

0.1 0 0.04 0.1 Miles
 WGS_1984_Web_Mercator_Auxiliary_Sphere
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Notes



WGS_1984_Web_Mercator_Auxiliary_Sphere
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1: 2,257



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| Legend | |
|--------|--------------------|
| | Costa Mesa |
| | Costa Mesa |
| | City Streets |
| | Parcels |
| | Parcels |
| | Parcels |
| Zoning | |
| | <all other values> |
| | 0 |
| | AP |
| | C1 |
| | C1-S |
| | C2 |
| | CL |
| | I&R |
| | I&R-S |
| | MG |
| | MP |
| | P |
| | PDC |
| | PDI |
| | PDR-HD |
| | PDR-LD |
| | PDR-MD |
| | PDR-NCM |
| | R1 |

Notes

Front of Project Site



ATTACHMENT 2



Rear Elevation of Project Site

17th and Orange Elevation



Parking Lot



Orange Avenue Elevation



Drive Thru proposed to be pedestrian walkign path.



Property abutting the rear of project site.





Parking Lot



Rear Neighbor



Parking Lot



Shopping Center at Southeast Corner



Project Site 17th and Orange Avenue



Church - Closest R2-MD Site



Shot from Building Toward Residentially Zoned Properties



Easterly Neighbor - 7 Eleven

The Crack Shack Costa Mesa, LLC

dba
Crack Shack
196 E. 17th Street
Costa Mesa, CA 92627

PROJECT DESCRIPTION

The Crack Shack is an affordable, high quality family restaurant, serving gourmet comfort food made from scratch using locally sourced and organic artisanal Americana style food. Headed by renowned celebrity Chef Richard Blais of *Top Chef Fame*, this will be the third location and sister restaurant to the successful, and well received, The Crack Shack in Little Italy, downtown San Diego. The proposed restaurant is located at 196 E. 17th St, Costa Mesa, California 92627, in the C-2 – General Business zone in the Costa Mesa zoning map. We will be adaptively converting a former Chase Bank branch into our restaurant. The proposed restaurant is 7,739 sf (outdoor and indoor dining) and has an onsite parking lot consisting of 63 parking spots. Beer, wine and artisanal crafted cocktails will be available for on-site consumption to accompany patron meals, providing customers with a complete dining experience. However, alcohol will only be served during hours that the kitchen is in operation. Consequently, we will be concurrently applying for a Type 47 On-Sale General license with our application for our Conditional Permit.

This site is situated at the intersection of E. 17th St and Orange Ave. It is surrounded by a dedicated asphalt parking lot to the NE, a two-story office building to the NW. Von's and Sprout's anchor shopping centers are located across the intersection to the SE, and a mixed use development consisting of a 7-11 gas station with restaurants and office to the SW. There is a storage yard located to the North of the dedicated parking lot. The zoning designations surrounding our site are C1 – Local Business and CL – Commercial Limited zoning. Based on our neighboring properties/uses, the surrounding zones/uses, and that our location along 17th St, which is a major commercial thoroughfare, we believe our project is substantially compatible with uses permitted in the general area and we will not be materially detrimental to other properties in the same area.

The expected hours of operation will be as follows: 8:00 a.m. – 12:00 A.M. Sunday-Thursday and 8:00 a.m. – 12:30 A.M. Friday-Saturday.

RESOLUTION NO. PC-16__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA APPROVING CONDITIONAL USE PERMIT PA-16-53 LOCATED AT 196 EAST 17TH STREET.

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

WHEREAS, an application was filed by Joshua Lichtman, representing Fainbarg I LP, Arnold & Ruth Feuerstein Marital Trust,, owner of property located at 196 East 17th Street, for conditional use and minor conditional use permits:

1. A conditional use permit to allow on-site consumption of alcoholic beverages after 11 pm within 200 feet of a residential zone. Proposed hours of operation are 8 am to midnight, Sunday through Thursday and 8 am to 12:30 am, Friday and Saturday;
2. A conditional use permit for free on-site valet parking during peak demand times to accommodate the increase in required parking;
3. A minor conditional use permit to deviate from shared parking (75 spaces required; 51 spaces provided; 60 spaces proposed with valet); and
4. A minor conditional use permit to approve shared access between 196 East 17th Street and 178 Wells Place.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on September 26, 2016, with all persons having the opportunity to speak for and against the proposed project.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit "A", the Planning Commission hereby **APPROVES** PA-16-53 with respect to the property described above.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report for PA-16-53 and upon applicant's compliance with each and all of the conditions contained in Exhibit "B" as well as with compliance of all applicable federal, state, and local laws. Any approval granted by this resolution shall be subject to review, modification or revocation if there is a material change that occurs in the operation, or if the applicant fails to comply with any of the conditions of approval.

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 26th day of September, 2016.

Robert L. Dickson, Jr., Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, Gary Armstrong, Acting Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on September 26, 2016 by the following votes:

- AYES: COMMISSIONERS
- NOES: COMMISSIONERS
- ABSENT: COMMISSIONERS
- ABSTAIN: COMMISSIONERS

Gary Armstrong, Acting Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS

- A. The information presented substantially complies with Costa Mesa Municipal Code Section 13-29(g)(2) with regard to the conditional use permit because:

Required Finding: The proposed development or use is substantially compatible with developments in the same general area and would not be materially detrimental to other properties within the area.

Facts in Support of Finding: The fine casual restaurant proposed is permitted within the C2 zoning district and is encouraged within the General Commercial land use designation. The proposed restaurant provides a destination which connects more to the urban fabric around it by opening the building with additional windows; increasing the visual appeal along East 17th Street and Orange Avenue; and positively contributing to the East 17th Street commercial corridor view shed.

Remaining open an additional hour to an hour and half past 11:00 pm is not inconsistent with other restaurants which are permitted for consumption of alcohol along major commercial corridor within the City. This location is surrounded by commercial uses and conditions of approval have been included to ensure patrons are aware of the proximity of residentially zoned properties.

Based on the detailed parking study provided by a local parking specialist and conditions of approval which require a recorded shared access agreement, free valet parking during peak hours, and continued monitoring of the future management and impact of the parking lot the proposed number of parking spaces, parking lot configuration, and management of the parking lot will have minimal impact to the surrounding uses and ensures no impact to the residentially zoned properties nearby.

Required Finding: Granting the conditional use permit will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.

Facts in Support of Finding: The applicant will obtain a recorded reciprocal access agreement with their neighbor to the west to allow for shared access that accommodates a parking lot configuration that substantially increases the number of parking spaces. Currently there are 31 parking spaces and the proposed site plan can accommodate 51 parking spaces. A condition of approval shall require the applicant to record a shared access agreement with the property owner of 188 East 17th Street. Furthermore, the restaurant proposes to block off the egress to 17th Street on the west side of the building and convert the space to a pedestrian friendly landscaped space. This would decrease the number of egresses on 17th Street and simplify an existing driveway which has an inverted ingress and egress. The existing curb cut will remain since it is shared with the neighboring property's

ingress, but the existing egress, or portion of curb on 196 East 17th Street, will be blocked with landscaping.

Condition of Approval 18: Proof of recordation of the shared access agreement on the abutting property 188 East 17th Street (APN 425-413-15) shall be provided to the City prior to issuance of building permits.

Condition of Approval 19: Decorative bollards, approved by the Planning Division, shall be placed at the front of the landscaping space on the west side of the building to increase pedestrian safety.

The City required the applicant provide a parking study to be completed by a local parking specialists which would determine an accurate and legitimate assessment of: parking demand, circulation and parking, and parking management onsite to ensure no spillover effects to neighboring sites and residential areas occur.

The consulting firm selected by the applicant, Michael Baker International, assessed the parking demand for a Crack Shack restaurant at 196 East 17th Street and found that the proposed restaurant does not use 60% of the gross floor area for dining which is standard, but rather only uses approximately 42% for the dining area. Therefore, the parking consultants recommended determining the parking demand for the proposed restaurant on the number of seats within the restaurant instead of the total square footage. The applicant provided a detailed floor plan which included all dining seating within the restaurant. The applicant proposed 150 seats. They used 1 parking space for every 2.5 seats and guest counts from the existing San Diego Restaurant to determine the demand throughout the day. They determined the parking demand to be 60 parking spaces. There parking demand was based on the number of seats provided, therefore a condition of approval has been established to ensure that the dining area within the restaurant cannot exceed 150 seats.

Condition of Approval 20: The maximum number of total seats provided at the restaurant for guests shall be no greater than 150 seats.

The proposed parking layout, circulation, and proposed valet parking staging has been approved by the Transportation Division. Since the parking onsite (51 spaces) does not meet peak parking demand (60 spaces) free valet parking shall be provided during peak hours. Several conditions of approval have been placed on this project to ensure that valet parking will be properly managed. This includes expanding free valet during peak lunch hours by an hour on weekdays and weekends as shown below.

Condition of Approval 6: The valet parking service shall be free to customers on weekdays from 11:30 p.m. to 1:30 p.m. during peak lunch hours, 6:00 p.m. to 10:00 p.m. during peak evening hours, and weekends from 11:00 p.m. to 3:00 p.m. during peak lunch hours and 5:00 p.m. to 9:00 p.m. during peak evening hours. The Development Services Director shall modify the hours of the weekly evening valet operations based on evidence of peak demand, provided that valet operations are provided between 6PM to 9PM every day at a minimum.

Condition of Approval 21: 32 parking spaces must remain free and open for self-parking at all times unless parking demand exceeds 62 spaces at which time free valet shall be provided and managed for the entire site.

The proposed valet parking plan will help remediate the parking deficit of 9 spaces (demanded is 60, provided is 51) by providing a minimum of 11 additional spaces, creating a total parking supply of 62 parking spaces during peak operating hours. This additional parking supply will allow the property to accommodate the parking demand and alleviate the need for off-site parking during busy operating hours.

The conditions of approval require valet parking service to occur strictly on-site, within the parking lot area facing closest to the restaurant and away from nearby residential uses; the existing storage lot and other commercial structures provides a buffer between the valet service area and the residential uses to the north and east of the building. The conditions of approval should ensure that there are no negative impacts to neighboring commercial centers and adjacent residential communities. Furthermore, a condition of approval requires that additional measures be implemented to address any potential parking shortages in the future. These measures may include modification to the operational hours of future restaurants or tenants, requirement for establishing a larger onsite valet parking area, and/or requirement for shared parking plan with neighboring commercial properties.

The period of free valet parking will continue to be assessed to ensure parking availability onsite meets demand. After six months the parking on the site shall be assessed and the demand for free valet parking modified according to the demand.

Condition of Approval 3: The Development Services Director shall modify the hours of free valet operations 6 months after opening and only based on evidence of parking demand onsite requiring such a modification unless there are problems with parking management onsite in which case planning staff shall prepare a report to the Planning Commission on status of the business and valet parking operation. The Planning Commission may impose additional conditions if deemed necessary.

Required Finding: Granting the conditional use permit will not allow a use, density or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

Facts in Support of Finding: The restaurant proposes to decrease the overall square footage of the existing legal non-conforming building by 1,000 square feet. The proposed restaurant and the previous bank, with a drive-thru, are both considered high traffic uses. While the parking demand for the restaurant is higher the proposed project has provided a parking lot configuration and management system to accommodate the additional demand. Therefore, the proposed project is not increasing the non-conformity nor the intensity on the site and is in conformance with the General Plan.

The extended hours and consumption of alcohol onsite as conditioned are in accordance with the General Plan. The proposed site abuts East 17th Street which is a major commercial corridor within the City of Costa Mesa. The East 17th Street has a diverse collection of restaurants and eateries. The proposed site is surrounded by commercial uses and does not directly abut any residentially zoned property. The proposed hours are 8:00 a.m. to midnight Sunday through Thursday and 8:00 a.m. through 12:30 a.m. Friday and Saturday. Standard conditions of approval for alcohol sales after 11:00 p.m. are applied to this proposed restaurant.

- B. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines; and the City's environmental procedures, and has been found to be exempt from CEQA under Section 15301 for Existing Facilities.
- C. The project is exempt from Chapter XII, Article 3 Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

EXHIBIT B

CONDITIONS OF APPROVAL

- Plng.
1. The use shall be limited to the type of operation as described in the applicant's parking study and staff report. This includes a minimum of 11 additional parking spaces located within the proposed onsite valet service area. Any change in the operational characteristics 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 conditional use permit, subject to either Zoning Administrator or Planning Commission approval, depending on the nature of the proposed change. The applicant is reminded that Code allows the Planning Commission to modify or revoke any planning application based on findings related to public nuisance and/or noncompliance with conditions of approval [Title 13, Section 13-29(o)].
 2. The property owner shall contact the Planning Division for zoning verification before any new food/beverage business is established. All future business license applications, applications for tenant improvements, and/or amendments to existing tenant operating hours shall be reviewed by Planning Division to ensure parking availability. Zoning verification shall be obtained by the applicant from the Development Services Director for any changes to the restaurant mix. No additional restaurant use beyond what is shown in Table 1 may be permitted unless the Development Services Director makes a finding of adequate parking. An Existing restaurant may be replaced provided that the operational hours are not further expanded. In addition, any amendment to existing conditional use permits and/or changes to an existing restaurant uses shall be reviewed by Planning Division to verify zoning compliance.
 3. The Development Services Director shall modify the hours of free valet operations 6 months after opening and only based on evidence of parking demand onsite requiring such a modification unless there are problems with parking management onsite in which case planning staff shall prepare a report to the Planning Commission on status of the business and valet parking operation. The Planning Commission may impose additional conditions if deemed necessary.
 4. A copy of the conditions of approval for the conditional use permit must be kept on premises and presented to any authorized City official upon request. New business/property owners shall be notified of conditions of approval upon transfer of business or ownership of land.
 5. 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.
 6. The valet parking service shall be free to customers on weekdays from 11:30 p.m. to 1:30 p.m. during peak lunch hours, 6:00 p.m. to 10:00 p.m. during peak evening hours, and weekends from 11:00 p.m. to 3:00 p.m. during peak lunch hours and 5:00 p.m. to 9:00 p.m. during peak evening hours. The Development Services Director shall modify the hours of the weekly evening valet operations based on evidence of peak demand, provided that valet operations are provided between 6PM to 9PM every day at a minimum.
 7. The applicant shall revise the valet parking circulation plan for more efficient vehicle stacking if queuing for valet services occurs on Orange Avenue.

8. The operator shall provide adequate number of valet personnel to ensure efficient functioning of the valet operation.
9. The valet parking service shall occur on-site, within the parking lot area facing Orange Avenue and away from nearby residential uses, as shown in Free Valet Parking Plan. Any changes to the valet parking plan shall be subject to review and approval by the Development Services Director including modifying the valet operations or providing valet service at additional times.
10. If parking problems arise, the operator shall institute whatever operational measures are necessary to minimize or eliminate the problem, including, but not limited to, reducing the dining area and/or modification to the operational hours of the restaurants; expansion of valet parking as shown in the Free Valet Parking Plan (Maximum Capacity) plan that was reviewed and approved by Transportation Services Manager, and/or acquisition of off-site parking area.
11. Employee parking shall occur on-site and outside of the proposed valet parking plan area and not within surrounding streets.
12. The applicant shall provide a congestion management plan to the planning division prior to issuance of permits to address the initial increase in traffic and parking demand during the first four months of being open.
13. After 30 days and within 120 days of the business being fully operational, the applicant shall submit a report to the City identifying any complaints received by the residential neighbors and how each complaint was addressed in a timely manner. Failure to take appropriate measures to address complaints will be considered a violation of this condition.
14. The applicant shall maintain free of litter all areas of the premises under which applicant has control.
15. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of, or which are in any way related to, the applicant's project, or any approvals granted by City related to the applicant's project. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section. City shall have the right to choose its own legal counsel to represent the City's interests, and applicant shall indemnify City for all such costs incurred by City.
16. The parking lot shall be posted with signs directing customers and employees to use consideration when entering their cars and leaving the parking lot.
17. The use shall be limited to the type of operation described in this staff report, which includes a restaurant with the sale of alcoholic beverages for on-site consumption located within 200 feet of a residential zone. Operating hours shall be limited to 8:00 a.m. to midnight, Sunday thru Thursday, and 8 a.m. to 12:30 a.m., Friday thru Saturday. Any change in the operational characteristics including, but not limited to, increased hours of operation, or provision for live entertainment, shall

require approval of an amendment to the conditional use permit, subject to Planning Commission approval.

18. Proof of recordation of the shared access agreement on the abutting property 188 East 17th Street (APN 425-413-15) shall be provided to the City prior to issuance of building permits.
19. Decorative bollards, approved by the Planning Division, shall be placed at the front of the landscaping space on the west side of the building to increase pedestrian safety.
20. The maximum number of total seats provided at the restaurant for guests shall be no greater than 150 seats.
21. 32 parking spaces must remain free and open for self-parking at all times unless parking demand exceeds 62 spaces at which time free valet shall be provided and managed for the entire site.
22. The former drive through and egress lane to the northwest of the building must be used as passive landscaping space and a pedestrian path from East 17th Street to the rear parking lot. This area may not be used for any other purpose besides landscaping and pedestrian access.

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. | <ol style="list-style-type: none">1. Approval of the planning application is valid for one year from the effective date of this approval and will expire at the end of that period unless applicant establishes the use by obtaining a business license and legally establishes the business. If the applicant is unable to establish the use within the one-year time period, the applicant may request an extension of time. The Planning Division must receive a written request for the time extension prior to the expiration of the planning application.2. Permits shall be obtained for all signs according to the provisions of the Costa Mesa Sign Ordinance. |
| Bldg | <ol style="list-style-type: none">3. Comply with the requirements of the following adopted codes Code, 2013 California Building 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. Requirements for accessibility to sites ,facilities, buildings and elements by individuals with disability shall comply with chapter 11B of the 2013 California Building Code.4. Requirements for accessibility to sites, facilities, buildings and elements by individuals with disability shall comply with chapter 11B of the 2013 California Building Code. |

1. Accessibility shall be to and through the front door and to the commercial space from the public sidewalk.
 2. Accessible restrooms/bathrooms in the commercial space.
 3. Accessible parking.
 4. Accessible entry door, ramps, landings, sidewalks, hallways, strike edge clearances and elevation changes.
 5. Accessible Path of travel shall not be allowed to go through the City owned Public sidewalks.
5. Prior to demolition contact South Coast Air Quality Management District located at:
21865 Copley Dr.
Diamond Bar, CA 91765-4178
Tel: 909- 396-2000
 6. Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants exist on the property prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.
 7. Provide a plan to the County of Orange Health Dept. for review and approval.
 8. Prior to issuing the Building permit the conditions of approval shall be required to be incorporated on the approved Architectural plans.

RESOLUTION NO. PC-16__

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF COSTA MESA DENYING CONDITIONAL USE PERMIT
PA-16-53 LOCATED AT 196 EAST 17TH STREET.**

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

WHEREAS, an application was filed by Joshua Lichtman, representing Fainbarg I LP, Arnold & Ruth Feuerstein Marital Trust,, owner of property located at 196 East 17th Street, for conditional use and minor conditional use permits:

1. A conditional use permit to allow on-site consumption of alcoholic beverages after 11 pm within 200 feet of a residential zone. Proposed hours of operation are 8 am to midnight, Sunday through Thursday and 8 am to 12:30 am, Friday and Saturday;
2. A conditional use permit for free on-site valet parking during peak demand times to accommodate the increase in required parking;
3. A minor conditional use permit to deviate from shared parking (75 spaces required; 51 spaces provided; 60 spaces proposed with valet); and
4. A minor conditional use permit to approve shared access between 196 East 17th Street and 178 Wells Place.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on September 26, 2016, with all persons having the opportunity to speak for and against the proposed project.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, the Planning Commission hereby **DENIES** PA-16-53 with respect to the property described above.

PASSED AND ADOPTED this 26th day of September, 2016.

Robert L. Dickson Jr. Chair,
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS (DENIAL)

- A. The proposed project does not comply with Costa Mesa Municipal Code Section 13-29(e) because a compatible and harmonious relationship does not exist between the proposed use and the existing buildings, site development, and uses that exist or have been approved for the general neighborhoods. Safety and compatibility of the design of the parking areas, landscaping, luminaries, and other site features including functional aspects of the site development such as automobile and pedestrian circulation have not been considered. The use does not comply with performance standards as prescribed elsewhere in the Zoning Code.
- B. The information presented does not comply with Costa Mesa Municipal Code Section 13-29(g)(2) with regard to the conditional use permit in that the proposed use is not compatible with developments in the same general area. Granting the request will be materially detrimental to the health, safety, and general welfare of the public or otherwise injurious to properties or improvements within the immediate neighborhood.
- C. The Costa Mesa Planning Commission has denied Planning Application PA-15-46. Pursuant to Public Resources Code Section 21080(b)(5) and CEQA Guidelines Section 15270(a) CEQA does not apply to this project because it has been rejected and will not be carried out.

September 8, 2016

Daniel Inloes
Senior Planner
City of Costa Mesa
Costa Mesa, CA 92628

RE: Costa Mesa 196 East 17th Street Crack Shack Restaurant Parking Study

Michael Baker International (Michael Baker) has prepared the following parking study in response request to analyze parking needs for the proposed Crack Shack restaurant located at 196 East 17th Street. The scope of the traffic study was developed through close coordination with City staff and includes the following two components:

1. A detailed estimate of the number of parking spaces needed to serve this specific restaurant use.
2. Review of the proposed on-site parking layout and recommendations for the provision of valet parking.

Summary of Findings

1. Based on research conducted in this study, Michael Baker finds that a parking rate of **1 space per 3 seats (50 spaces)** would be completely appropriate for the proposed Crack Shack restaurant in Costa Mesa.
2. The recommended parking provision was increased from 50 spaces (1 spaces per 3 seats) to 60 spaces (1 space per 2.5 seats) representing a 20% increase to add a level of assurance that the parking need would not exceed the parking demand during peak periods.
3. The free valet parking plan accommodates 61 parking spaces during peak periods which is 1 space over the 60 space target (11 spaces or 22% over the actual estimated demand of 50 spaces).
4. The free valet parking layout could be modified to provide up to 75 parking spaces during peak periods which is equal to the 75 parking space City code requirement for a typical restaurant building this size.
5. The numerous conservatisms that have been built into the parking plan along with the recommended parking monitoring program will assure that parking spill-over will not be an issue for area residents.

Proposed Crack Shack Restaurant

The proposed Crack Shack restaurant will re-use an existing building that was previously built and used by a bank. The building will be renovated and retrofitted to house the Crack Shack restaurant. The renovation will result in a total useable floor area of 6,731 square feet. Based on the current building plan for the restaurant, the restaurant building will contain the following functional components and corresponding dedicated floor areas:

| | |
|---------------------------------------|--------------------------|
| • Dining Area (150 proposed seats) | 2,831 square feet |
| • Back of House/Kitchen & Bar Service | 2,170 square feet |
| • Storage | 1,182 square feet |
| • Landscape/Bocce Ball Court | 456 square feet |
| • Mechanical/Electric Room | <u>92</u> square feet |
| Total Floor Area | 6,731 square feet |

The proposed Crack shack restaurant will have the following operating characteristics:

- Food Service Hours of Operation - 8 AM to 12 AM Sunday through Thursday and 8 AM to 12:30 AM Friday and Saturday. Restaurant open on Holidays.
- Total Number of Seats – 149 seats
- Number of Tables by Type –
 - 17 2-seat tables (34 seats)
 - 17 4-seat tables (68 seats)
 - 2 10-seat tables (20 seats)
 - Bar/other seating with 28 seats
- Dining/Seating Area represents 42.1% of total floor area.
- Average Floor Area per Seat in seating area is 18.9 square feet.
- Number of Employees by Shift – 10 employees 8 AM to 11 AM and 14 employees 11 AM to Closing.

Note that the portion of the total floor area that is dedicated to seating is significantly smaller than for a typical restaurant that would dedicate 60% of the total floor area to the seating area. Since an existing building is being retrofitted for restaurant use, the portion of the total floor area that can be dedicated to the seating area is not as efficient or optimal as with a “build to fit” restaurant. Furthermore, the Crack Shack business model appears to result in a floor plan design that dedicated less area than normal to seating.

Existing Crack Shack Restaurant

For comparison, the City requested that operational characteristics of the existing Crack Shack restaurant be identified. The existing restaurant located in the “Little Italy” district of San Diego does not provide any dedicated on-site customer parking and therefore it was not possible to conduct an on-site parking utilization study to calculate a directly representative parking demand ratio. While the direct parking ratio cannot be determined by the existing restaurant, it is possible to obtain a variety of information concerning the business characteristics and business activity levels.

The existing restaurant facility in San Diego contains the following functional components and corresponding dedicated floor areas:

| | |
|-----------------------------------|--------------------------|
| • Dining/Seating Area (127 seats) | 2,307 square feet |
| • Kitchen & Bar Service | 1,568 square feet |
| • Landscape/Bocce Ball Court | 495 square feet |
| • Other Remaining Areas | <u>1,132</u> square feet |
| Total Floor Area | 5,502 square feet |

The existing Crack shack restaurant has the following operating characteristics:

- Food Service Hours of Operation - 9 AM to 10 PM Sunday through Thursday and 9 AM to 11 PM. Restaurant open on Holidays.
- Total Number of Seats – 127 seats
- Number of Tables by Type –
 - 6 6-seat tables (36 seats)
 - 14 4-seat tables (56 seats)
 - 35 seats at combination of service bar and bar style tables
- Dining/Seating Area represents 41.9% of total floor area.
- Average Floor Area per Seat in seating area is 18.2 square feet.
- Number of Employees – 10 employees 8 AM to 11 AM and 14 employees 11 AM to Closing.

Note that the portion of the total floor area that is dedicated to seating is significantly smaller than for a typical restaurant that would dedicate 60% of the total floor area to the seating area. This is, in part due to the inefficiencies involved in re-using a building built for another use and in part due to the area set aside for a Bocce Court.

Michael Baker observed peak period restaurant operations on a Friday and Saturday during the peak 90-minute periods of the lunch and dinner service to better understand the arrival and departure patterns of guests as well as the use of seating areas and ancillary areas. The survey of the peak operating times observed the following five business and customer characteristics that are relative to the parking study, see detailed summary in Appendix.

1. Average Arriving Group Size:

| | |
|-------------------|-------------------------------|
| Thursday Lunch - | 2.37 persons per group |
| Thursday Dinner - | 2.42 persons per group |
| Saturday Lunch - | 2.49 persons per group |
| Saturday Dinner - | 2.34 persons per group |
| <u>Average</u> | <u>2.41 persons per group</u> |

2. Distribution of Arriving Group Size

| | | |
|---------------------------|------------|-----|
| Average for all periods - | 1 person | 14% |
| | 2 persons | 51% |
| | 3 persons | 21% |
| | 4 persons | 18% |
| | 5+ persons | 4% |

3. Average ratio of persons arriving by taxi/Uber/Lift or on bike is 3% for lunch period and 10% for the dinner period. Number of persons arriving by walking could not be isolated from those that parked off-site and walked to the restaurant. The percentage of persons arriving by modes other than personal auto would be slightly higher than those recorded if pedestrian trips are included. There would likely be more pedestrian trips during the lunch period.
4. During peak dining periods an average of 16% of the seats were unused even when all tables were taken. As an example, groups of two and three customers sometimes use 4-seat tables and the remaining seats go unused.
5. Michael Baker obtained sales and transaction data from the Crack Shack restaurant in San Diego to determine the typical distribution of customer activity throughout the day during business hours. The data reviewed included five days of data for Friday, Saturday, and Sunday during the peak summer season. Data for the recent 4th of July holiday was also obtained.

The findings of the restaurant activity analysis are listed below and summarized in Table 1.

- The peak activity period is on Saturday between 12 noon and 1:00 PM.
- The Saturday dinner peak occurs at 7:00 PM and is 99% of the lunch peak.
- The Friday lunch peak is 93% of the Saturday peak hour
- The Friday dinner peak occurs at 8:00 PM and is 98% of the Saturday peak hour.
- The Sunday lunch peak is at 12 noon and is 88% of the Saturday peak hour.
- The Sunday dinner peak is at 6:00 PM and is 86% of the Saturday peak hour.
- The 4th of July holiday peak occurs at 1:00 PM and is 92% of the Saturday peak hour.

The peak time periods for the Crack Shack restaurant are very similar to most other high-turnover restaurants that serve both lunch and dinner.

City of Costa Mesa Restaurant Parking Code

The City of Costa Mesa Parking Standards (Section 13-89) for establishments where food and beverages are served with more than 300 square feet of public area requires:

- 10 spaces per 1,000 square feet of gross floor area for the first 3,000 square feet, and
- 12 spaces per 1,000 square feet of gross floor area for each additional 1,000 square feet above the first 3,000 square feet.

The City parking code for the proposed Crack Shack restaurant building is:

$$\begin{array}{r} 3,000 \text{ SF @ } 10 \text{ spaces per } 1,000 \text{ SF} = 3 \times 10 = 30 \text{ spaces} \\ 3,731 \text{ SF @ } 12 \text{ spaces per } 1,000 \text{ SF} = 3.731 \times 12 = 45 \text{ spaces} \\ \hline \mathbf{75 \text{ spaces}} \end{array}$$

Table 1

Customer Distribution

| Time | Friday | Saturday | Sunday | July 4th |
|----------------------|--------|----------|--------|----------|
| 08:00 AM - 08:59 AM | 0% | 0% | 0% | 0% |
| 09:00 AM - 09:59 AM | 16% | 33% | 37% | 26% |
| 10:00 AM - 10:59 AM | 29% | 44% | 57% | 45% |
| 11:00 AM - 11:59 AM | 71% | 73% | 73% | 61% |
| 12:00 PM - 12:59 PM* | 93% | 100% | 88% | 86% |
| 01:00 PM - 01:59 PM | 67% | 95% | 86% | 92% |
| 02:00 PM - 02:59 PM | 45% | 85% | 73% | 81% |
| 03:00 PM - 03:59 PM | 41% | 76% | 69% | 57% |
| 04:00 PM - 04:59 PM | 48% | 79% | 69% | 69% |
| 05:00 PM - 05:59 PM | 69% | 87% | 78% | 69% |
| 06:00 PM - 06:59 PM | 89% | 97% | 86% | 84% |
| 07:00 PM - 07:59 PM | 95% | 99% | 77% | 77% |
| 08:00 PM - 08:59 PM | 98% | 98% | 67% | 25% |
| 09:00 PM - 09:59 PM | 85% | 71% | 36% | 45% |
| 10:00 PM - 10:59 PM | 44% | 48% | 3% | 5% |
| 11:00 PM - 11:59 PM | 6% | 8% | 0% | 0% |
| 12:00 AM - 12:59 AM | 0% | 0% | 0% | 0% |

*Assumes a peak use on a Saturday from 12:00 PM to 1:00 PM

Restaurant Parking Code Research

Michael Baker conducted research on standard practices for estimating parking needs for restaurants. This research included a review of parking codes used by local jurisdictions as well as by other jurisdictions in California for restaurants having similar operating characteristics. A summary of the various parking requirements that were identified is attached in the appendix of this memo.

Jurisdictions in California and throughout the United States, typically use these measures to calculate parking requirements:

- Gross floor area;
- Seating area; and
- Number of seats.

Michael Baker's experience is that the unit of measure most closely related to parking demand is number of seats. Many jurisdictions do not use the number of seats as the basis for calculating parking requirements because the floor plans often show open areas that could be converted into seating. Others take the position that the number of seats approved for a restaurant is difficult to regulate once the project is approved. As such, many jurisdictions elect to base the parking requirement on the gross floor area.

However, a parking requirement based on gross floor area has no "stated" seat capacity assumption and therefore the restaurant, once approved, has no restriction on the size of the seating area and number of seats that may be provided in the restaurant. This could result in an unusually high number of seats and a correspondingly high parking demand significantly in excess of that was intended by the gross square footage-based parking rate.

In the case of the proposed Crack Shack restaurant, there is an unusually small portion (41%) of the total building area that is available and dedicated to seating. This limits the total number of seats that can reasonably be provided to a level that is significantly lower than for a newly constructed restaurant that would dedicate approximately 60% of the total floor area to seating. For this reason, the most accurate method of estimating parking need for the Crack Shack restaurant is based on the total number of seats proposed.

Seating-Based Parking Rates

The parking space per 1,000 square feet rate can be converted or “equated” to a parking rate based on seats by applying two conversion factors:

- Typical percent of total floor area used for seating.
 - Looking at industry standards for designing restaurants, the recommended area dedicated to seating is 60% of the total floor area.
- Typical floor area required for each seat.
 - The average “per seat” floor area allowing for comfortable seating and proper circulation around tables is between 16 square feet and 17 square feet. The industry average for a high turn-over casual restaurant is 16.67 square feet per seat.

The City of Costa Mesa uses a blended rate of 10 spaces per 1,000 square feet for the first 3,000 square feet and 12 spaces for each additional 1,000 square feet over 3,000 square feet. The conversion of the base parking rate of 10 spaces per 1,000 square feet of floor area (for the first 3,000 square feet) to a seat based rate is calculated as follows:

$$\begin{aligned} 1,000 \text{ SF} \times 60\% &= 600 \text{ SF seating area} \\ 600 \text{ SF} / 16.67 \text{ SF per seat} &= 36 \text{ seats} \\ 36 \text{ seats} / 10 \text{ spaces} &= 3.6 \text{ seats per parking space} \end{aligned}$$

As calculated above, the conversion of 10 spaces per 1,000 square feet to a seat-based rate is 1 parking space per 3.6 seats for the first 3,000 square feet.

The conversion of the 12 spaces per 1,000 square feet of floor area (for each 1,000 square feet over 3,000 square feet) to a seat-based rate is calculated as follows:

$$\begin{aligned} 1,000 \text{ SF} \times 60\% &= 600 \text{ SF seating area} \\ 600 \text{ SF} / 16.67 \text{ SF per seat} &= 36 \text{ seats} \\ 36 \text{ seats} / 12 \text{ spaces} &= 3 \text{ seats per parking space} \end{aligned}$$

The City of Costa Mesa graduated restaurant parking rate translates to a blend of 1 space per 3.6 seats and 1 space per 3 seats. The blended rate for a typical restaurant that is the size of the proposed 6,731 square-foot Crack Shack restaurant is calculated below.

$$\begin{aligned} \text{First 3,000 SF:} \quad 3,000 \text{ SF} \times 36 \text{ seats per 1,000 SF} &= 108 \text{ seats} \\ 108 \text{ seats} / 3.6 \text{ seats per space} &= 30 \text{ spaces} \end{aligned}$$

Above 3,000 SF: $3,731 \text{ SF} \times 36 \text{ seats per } 1,000 \text{ SF} = 135 \text{ seats}$
 $135 \text{ seats} / 3.0 \text{ seats per space} = 45 \text{ spaces}$

Blended Rate: $75 \text{ total spaces for } 243 \text{ total seats}$
 $243 \text{ seats} / 75 \text{ spaces} = \mathbf{3.24 \text{ seats per parking space}}$

Note above, that the number of seats that would typically be accommodated by a restaurant with 6,731 square feet is approximately 243 seats. The seating area proposed for the Crack Shack restaurant would only accommodate up to 150 seats.

A review of other jurisdictions that use number of seats as a basis for calculating the parking requirement finds that the most common requirement is 1 parking space per 3 seats. The range of rates based on seats is from 2.5 seats per space to 5 seats per space. The lower the number of seats associated to each parking space, the more parking that would be required for the same number of seats.

Though it is a conservative requirement, Michael Baker finds that a parking rate of **1 space per 3 seats** would be completely appropriate for the proposed Crack Shack restaurant in Costa Mesa instead of the blended rate of 3.24 seats per space estimated from the City's floor area-based code. The recommended rate would result in the requirement of three additional parking spaces.

Calculation of Parking Space Needs for Proposed Crack Shack Project

The proposed Crack Shack restaurant building plan designates 2,831 square feet as part of the seating area and would provide up to 150 seats. The suggested parking rate of 1 space per 3 seats for the proposed Crack Shack restaurant yields the following parking demand:

$$150 \text{ seats @ } 1 \text{ space per } 3 \text{ seats} = 150 / 3 = \mathbf{50 \text{ spaces}}$$

In order to provide a higher level of assurance that sufficient parking is provided on-site during peak business periods, Michael Baker proposes a more conservative seat-based parking ratio of 1 space per 2.5 seats be applied to determine the required number of parking spaces. Application of this more stringent parking rate yields the following on-site parking requirement during peak periods:

$$150 \text{ seats @ } 1 \text{ space per } 2.5 \text{ seats} = 150 / 2.5 = \mathbf{60 \text{ spaces}}$$

Proposed Parking Plan

The proposed parking plan for the Crack Shack restaurant is shown in **Exhibit 1**. The plan provides a total of 51 self-park parking spaces. The proposed on-site parking supply is comprised of the following:

| | |
|------------------------|--------------------------|
| ADA Accessible spaces: | 3 |
| Standard spaces: | <u>48</u> |
| Total | 51 on-site spaces |

While the proposed parking plan provides sufficient parking to cover the study finding of 50 parking spaces, it is 9 parking spaces short of the 60 spaces proposed by the more conservative 1 space per 2.5 seats rate to be accommodated during peak business periods. In order to address this 9-space shortfall, the applicant has suggested that a Valet Parking Plan be developed as part of this study.

Michael Baker has carefully reviewed the 51-space (100% self-park) parking layout. We concur that this is the most efficient parking layout for this site given the constraints and reciprocal access agreement with the adjacent property. The parking layout also meets the City's parking design standards.

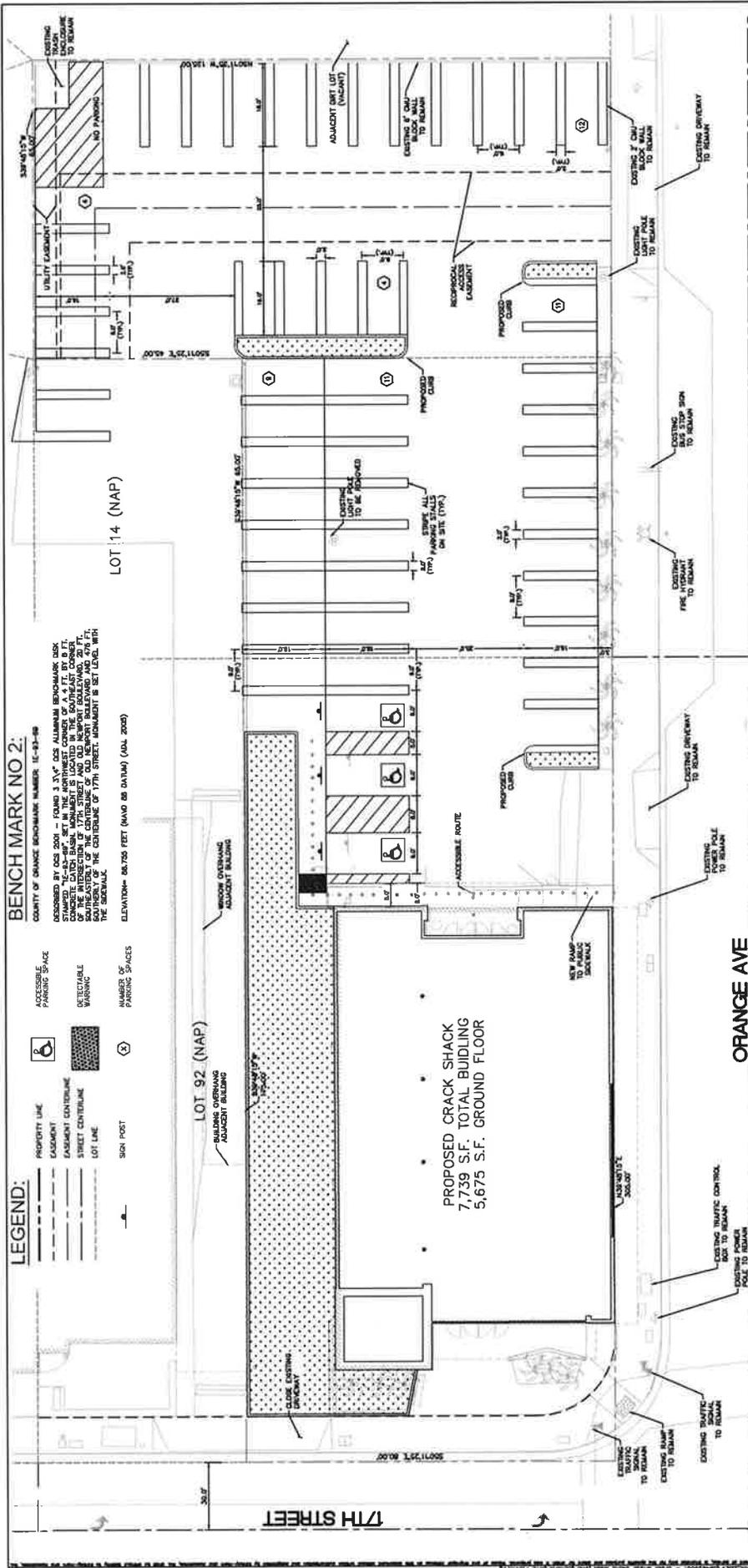
Valet Parking Plan

In response to the applicant need to provide valet parking as a means of addressing the required peak period parking supply, a Valet Parking Plan has been developed. This valet parking plan addresses the following components:

- Free Valet parking service schedules;
- Free Valet parking space layouts; and
- Valet parking drop-off, pick-up and circulation layout.

Free Valet Parking Service Requirements

The time periods when "free" valet service would be needed has been estimated based on the expected business activity for the Crack Shack restaurant. This was determined from the "Customer Distribution by Time of Day" characteristics collected at the existing Crack Shack restaurant in San Diego (See **Table 1**). The peak parking demand was found to



BENCH MARK NO. 2:
 COUNTY OF ORANGE BENCHMARK NUMBER: 1C-92-89
 LOCATED BY COS 2004 - POINT 1, 31.5' S, 11.5' W (MINIMUM BENCHMARK NO. 1000). THE BENCHMARK IS A CONCRETE DIALER BENCH MARK LOCATED IN THE SOUTHWEST CORNER OF THE TRACT. THE BENCHMARK IS LOCATED AT THE INTERSECTION OF THE CENTERLINE OF 17TH STREET AND THE CENTERLINE OF THE TRACT. THE BENCHMARK IS SET LEVEL WITH THE SURFACE OF THE TRACT.

LEGEND:
 PROPERTY LINE
 EASEMENT
 EASEMENT CENTERLINE
 STREET CENTERLINE
 LOT LINE
 SIGN POST
 WINDOW OVERHANG ADJACENT BUILDING
 ACCESSIBLE PARKING SPACE
 DETECTABLE WARNING
 WHEELCHAIR ACCESSIBLE PARKING SPACE
 WHEELCHAIR ACCESSIBLE PARKING SPACE

PROPOSED CRACK SHACK
 7,739 S.F. TOTAL BUILDING
 5,675 S.F. GROUND FLOOR



SITE DATA:

| | |
|-----------------------|--|
| PROJECT DESCRIPTION: | RESTAURANT WITH BUILDING TO BE RECONSTRUCTED TO CRACK SHACK |
| ADDRESS: | 196 E 17TH STREET, COSTA MESA, CA |
| ZONING DISTRICT: | COMMERCIAL |
| LAND USE: | GENERAL BUSINESS |
| FLOOD ZONE: | ZONE X - AREA OF 0.2% ANNUAL CHANCE FLOOD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH OF FEET THAT EXCEEDS 1.0 FT. WITH DEPTHS FROM 1% ANNUAL CHANCE FLOOD |
| TOTAL DISTURBED AREA: | 1,000 S.F. |
| TOTAL IMPROVED AREA: | 17,125 S.F. |
| TOTAL BUILDING AREA: | 13,400 S.F. |
| TOTAL LANDSCAPE AREA: | 3,725 S.F. |

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

TRACT 14 OF THE SOUTHWESTLY 80 FEET OF LOT 14 OF TRACT 1113, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP OF TRACT NO. 1113, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED IN BOOK 4, PAGE 13 OF MISCELLANEOUS MAPS, MAPS 428-113-04.

APN: 428-113-04

THE CORNER OF EAST 17TH STREET, BEING MORE OR LESS 100 FEET WEST AS SHOWN ON A MAP OF TRACT NO. 1113, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED IN BOOK 4, PAGE 13 OF MISCELLANEOUS MAPS, MAPS 428-113-07.

APN: 428-113-07

BASIS OF BEARINGS:

THE CORNER OF EAST 17TH STREET, BEING MORE OR LESS 100 FEET WEST AS SHOWN ON A MAP OF TRACT NO. 1113, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED IN BOOK 4, PAGE 13 OF MISCELLANEOUS MAPS, MAPS 428-113-04.

APN: 428-113-04

THE CORNER OF EAST 17TH STREET, BEING MORE OR LESS 100 FEET WEST AS SHOWN ON A MAP OF TRACT NO. 1113, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED IN BOOK 4, PAGE 13 OF MISCELLANEOUS MAPS, MAPS 428-113-07.

APN: 428-113-07

DIGALERT

CALL 800-487-3867
 TOLL FREE
 24 HOURS A DAY

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 714-325-3000 FAX: 714-325-3400
 WWW.KIMLEY-HORN.COM

REVISIONS:

| NO. | DATE | BY |
|-----|------|----|
| | | |
| | | |
| | | |
| | | |

CITY OF COSTA MESA
PRELIMINARY SITE PLAN
 SHEET NUMBER NO. 1

CRACK SHACK
 196 E 17TH STREET
 COSTA MESA, CA

APPROVED BY: _____
DATE: _____

REVIEWED AND RECOMMENDED BY: _____
DATE: _____

occur on Saturday at 12:00 noon and these characteristics were used for the weekend day valet service requirements. The peak weekday (Friday) characteristics were used for the weekday valet service requirements. Note that Monday through Thursday business activity is significantly lower than on Friday. The analysis also conservatively assumes that weekday peak demand is the same as the peak weekend demand. For this analysis, it is assumed that the peak parking demand is 60 parking spaces as required by the more conservative 1 space per 2.5 seats ratio. It is important to note that this “assumed” demand is 10 spaces (20%) higher than the peak demand of 50 parking spaces that was estimated to be needed by the restaurant in this study.

Table 2 presents the findings of the free valet service requirements. The time periods that would require free valet parking service were initially identified based on a direct comparison of the estimated parking demand throughout the day to the proposed project site’s “self-park” parking supply which is 51 parking spaces. This was performed separately for the peak weekday and peak weekend day. When the projected demand was found to exceed the parking supply, free valet parking service would be needed to accommodate the additional parking demand. Note that the valet parking service would need to be free during the anticipated peak periods so that customers that do not want to “pay” a valet service fee are not encouraged or forced to park off-site.

The results of the initial assessment shows the following free valet service requirements:

Weekday Schedule (Monday through Friday)

- 12:00 p.m. to 1:00 p.m. (1 hour)
- 6:00 p.m. to 10:00 p.m. (4 hours)

Weekend Schedule (Saturday and Sunday)

- 12:00 p.m. to 3:00 p.m. (3 hours)
- 5:00 p.m. to 9:00 p.m. (4 hours)

The free valet service schedule analysis was refined to add additional conservatism and flexibility in implementing the valet service. The refined analysis assumes that the free valet service would be implemented at a point before the self-park parking supply (51 spaces) is estimated to be exceeded. For this analysis, the threshold that triggers the need for free valet service was reduced from an estimated parking need of 51 spaces to 48 spaces (approximate 6% reduction).

Table 2
Free Valet Parking Operation Periods for Weekday and Weekend

Weekday Valet Schedule

| Time of Day | Weekday Seating Utilization | Maximum Parking Space Requirement | Estimated Parking Need* | Based on Actual Supply | Based on Free Valet Service Required Before Self Park Capacity is Met |
|---------------------|-----------------------------|-----------------------------------|-------------------------|---|---|
| | | | | Estimated Parking Need Equals 52 Or More Spaces | Estimated Parking Need Equals 49 Or More Spaces |
| 09:00 AM - 09:59 AM | 16.0% | 60 | 10 | | |
| 10:00 AM - 10:59 AM | 30.0% | 60 | 19 | | |
| 11:00 AM - 11:59 AM | 72.0% | 60 | 44 | | |
| 12:00 PM - 12:59 PM | 94.7% | 60 | 57 | 12:00pm to 1:00pm | 12:00pm to 1:00pm |
| 01:00 PM - 01:59 PM | 68.6% | 60 | 42 | | |
| 02:00 PM - 02:59 PM | 45.4% | 60 | 28 | | |
| 03:00 PM - 03:59 PM | 41.4% | 60 | 25 | | |
| 04:00 PM - 04:59 PM | 48.5% | 60 | 30 | | |
| 05:00 PM - 05:59 PM | 70.2% | 60 | 43 | | |
| 06:00 PM - 06:59 PM | 90.9% | 60 | 55 | | |
| 07:00 PM - 07:59 PM | 97.2% | 60 | 59 | 6:00pm to 10:00pm | 6:00pm to 10:00pm |
| 08:00 PM - 08:59 PM | 100.0% | 60 | 60 | | |
| 09:00 PM - 09:59 PM | 87.0% | 60 | 53 | | |
| 10:00 PM - 10:59 PM | 44.6% | 60 | 27 | | |
| 11:00 PM - 11:59 PM | 5.7% | 60 | 4 | | |

*Estimated parking need rounded up to the next whole number

NOTE: The periods highlighted in green and orange are designated as Free Valet Parking Periods and the Free Valet Parking Plan shown in Exhibit 2 applies.

Weekend Day Valet Schedule

| Time of Day | Weekend Seating Utilization | Maximum Parking Space Requirement | Estimated Parking Need* | Based on Actual Supply | Based on Free Valet Service Required Before Self Park Capacity is Met |
|---------------------|-----------------------------|-----------------------------------|-------------------------|---|---|
| | | | | Estimated Parking Need Equals 52 Or More Spaces | Estimated Parking Need Equals 49 Or More Spaces |
| 09:00 AM - 09:59 AM | 32.8% | 60 | 20 | | |
| 10:00 AM - 10:59 AM | 44.3% | 60 | 27 | | |
| 11:00 AM - 11:59 AM | 73.0% | 60 | 44 | | |
| 12:00 PM - 12:59 PM | 100.0% | 60 | 60 | 12:00pm to 3:00pm | 12:00pm to 3:00pm |
| 01:00 PM - 01:59 PM | 95.0% | 60 | 58 | | |
| 02:00 PM - 02:59 PM | 85.3% | 60 | 52 | | |
| 03:00 PM - 03:59 PM | 75.5% | 60 | 46 | | |
| 04:00 PM - 04:59 PM | 78.5% | 60 | 48 | | |
| 05:00 PM - 05:59 PM | 87.5% | 60 | 53 | 5:00pm to 9:00pm | 5:00pm to 9:00pm |
| 06:00 PM - 06:59 PM | 97.4% | 60 | 59 | | |
| 07:00 PM - 07:59 PM | 99.0% | 60 | 60 | | |
| 08:00 PM - 08:59 PM | 97.8% | 60 | 59 | | |
| 09:00 PM - 09:59 PM | 71.4% | 60 | 43 | | |
| 10:00 PM - 10:59 PM | 47.9% | 60 | 29 | | |
| 11:00 PM - 11:59 PM | 8.0% | 60 | 5 | | |

*Estimated parking need rounded up to the next whole number

NOTE: The periods highlighted in green and orange are designated as Free Valet Parking Periods and the Free Valet Parking Plan shown in Exhibit 2 applies.

As shown in **Table 2**, the results of the refined assessment identified the following free valet service requirements:

Weekday Schedule

- 12:00 p.m. to 1:00 p.m. (1 hour)
- 6:00 p.m. to 10:00 p.m. (4 hours)

Weekend Schedule

- 12:00 p.m. to 3:00 p.m. (3 hours)
- 5:00 p.m. to 9:00 p.m. (4 hours)

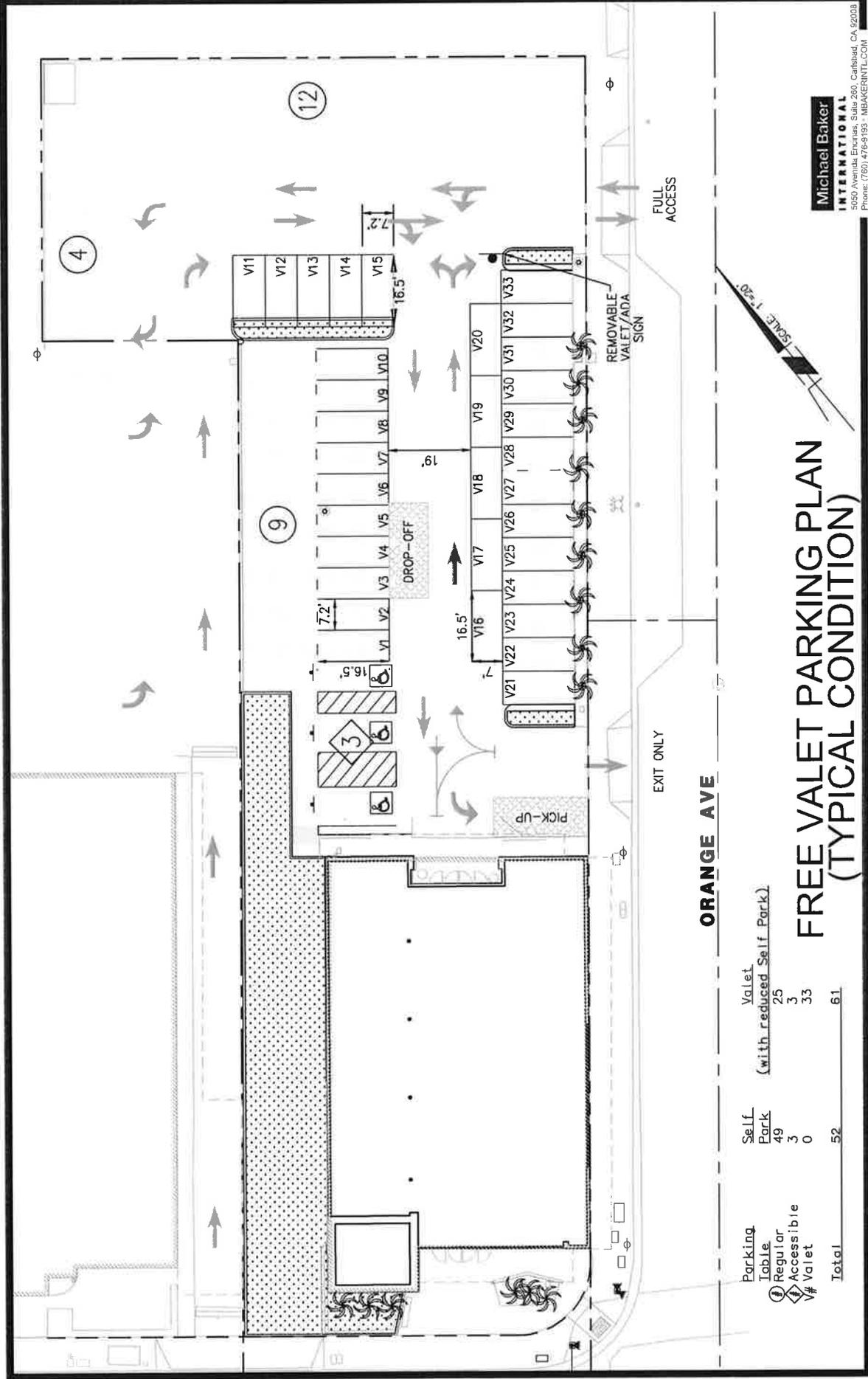
The more conservative parking demand threshold analysis did not result in the need for any adjustment to the weekday or weekend schedule.

The finding that no adjustment was needed in the free valet schedule with the more conservative demand threshold is due to the relatively sharp drop-off in parking needs just before and after these periods. In most cases the projected parking need is less than 46 spaces in these shoulder time periods. Michael Baker recommends that the highlighted periods in **Table 2** be used to establish the times that free valet service should be provided.

Free Valet Parking Layout

As previously discussed, the valet parking operation will need to accommodate at least 9 additional parking spaces to achieve the more conservative parking supply of 60 parking spaces during peak business periods. Valet parking operations are able to park more vehicles in a given parking area by parking the cars closer together and double parking vehicles (one directly behind another). During valet operations, vehicles are moved and re-positioned as needed to park and retrieve parked vehicles.

The proposed free valet parking plan layout is illustrated in **Exhibit 2**. The proposed free valet parking plan converts the 23 self-park parking spaces adjacent to the accessible parking spaces to the valet parking area. In this area, a total of 33 free valet parking spaces would be accommodated. This is a conservative estimate of the number of cars that could be parked in this area by valet parking attendants. An additional 28 self-park spaces would be provided. The total number of parking spaces provided with this plan is **61 spaces** (1 over the recommended 60 spaces). This parking supply would be available during peak periods when the free valet service is scheduled in **Table 2**.



| Parking Table | Self Park | Valet (with reduced Self Park) |
|---------------|-----------|--------------------------------|
| ④ Regular | 49 | 25 |
| ⑤ Accessible | 3 | 3 |
| ⑥ Valet | 0 | 33 |
| Total | 52 | 61 |

FREE VALET PARKING PLAN (TYPICAL CONDITION)

ORANGE AVE

EXIT ONLY

FULL ACCESS

REMOVABLE VALET/ADA SIGN

Michael Baker INTERNATIONAL
 5450 Alameda, Suite 200, Oakland, CA 94608
 Phone: (760) 476-9193 • MBAKERINTL.COM

Exhibit 2

45

The proposed plan would have most customers entering at the north Orange Avenue access driveway. Customers would choose between using the free valet service and using the available self-park spaces. The proposed layout allows for a 19-foot aisle in the valet area that would be used in part for the drop-off staging area as well as for valet operations circulation. Since the ADA spaces are maintained closest to the restaurant building, ADA parking customers would be directed through the valet area.

Mitigating Potential Parking Spill-Over Impacts

The proposed parking plan for the Crack Shack restaurant project has numerous adjustment factors that each have added a level of conservatism in the provision of adequate on-site parking. Several of these factors include:

- Parking provision was increased from 50 spaces (1 spaces per 3 seats) to 60 spaces (1 space per 2.5 seats) representing a 20% increase.
- The free valet parking schedule assumes the inflated 60-space peak parking demand occurs on every day of the week.
- The free valet parking plan accommodates 62 parking spaces during peak periods which is 2 spaces over the 60 space target (12 spaces or 24% over the actual estimated demand of 50 spaces).
- The free valet parking layout could be modified to provide up to 78 parking spaces during peak periods which is 3 spaces over the 75 parking space City code requirement for a typical restaurant building this size.

These factors notwithstanding, in order to assure that spill-over parking is not an issue, it is recommended that a parking monitoring program be implemented that would periodically (every 6-months for a fixed period) review the actual parking demand that is generated by the proposed restaurant during peak business periods and how well the valet operation is managing the peak parking needs. The monitoring program would also include on-site observations of customer parking patterns to identify if any customers appear to be parking off-site. Monitoring activities and findings should be documented along with any recommendations to further refine the valet parking operation. The recommendations may include changes to the free valet parking plan and/or the paid valet parking plan.

The applicant should also, with the assistance of the City, establish coordination/communication with an appointed representative of the Cabrillo Street, Rochester Street and Wells Place residential areas. A mechanism should be put into place where the representative can contact the restaurant manager directly to raise parking

concerns. Upon consideration of the expressed concern, the manager shall either address the concern or contact the City to schedule a meeting with the concerned parties. The scheduled parking monitoring program would also present an opportunity for the neighborhood representative to meet with the City and project applicant to discuss any residual parking related concerns.

If you have any questions pertaining to the parking analysis results summarized in this letter, please call me at (760) 603-6244.

Sincerely,



Robert Davis
Senior Transportation Planner
Transportation Services

Appendix

Summary of Arriving Groups of Customers

Crack-Shack Parking Study

| Day | Size of Group Arriving | | | | | | Total | Average Persons/Group |
|----------------------|------------------------|-----|-----|-----|----------------|----|-------|--------------------------|
| | 1 | 2 | 3 | 4 | 5 ¹ | 5+ | | |
| Thursday (Lunch) | Groups | 11 | 28 | 15 | 5 | 3 | 62 | 2.37 |
| | Persons | 11 | 56 | 45 | 20 | 15 | 147 | |
| Thursday (Dinner) | Groups | 12 | 36 | 16 | 13 | 1 | 78 | 2.42 |
| | Persons | 12 | 72 | 48 | 52 | 5 | 189 | |
| Saturday (Lunch) | Groups | 7 | 41 | 17 | 8 | 4 | 77 | 2.49 |
| | Persons | 7 | 82 | 51 | 32 | 20 | 192 | |
| Saturday (Dinner) | Groups | 9 | 41 | 12 | 6 | 3 | 71 | 2.34 |
| | Persons | 9 | 82 | 36 | 24 | 15 | 166 | |
| Total | Groups | 39 | 146 | 60 | 32 | 11 | 288 | 2.41 |
| | Percent | 14% | 51% | 21% | 11% | 4% | 100% | |
| | Persons | 39 | 292 | 180 | 128 | 55 | 694 | |
| | Percent | 6% | 42% | 26% | 18% | 8% | 100% | |

Notes:

¹Number of persons calculated based on five people per group

Calculations do not include bicycles or taxi's/Uber

Data Collected for 90 minutes during Lunch (12:00 PM - 1:30 PM) and Dinner Peak Period (6:00 PM - 7:30 PM)

Parking Ratios by Jurisdiction

| Jurisdiction | Use | Requirement | Remark |
|------------------|---|-----------------------|---|
| Costa Mesa | Establishments serving food and beverages | 1 space per 100 SF | 10 spaces per 1000 SF; within a free-standing structure |
| Laguna Beach | Food services | 1 space per 100 SF | 1 space per 100 SF |
| Laguna Beach | Food services | 1 space per 3 seats | 1 space per 3 seats |
| Laguna Beach | Entertainment Center, billiard parlor | 1 space per 150 SF | 1 space per 150 SF |
| Santa Ana | Restaurant, café | 1 spaces per 100 SF | 10 spaces per 1000 SF |
| Santa Ana | Pool halls, game arcade | 2 spaces per 1 device | 2 spaces per pool table or game device |
| Irvine | Restaurant | 1 space per 75 SF | up to 6000 SF |
| Irvine | Restaurant | 1 space per 55 SF | over 6000 SF |
| Irvine | Fast Food | 1 space per 100 SF | 1 space per 100 SF |
| Irvine | Arcade, games | 1 space per 200 SF | 1 space per 200 SF |
| Newport Beach | Food & beverage sales | 1 space per 200 SF | 1 space per 200 SF |
| Newport Beach | Food services, alcohol, late night | 1 space per 50 SF | 1 space per 50 SF |
| Newport Beach | Food services - fast food | 1 space per 50 SF | 1 space per 50 SF indoor |
| Newport Beach | Food services - fast food | 1 space per 100 SF | 1 space per 100 SF outdoor |
| Newport Beach | Eating & drinking establishment (accessory) | 1 space per 3 seats | 1 space per 3 seats |
| Newport Beach | Eating & drinking establishment (accessory) | 1 space per 75 SF | 1 space per 75 SF of public area |
| Newport Beach | Bars, lounges | 1 space per 4 persons | 1 space per 4 persons of allowed occupancy load |
| Huntington Beach | Eating & drinking establishment | 1 space per 60 SF | 1 space per 60 SF; more than 12 seat |

| Jurisdiction | Use | Requirement | Remark |
|---------------------|--|-------------------------|---|
| Huntington Beach | Food & beverage sales | 1 space per 200 SF | 1 space per 200 SF |
| Fountain Valley | Restaurants | 1 space per 100 SF | 1 space per 100 SF; up to 4000 SF |
| Fountain Valley | Restaurants | 1 space per 50 SF | 40 space first 4000 SF; then 1 space per 50 SF |
| Westminster | Restaurants | 1 space per 100 SF | 1 space per 100 SF free-standing |
| Garden Grove | Restaurants | 1 space per 100 SF | 1 space per 100 SF free-standing |
| Long Beach | Detached Fast Food Restaurants | 1 space per 3 seats | 5 spaces plus 1 space per 3 seats or 1 spacer per 100 SF |
| Long Beach | Detached Fast Food Restaurants | 1 space per 100 SF | 1 space per 100 SF detached |
| Dana Point | Restaurants | 1 space per 100 SF | 1 space per 100 SF; up to 4000 SF |
| Dana Point | Restaurants | 1 space per 50 SF | 40 space first 4000 SF; then 1 space per 50 SF |
| San Juan Capistrano | Restaurants | 1 space per 40 SF | 1 space per 40 SF |
| San Juan Capistrano | Fast Food Restaurants | 1 space per 50 SF | 1 space per 50 SF |
| Bell Gardens | Restaurants, café, night clubs, bars, dispensing food | 1 space per 3 seats | 1 space per 3 fixed seats, and one for every 21 SF of seating area where there are no fixed seats; and 1 space per 2 employees on the largest shift |
| Bell Gardens | Restaurants, café, night clubs, bars, dispensing food | 1 space per 2 employees | 1 space per 3 fixed seats, and one for every 21 SF of seating area where there are no fixed seats; and 1 space per 2 employees on the largest shift |
| Brea | Café, sit-down restaurants, night clubs, bars, sales and and consumption of food at the premises | 1 space per 3 seats | 1 space per 3 seats; or 1 space per 75 SF up to 6000 SF plus 1 space per 55 SF over 6000 SF |

| Jurisdiction | Use | Requirement | Remark |
|--------------|--|-------------------------|---|
| Brea | Café, sit-down restaurants, night clubs, bars, sales and and consumption of food at the premises | 1 space per 75 SF | 1 space per 3 seats; or 1 space per 75 SF up to 6000 SF plus 1 space per 55 SF over 6000 SF |
| Calabasas | Restaurants - table service | 1 space per 2.5 seats | 1 space per 2.5 seats or 1 space per 100 SF |
| Calabasas | Restaurants - table service | 1 space per 100 SF | 1 space per 2.5 seats or 1 space per 100 SF |
| Camarillo | Restaurants, bars, and taverns | 1 space per 3 seats | 1 space per 3 fixed seats; or 1 space per 45 SF. Plus 1 space per 100 SF noncustomer area |
| Camarillo | Restaurants, bars, and taverns | 1 space per 45 SF | 1 space per 3 fixed seats; or 1 space per 45 SF. Plus 1 space per 100 SF noncustomer area |
| Chico | Restaurants, cafes, bars, and other eating/drinking places | 1 space per 5 seats | 1 space per 5 seats; or 1 space per 94 SF of customer area |
| Chico | Restaurants, cafes, bars, and other eating/drinking places | 1 space per 94 SF | 1 space per 5 seats; or 1 space per 94 SF of customer area |
| Chula Vista | Restaurants, bars, and night clubs | 1 space per 2.5 seats | 1 space per 2.5 permanent seats; Plus 1 space per 50 SF assembly area |
| Chula Vista | Restaurants, bars, and night clubs | 1 space per 50 SF | 1 space per 2.5 permanent seats; Plus 1 space per 50 SF assembly area |
| Commerce | Restaurants, sit-downs and Cafes | 1 space per 4 seats | 1 space per 4 fixed seats or 1 space per 4 persons; plus 1 space per 2 employees on the largest shift |
| Commerce | Restaurants, sit-downs and Cafes | 1 space per 2 employees | 1 space per 4 fixed seats or 1 space per 4 persons; plus 1 space per 2 employees on the largest shift |
| Commerce | Restaurants, fast food | 1 space per 200 SF | 1 space per 4 fixed seats or 1 space per 4 persons; plus 1 space per 2 employees on the largest shift |

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| Jurisdiction | Use | Requirement | Remark |
|---------------|--|-----------------------|---|
| Claremont | Restaurants | 1 space per 150 SF | 1 space per 150 SF of interior floor area |
| Fairfield | Restaurants - table service | 1 space per 3 seats | 1 space per 3 seats or 1 space per 100 SF |
| Fairfield | Restaurants - table service | 1 space per 100 SF | 1 space per 3 seats or 1 space per 100 SF |
| Fremont | Eating places with or without alcohol | 1 space per 3.5 seats | 1 space per 3.5 seats; plus additional 10% for employee parking; or 10 spaces per 1000 SF |
| Fremont | Eating places with or without alcohol | 1 space per 100 SF | 1 space per 3.5 seats; plus additional 10% for employee parking; or 10 spaces per 1000 SF |
| Glendora | Restaurants | 1 space per 100 SF | 1 space per 100 SF; plus one for each employee |
| Hawthorne | Restaurants, bars, cocktail lounges, cafeterias | 1 space per 3 seats | 1 space per 3 fixed seats or 1 space per 100 SF |
| Hawthorne | Restaurants, bars, cocktail lounges, cafeterias | 1 space per 100 SF | 1 space per 3 fixed seats or 1 space per 100 SF |
| La Habra | Restaurants - no bar | 1 space per 100 SF | 10 spaces per 1000 SF |
| La Mesa | Restaurants | 1 space per 250 SF | 1 space per 250 SF; plus 1 space per 3 person seating capacity |
| La Mesa | Restaurants | 1 space per 3 seats | 1 space per 250 SF; plus 1 space per 3 person seating capacity |
| Livermore | Restaurants | 1 space per 3 seats | 1 space per 3 seats; not in a shopping center |
| Modesto | Restaurants | 1 space per 60 SF | 1 spaces per 60 SF |
| Mountain View | Restaurants, cafes, bars, and other eating/drinking places - table service | 1 space per 2.5 seats | 1 space per 2.5 seats or 1 space per 100 SF |

53

| Jurisdiction | Use | Requirement | Remark |
|---------------|--|-------------------------|---|
| Mountain View | Restaurants, cafes, bars, and other eating/drinking places - table service | 1 space per 100 SF | 1 space per 2.5 seats or 1 space per 100 SF |
| Palm Springs | Restaurants (free-standing) | 1 space per 3 seats | 1 space per 3 seats or 1 space per 35 SF |
| Palm Springs | Restaurants (free-standing) | 1 space per 35 SF | 1 space per 3 seats or 1 space per 35 SF |
| Redlands | Restaurants, sit down | 1 space per 3 seats | 1 space per 3 seats or 1 space per 50 SF; plus 1 space for each 2 employees |
| Redlands | Restaurants, sit down | 1 space per 2 employees | 1 space per 3 seats or 1 space per 50 SF; plus 1 space for each 2 employees |
| Redlands | Restaurants, sit down | 1 space per 50 SF | 1 space per 3 seats or 1 space per 50 SF; plus 1 space for each 2 employees |
| San Jose | Public eating establishments | 1 space per 2.5 seats | 1 space per 2.5 seats or 1 space per 40 SF |
| Santa Rose | Restaurants, cafes, coffee shop - table service | 1 space per 3 seats | 1 space per 3 seats |
| Whittier | Restaurants | 1 space per 3.5 seats | 1 space per 3.5 seats plus 1 space per 40 SF for assembly area |
| Whittier | Restaurants | 1 space per 40 SF | 1 space per 3.5 seats plus 1 space per 40 SF for assembly area |

CRACK SHACK COSTA MESA

PROJECT DATA

PROJECT ADDRESS: 196 E 17TH STREET
COSTA MESA, CA 92627

ZONE: C2 - GENERAL BUSINESS

APN: PARCEL 1: 425-413-08, PARCEL 2: 425-413-07

LEGAL DESCRIPTION: PARCEL 1: LOT 13 AND THE SOUTHEASTERLY 80 FEET OF LOT 14 OF TRACT 1113, IN THE CITY OF COSTA MESA, AS PER MAP RECORDED IN BOOK 36, PAGE 2 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY

PARCEL 2: THE SOUTHEASTERLY 80 FEET OF THE SOUTHWESTERLY 175 FEET OF LOT 92, NEWPORT HEIGHTS, AS PER MAP RECORDED IN BOOK 4, PAGE 83 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY

EXISTING BUILDING:

STORIES: 2 STORIES

TYPE OF CONSTRUCTION: V-B

OCCUPANCY: B - BANK

SPRINKLERED: YES

HEIGHT: 24'-0"

GROSS FLOOR AREA: 7739 SF

PROPOSED BUILDING:

STORIES: 2 STORIES (NO CHANGE)

TYPE OF CONSTRUCTION: V-B

OCCUPANCY: A2 - RESTAURANT

SPRINKLERED: YES

HEIGHT: 24'-0" (NO CHANGE)

GROSS FLOOR AREA: 6731 SF

** SEE CIVIL SHEET NO. 1 FOR LOT COVERAGE DATA, PARKING DATA AND ADDITIONAL SITE INFORMATION

SCOPE OF WORK

TENANT IMPROVEMENT OF EXISTING BUILDING

- NEW EXTERIOR WALL MATERIALS & FINISHES
- NEW OPERABLE DOORS & WINDOWS
- NEW LANDSCAPE
- NEW INTERIOR NON-BEARING PARTITIONS
- NEW RESTROOM FACILITIES
- NEW ELECTRICAL & LIGHTING
- NEW INTERIOR DOORS
- NEW MECHANICAL EQUIPMENT
- NEW KITCHEN EQUIPMENT

INDEX OF DRAWINGS

- T0.0 TITLE SHEET
- CIVIL**
- NO. 1 PRELIMINARY SITE PLAN
- LANDSCAPE**
- L-1 LANDSCAPE PLAN
- ARCHITECTURAL**
- A0.0 ARCHITECTURAL SITE PLAN
- A0.1 EXISTING FLOOR PLAN - FIRST FLOOR
- A0.2 EXISTING FLOOR PLAN - SECOND FLOOR
- A1.1 FLOOR PLAN - FIRST FLOOR
- A1.2 FLOOR PLAN - MEZZANINE
- A1.3 FLOOR PLAN - SECOND FLOOR
- A2.1 ROOF PLAN
- A3.1 EXTERIOR ELEVATIONS
- A3.2 EXTERIOR ELEVATIONS
- A4.1 EXTERIOR RENDERING
- A4.2 EXTERIOR RENDERING
- PARKING DIAGRAMS**
- 1 FREE VALET PARKING PLAN (TYPICAL CONDITION)
- 2 FREE VALET PARKING PLAN (MAXIMUM CAPACITY)
- 3 PAID VALET PARKING PLAN (LOW PARKING DEMAND PERIODS)
- 4 WEEKDAY PAID VALET PARKING PLAN (PEAK SHOULDER TRANSITION)
- 5 WEEKEND PAID VALET PARKING PLAN (PEAK SHOULDER TRANSITION)

PROJECT DIRECTORY

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- TENANT IMPROVEMENT -
196 E 17TH STREET
COSTA MESA, CA 92627

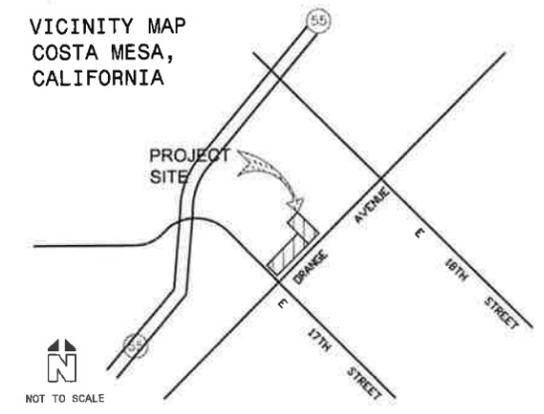
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TITLE SHEET

T0.0

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VICINITY MAP

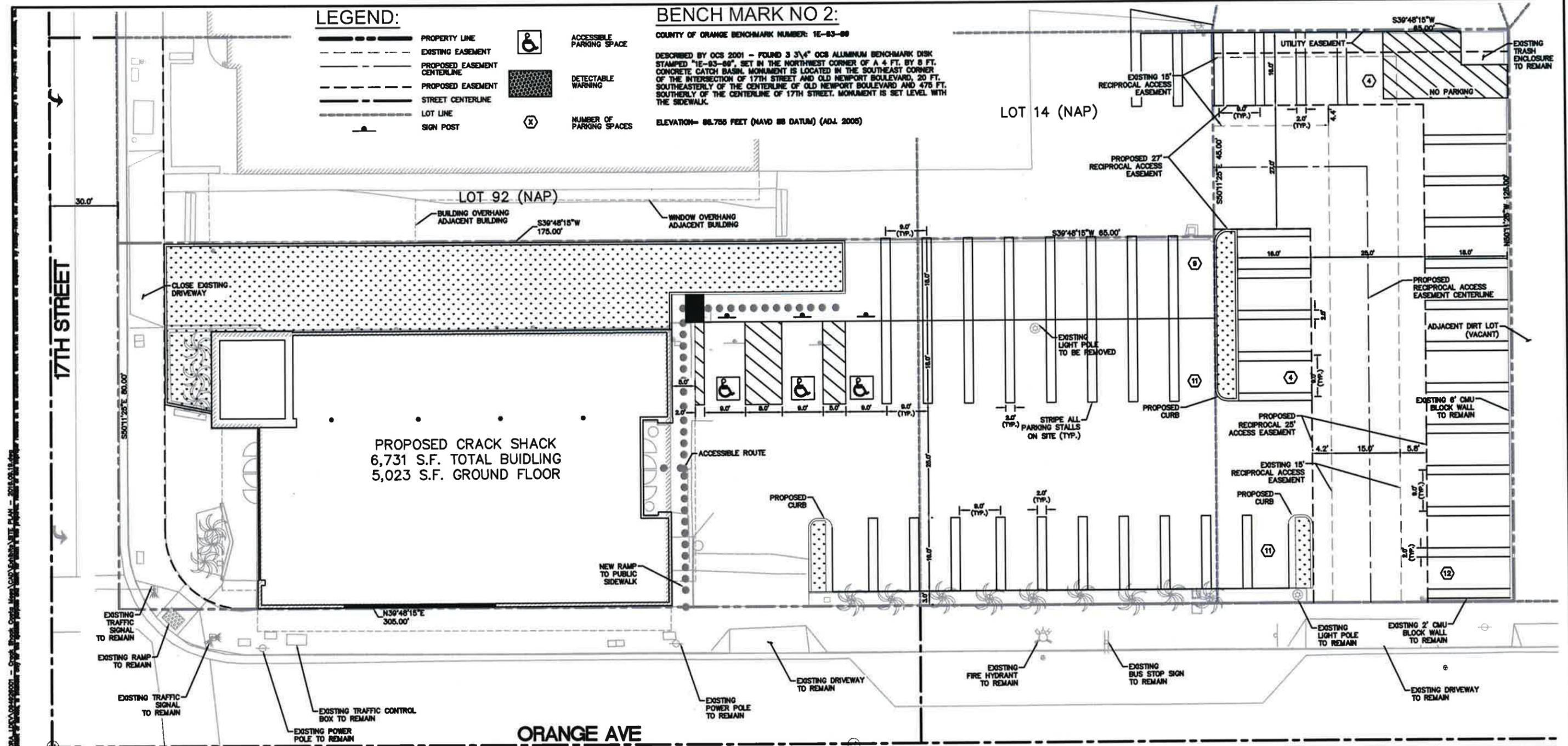


LEGEND:

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT CENTERLINE
- PROPOSED EASEMENT
- STREET CENTERLINE
- LOT LINE
- SIGN POST
- ACCESSIBLE PARKING SPACE
- DETECTABLE WARNING
- NUMBER OF PARKING SPACES

BENCH MARK NO 2:

COUNTY OF ORANGE BENCHMARK NUMBER: 1E-83-88
 DESCRIBED BY OCS 2001 - FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "1E-83-88", SET IN THE NORTHWEST CORNER OF A 4 FT. BY 8 FT. CONCRETE CATCH BASIN. MONUMENT IS LOCATED IN THE SOUTHEAST CORNER OF THE INTERSECTION OF 17TH STREET AND OLD NEWPORT BOULEVARD, 20 FT. SOUTHEASTERLY OF THE CENTERLINE OF OLD NEWPORT BOULEVARD AND 475 FT. SOUTHERLY OF THE CENTERLINE OF 17TH STREET. MONUMENT IS SET LEVEL WITH THE SIDEWALK.
 ELEVATION= 88.755 FEET (NAVD 88 DATUM) (ADJ. 2005)



LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL 1:
 LOT 13 AND THE SOUTHEASTERLY 80 FEET OF LOT 14 OF TRACT 1113, IN THE CITY OF COSTA MESA, AS PER MAP RECORDED IN BOOK 38, PAGE 2 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY.
 APR: 425-413-08
PARCEL 2:
 THE SOUTHEASTERLY 80 FEET OF THE SOUTHWESTERLY 175 FEET OF LOT 92, NEWPORT HEIGHTS, AS PER MAP RECORDED IN BOOK 4, PAGE 83 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY.
 APR: 425-413-07

SITE DATA:

PROJECT DESCRIPTION: EXISTING CHASE BANK BUILDING TO BE TRANSITIONED TO CRACK SHACK RESTAURANT VIA SITE AND BUILDING MODIFICATIONS.
ADDRESS: 196 E 17TH STREET, COSTA MESA, CA
ZONING DISTRICT: C2 - GENERAL BUSINESS
LAND USE: COMMERCIAL
FLOOD ZONE: ZONE X - AREA OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD
SITE DISTURBED AREA: 3,000 S.F. (0.07 AC)
TOTAL PAD AREA: 5,023 S.F. (0.11 AC)
LOT COVERAGE:
 TOTAL SITE AREA: 27,325 S.F. (0.63 AC) 100.0%
 EXISTING BUILDING AREA: 7,739 S.F. (0.18 AC) 28.3%
 PROPOSED BUILDING AREA: 6,731 S.F. (0.18 AC) 24.6%
 FIRST FLOOR AREA: 5,023 S.F. (0.11 AC) 18.4%
 IMPERVIOUS AREA: 24,472 S.F. (0.56 AC) 89.6%
 LANDSCAPE AREA: 2,853 S.F. (0.07 AC) 10.4%

YARD SETBACKS

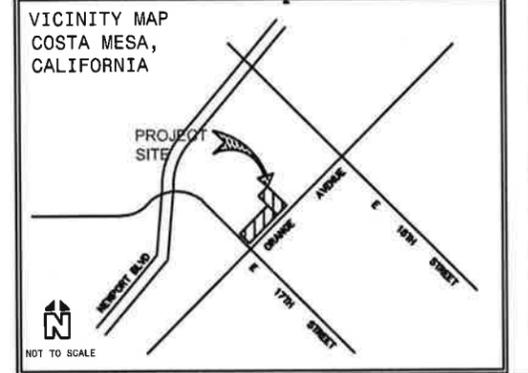
| | |
|------------|------|
| FRONT (W): | 3.0' |
| REAR (E): | 0.4' |
| SIDE (N): | 0.0' |
| SIDE (S): | 0.0' |

PARKING TABLE:

| | | | |
|---------------|-----------|----------|-----------|
| STANDARD | 45 | EXISTING | 23 |
| ACCESSIBLE | 3 | | 2 |
| TOTAL: | 51 | | 31 |

BASIS OF BEARINGS:

THE CENTERLINE OF EAST 17TH STREET, BEING NORTH 50°11'25" WEST, AS SHOWN ON A MAP OF TRACT NO. 1113, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS RECORDED IN BOOK 38, PAGE 2 INCLUSIVE OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS OF THIS SURVEY.



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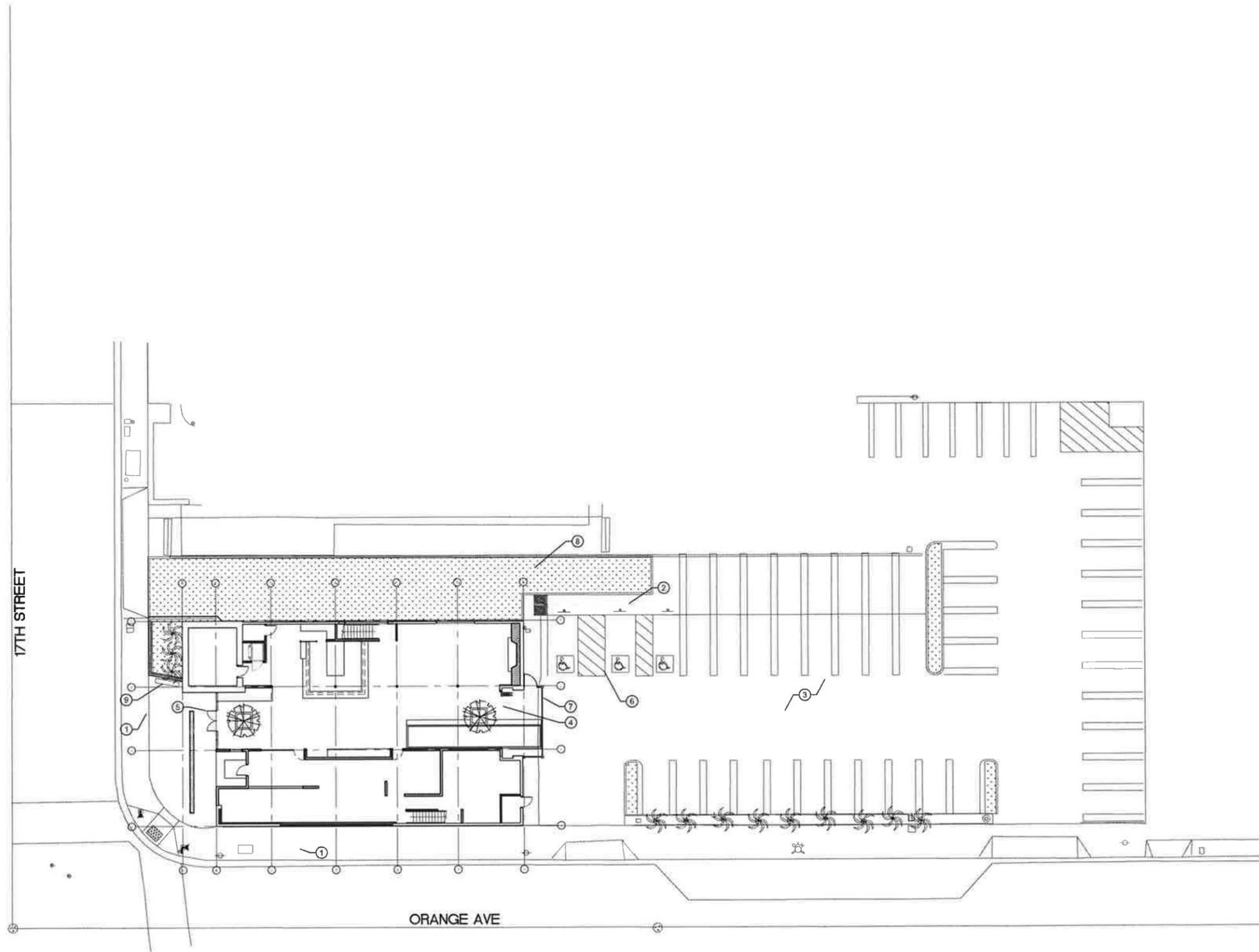
KHA PROJECT 094926001
DATE 09/19/16
SCALE AS SHOWN
DESIGNED BY TH
DRAWN BY CF
CHECKED BY TH

CITY OF COSTA MESA BUILDING DEPARTMENT
 APPROVED BY: _____
 CITY OF COSTA MESA CITY ENGINEER
 REVIEWED AND RECOMMENDED BY: _____

CRACK SHACK
 196 E 17TH STREET
 COSTA MESA, CA

CITY OF COSTA MESA
PRELIMINARY SITE PLAN

SHEET NUMBER
NO. 1



SITE PLAN KEY NOTES

- ① EXISTING SIDEWALK (PUBLIC WAY)
- ② ACCESSIBLE PATH OF TRAVEL TO MAIN ENTRY
- ③ PARKING LOT - SEE PRELIMINARY SITE PLAN SHEET NO. 1
- ④ MAIN BUILDING ENTRY
- ⑤ SECONDARY BUILDING ENTRY
- ⑥ ACCESSIBLE PARKING
- ⑦ 36" HIGH RAILING
- ⑧ PARKLET PER LANDSCAPE DRAWINGS
- ⑨ EXISTING BIKE RACK TO REMAIN

CRACK SHACK COSTA MESA

- TENANT IMPROVEMENT -

196 E 17TH STREET
COSTA MESA, CA 92627

JOB NO: 1607
DISCRETIONARY SUBMITTAL 08.26.16

SITE PLAN

A0.0

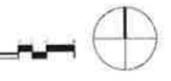
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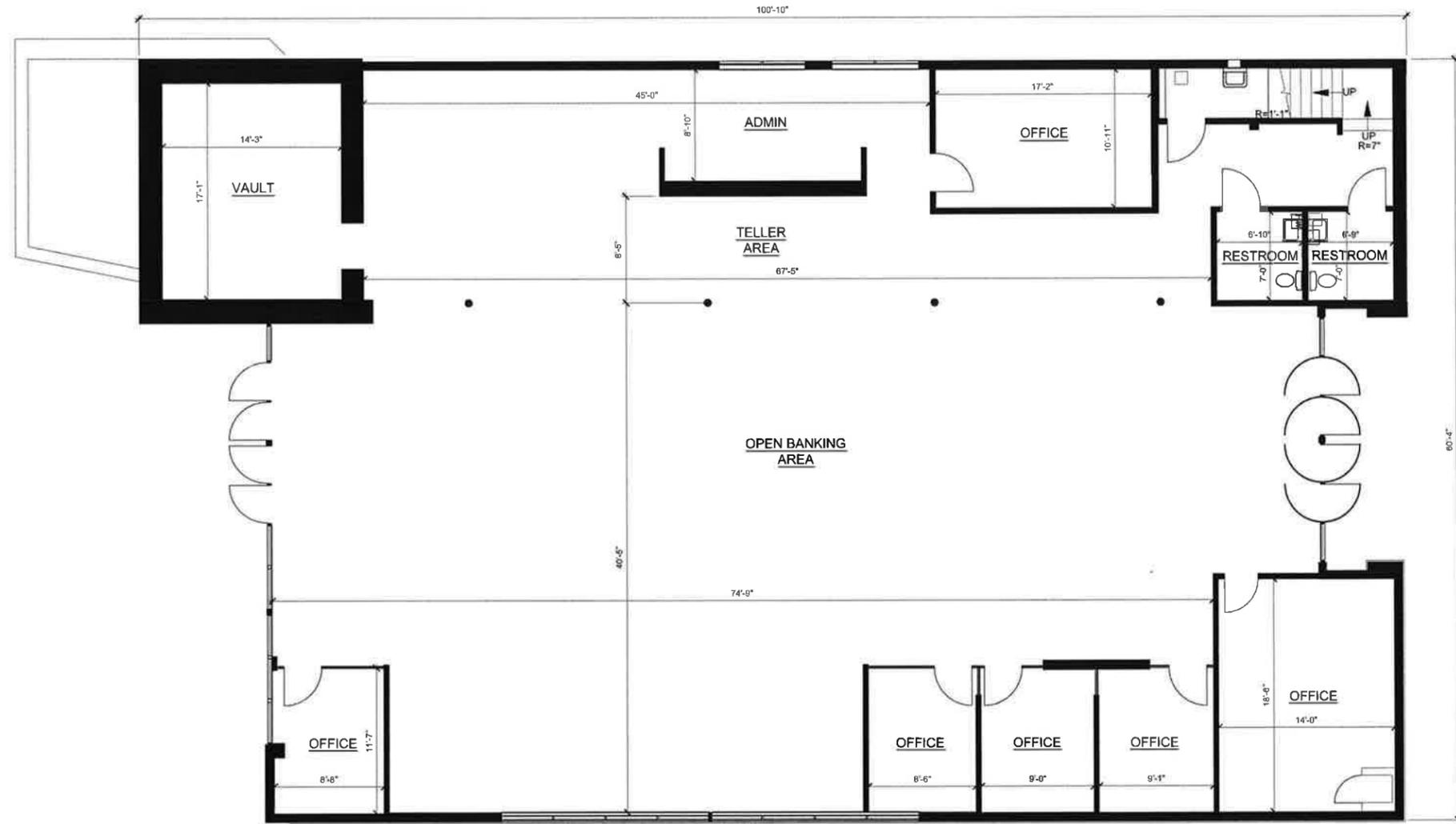
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SITE PLAN
1/16" = 1'-0"





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EXISTING FLOOR PLAN - FIRST FLOOR

3/16" = 1'-0"



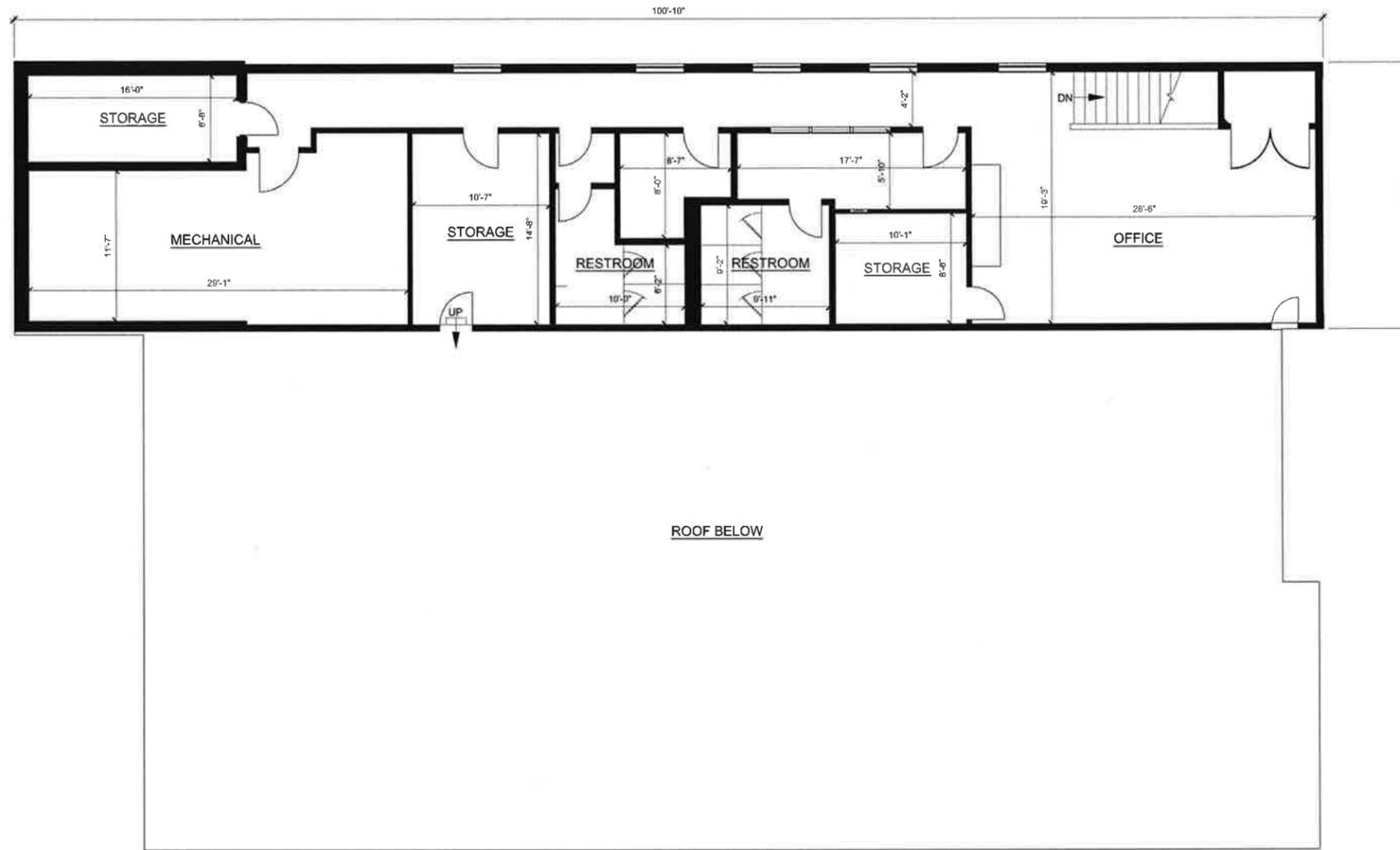
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EXISTING FLOOR PLAN - FIRST FLOOR

A0.1

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EXISTING FLOOR PLAN - SECOND FLOOR
3/16" = 1'-0"



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- TENANT IMPROVEMENT -

196 E 17TH STREET
COSTA MESA, CA 92627

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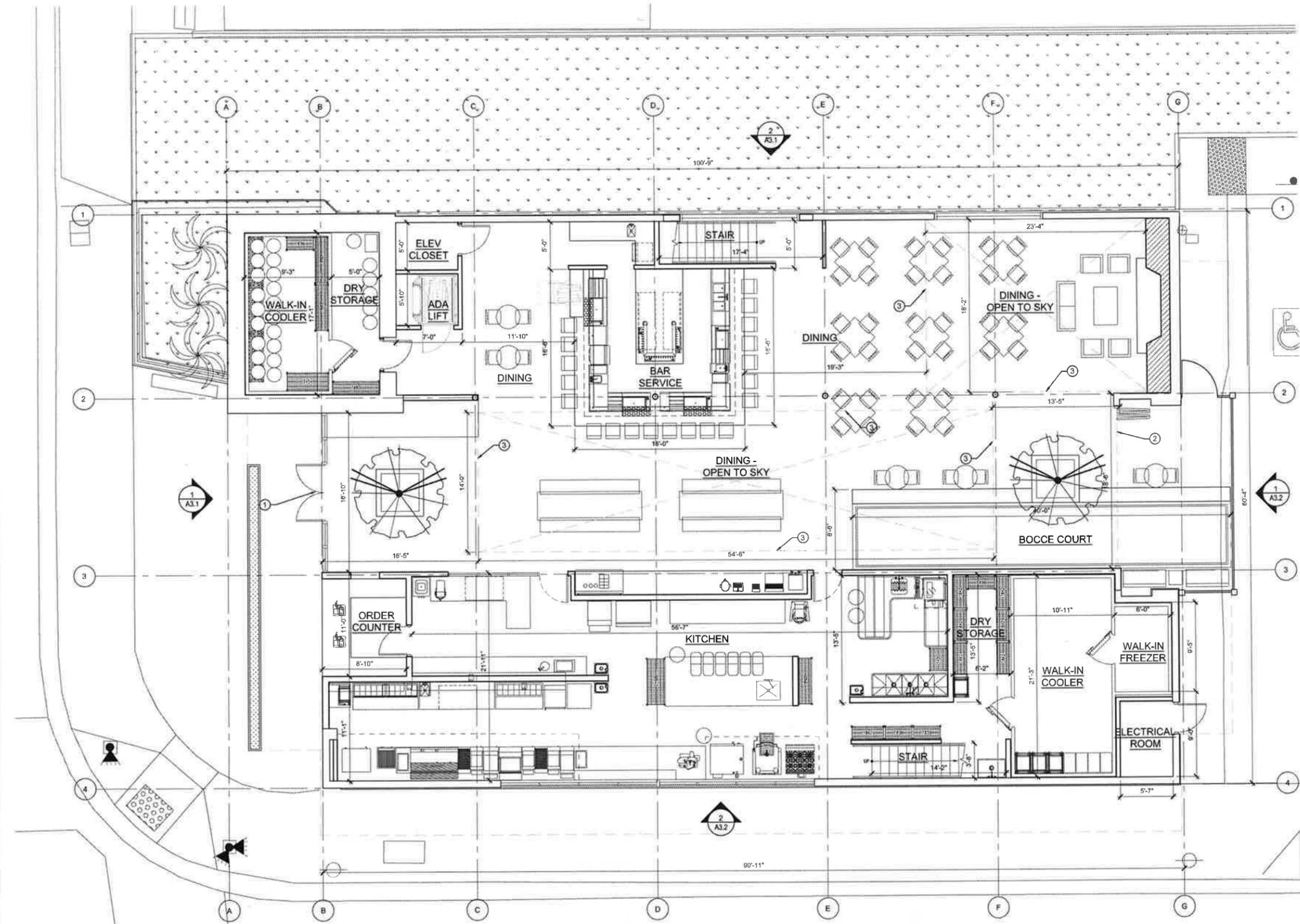
EXISTING FLOOR PLAN - SECOND FLOOR

A0.2

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FLOOR PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF FINISH OF CONCRETE, MASONRY, OR WALL FRAMING U.O.N. (CONTRACTOR TO FIELD VERIFY)
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3. ALL NEW PARTITIONS SHALL BE 3 5/8" METAL FRMG. U.O.N.
4. FURNITURE SHOWN FOR REFERENCE ONLY
5. EQUIPMENT SHOWN FOR REFERENCE ONLY
6. SEE SHEET T0.0 FOR OVERALL BUILDING SQUARE FOOTAGE
7. NO DINING AREAS IN THIS PROJECT SCOPE ARE IN PUBLIC RIGHT-OF-WAY.

FLOOR PLAN KEY NOTES

- ① ENTRY/EXIT
- ② MAIN ENTRY/EXIT
- ③ LINE OF ROOF ABOVE
- ④ LINE OF ROOF BELOW
- ⑤ MECHANICAL SCREEN

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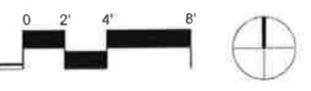
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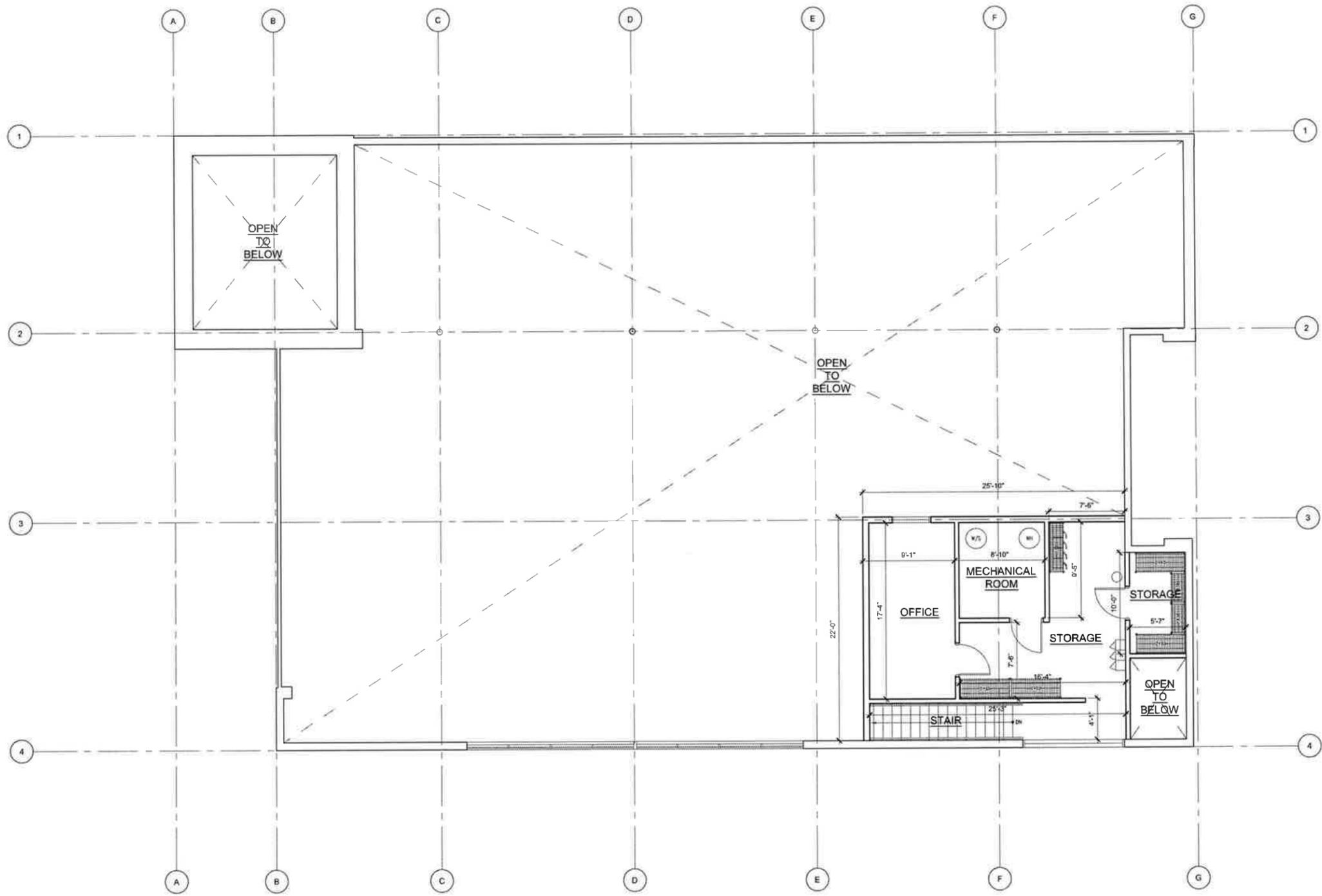
FLOOR PLAN - FIRST FLOOR

A1.1

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FLOOR PLAN - FIRST FLOOR
 3/16" = 1'-0"





FLOOR PLAN GENERAL NOTES

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6. SEE SHEET 10.0 FOR OVERALL BUILDING SQUARE FOOTAGE
7. NO DINING AREAS IN THIS PROJECT SCOPE ARE IN PUBLIC RIGHT-OF-WAY.

FLOOR PLAN KEY NOTES

- ① ENTRY/EXIT
- ② MAIN ENTRY/EXIT
- ③ LINE OF ROOF ABOVE
- ④ LINE OF ROOF BELOW
- ⑤ MECHANICAL SCREEN

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FLOOR PLAN - MEZZANINE

A1.2

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FLOOR PLAN - MEZZANINE
 3/16" = 1'-0"





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FLOOR PLAN - SECOND FLOOR

A1.3

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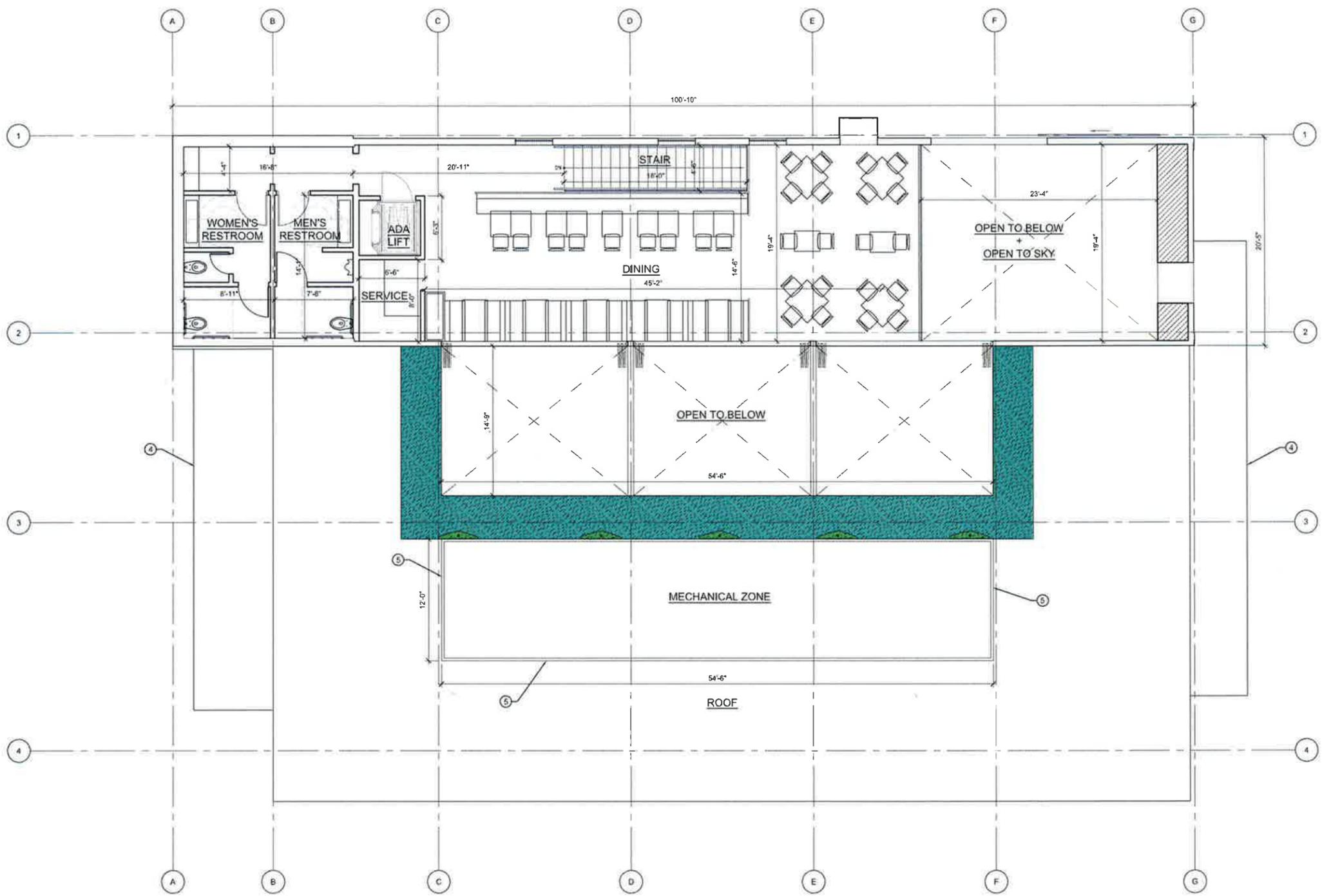
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5. EQUIPMENT SHOWN FOR REFERENCE ONLY
6. SEE SHEET T.O. FOR OVERALL BUILDING SQUARE FOOTAGE
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FLOOR PLAN KEY NOTES

- 1 ENTRY/EXIT
- 2 MAIN ENTRY/EXIT
- 3 LINE OF ROOF ABOVE
- 4 LINE OF ROOF BELOW
- 5 MECHANICAL SCREEN

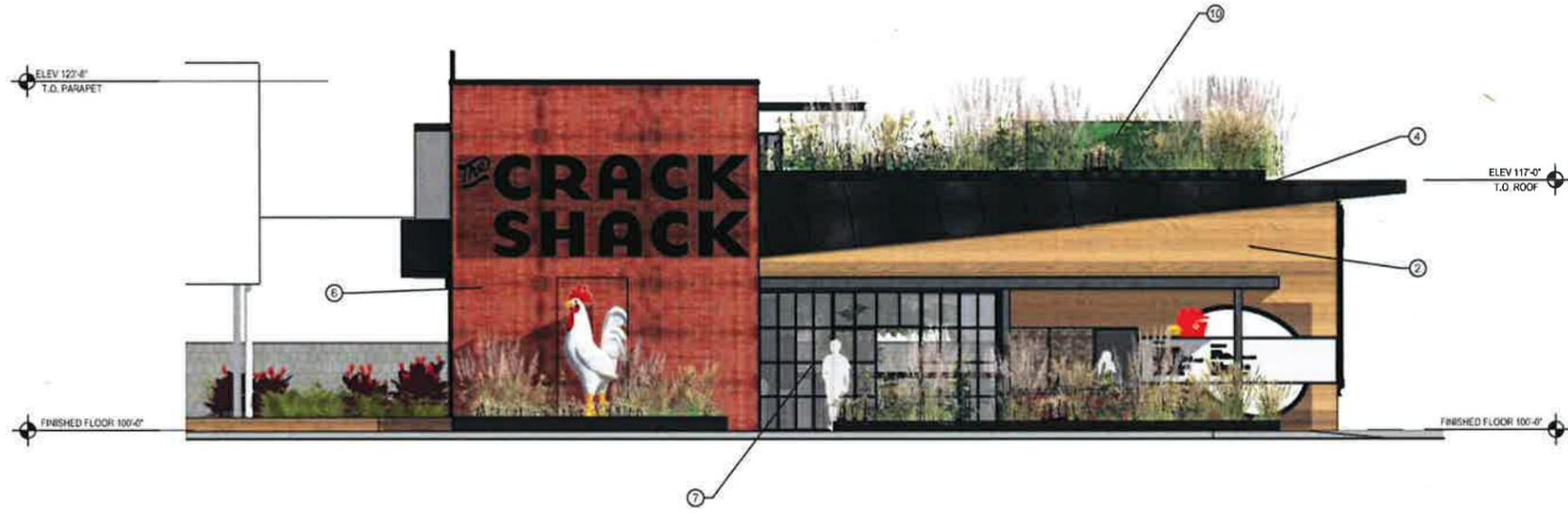
CONCEPTUAL PLANT SCHEDULE

- WISSE
 BOURNAVILLEA SPECTABILIS / GREAT BOUGAMVILLEA
 FICUS REPENS / CREEPING FIG
 WISTERIA SINENSIS / CHINESE WISTERIA
- MEADOW 385 SF
 ADIRALIA MILLEFOLIUM / COMMON YARROW
 ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH
 BACCHARIS PILULARIS COISANGUINIA / ROZOS BUSH / (LOWLY COYOTE BRUSH)
 CAREX BUCHANANI / LEATHER LEAF SEDGE
 DESCHAMPSIA DESIBTOSA / TUFTED HAIR GRASS
 DIPLOCLADIA ALPINA / AUSTRALIAN NARROW LEAF SOUTHERN MONKEYFLOWER
 EPILOBIA CALIFORNICA / CALIFORNIA FUCHSIA
 ERIGONIA FUSCICAPITATA / CALIFORNIA BUCKWHEAT
 LOTUS SCORPIRIUS / CALIFORNIA DEER WEED
 MUHLENBERGIA CAPILLARIS / PINK MUHLY
 MUHLENBERGIA CAPILLARIS / WHITE CLOUD / WHITE MUHLY GRASS
 PENSTEMON CENTRANTHIFOLIUS / SCARLET BUGLER
 SALVIA APRINA COMPACTA / COMPACT WHITE SAGE
 SALVIA LEUCOPHYLLA / PURPLE LEAF SAGE
 SALVIA PACHYPHYLLA / BLUE SAGE
 SALVIA SPINACHIA / HUMMINGBIRD SAGE
 TRICHOSTEMA LAETUM / WOOLLY BLUE CURLS



43
FLOOR PLAN - SECOND FLOOR
 3/16" = 1'-0"





1 WEST EXTERIOR ELEVATION - EAST 17TH STREET (FRONT)
3/16" = 1'-0"



2 NORTH EXTERIOR ELEVATION - TOWARDS NEWPORT BLVD. (SIDE)
3/16" = 1'-0"

65

- ELEVATION KEY NOTES:
- ① RECLAIMED CORRUGATED METAL CLADDING
 - ② CLEAR DOUGLAS FIR SIDING
 - ③ SLIDING DOOR - STEEL & GLASS W/ GALVANIZED STEEL PANELS
 - ④ HOT-ROLLED STEEL CLADDING - PATINA BLACK
 - ⑤ CUSTOM WINDOW GRAPHIC
 - ⑥ RECLAIMED WEATHERED RED BARNWOOD SIDING
 - ⑦ STEEL & GLASS DOORS/WINDOWS
 - ⑧ EXISTING CAST CONCRETE DECORATIVE PANELS
 - ⑨ STEEL AND WOOD RAILINGS AT 36" HIGH
 - ⑩ GREEN SCREEN

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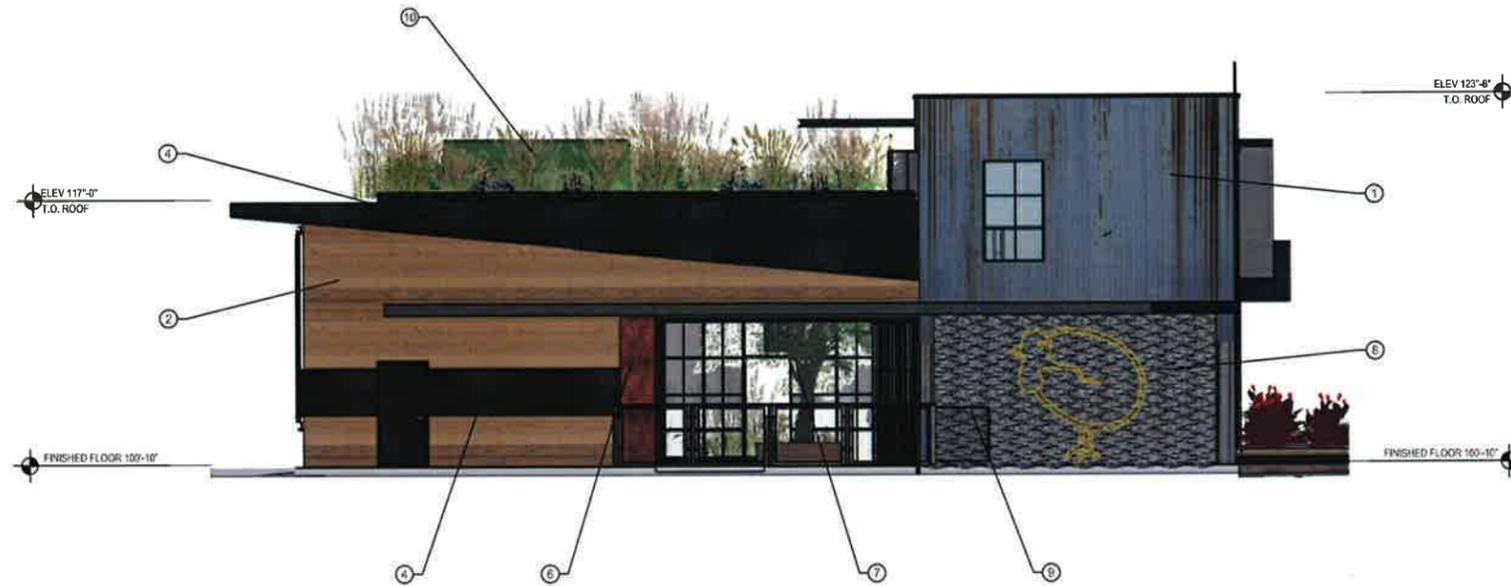
CRACK SHACK COSTA MESA
 - TENANT IMPROVEMENT -
 196 E 17TH STREET
 COSTA MESA, CA 92627

JOB NO: 1607
 DISCRETIONARY SUBMITTAL 06.26.16

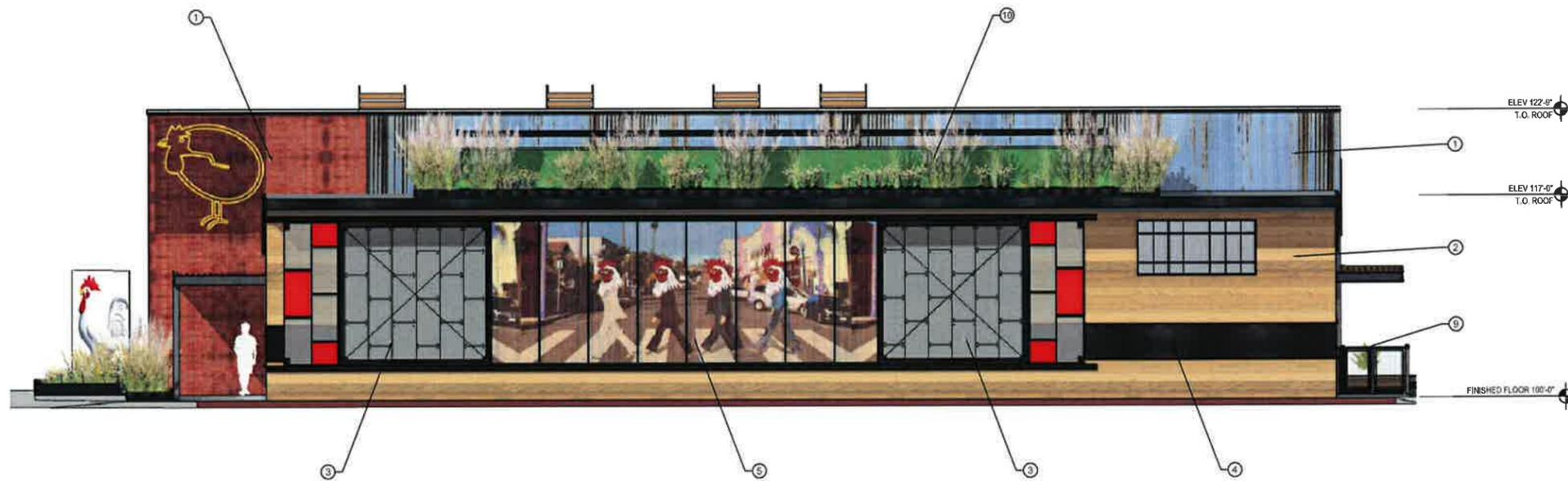
EXTERIOR ELEVATIONS

A3.1

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1 EAST EXTERIOR ELEVATION - PARKING LOT (REAR)
3/16" = 1'-0"



2 SOUTH EXTERIOR ELEVATION - ORANGE AVENUE (SIDE)
3/16" = 1'-0"

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ELEVATION KEY NOTES:

- 1 RECLAIMED CORRUGATED METAL CLADDING
- 2 CLEAR DOUGLAS FIR SIDING
- 3 SLIDING DOOR - STEEL & GLASS W/ GALVANIZED STEEL PANELS
- 4 HOT-ROLLED STEEL CLADDING - PATINA BLACK
- 5 CUSTOM WINDOW GRAPHIC
- 6 RECLAIMED WEATHERED RED BARNWOOD SIDING
- 7 STEEL & GLASS DOORS/WINDOWS
- 8 EXISTING CAST CONCRETE DECORATIVE PANELS
- 9 STEEL AND WOOD RAILINGS AT 36" HIGH
- 10 GREEN SCREEN

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EXTERIOR ELEVATIONS

A3.2

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1 VIEW FROM 17TH STREET & ORANGE AVE
NO SCALE

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EXTERIOR
RENDERING

A4.1

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EXTERIOR
 RENDERING

A4.2

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1 VIEW FROM ORANGE AVE
 NO SCALE

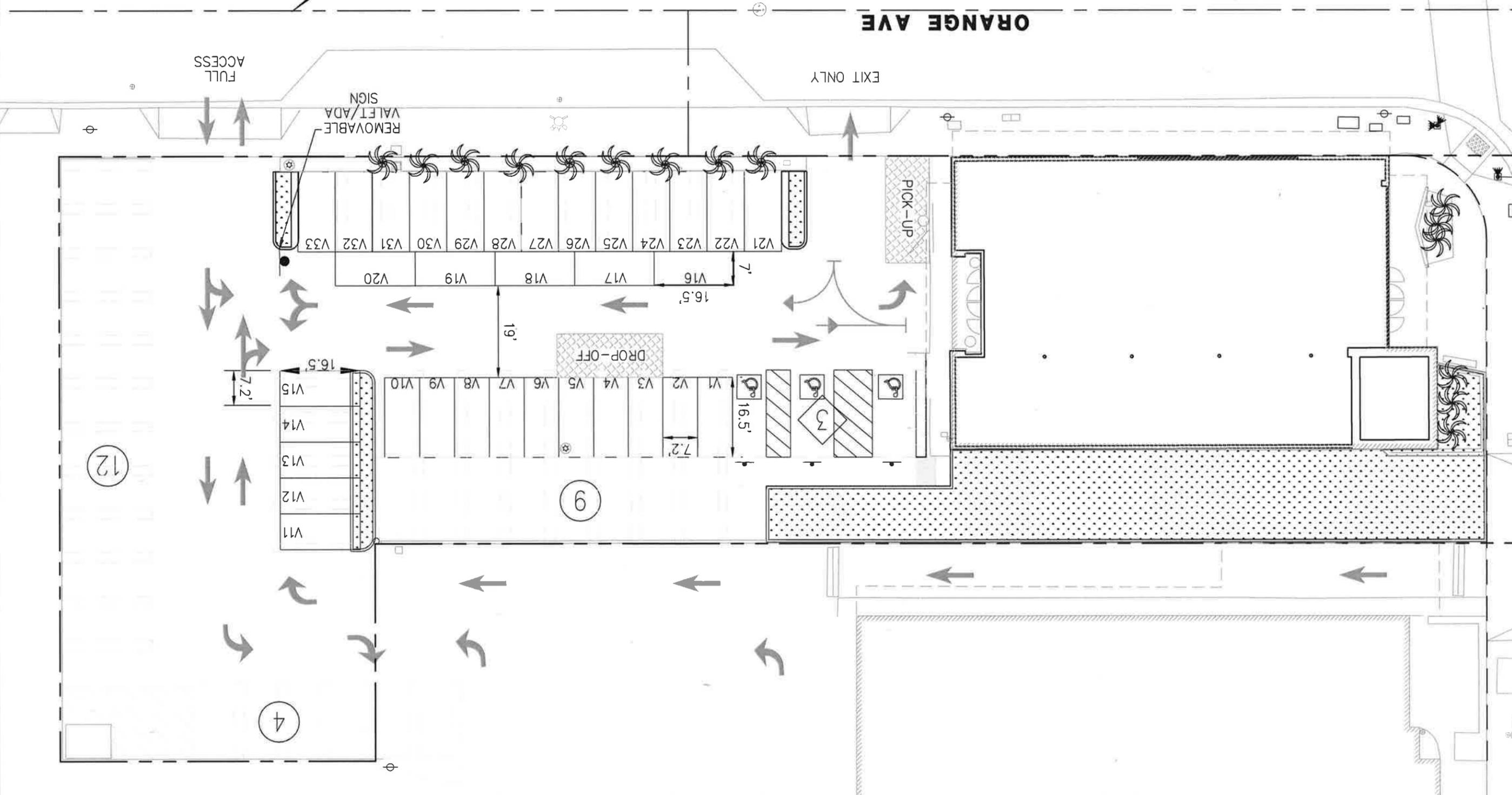
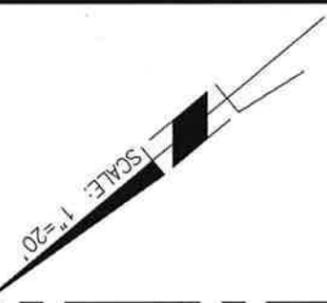
FREE VALET PARKING PLAN (TYPICAL CONDITION)

| Parking | Self | Table | Regular | Accessible | # Valet | Total |
|--------------|-----------|----------|----------|------------|-----------|-----------|
| Self | 49 | 0 | 3 | 0 | 52 | 52 |
| Table | 25 | 3 | 3 | 0 | 33 | 33 |
| Regular | 0 | 0 | 0 | 0 | 0 | 0 |
| Accessible | 0 | 0 | 0 | 0 | 0 | 0 |
| # Valet | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 74 | 3 | 3 | 0 | 77 | 77 |

(with reduced Self Park)

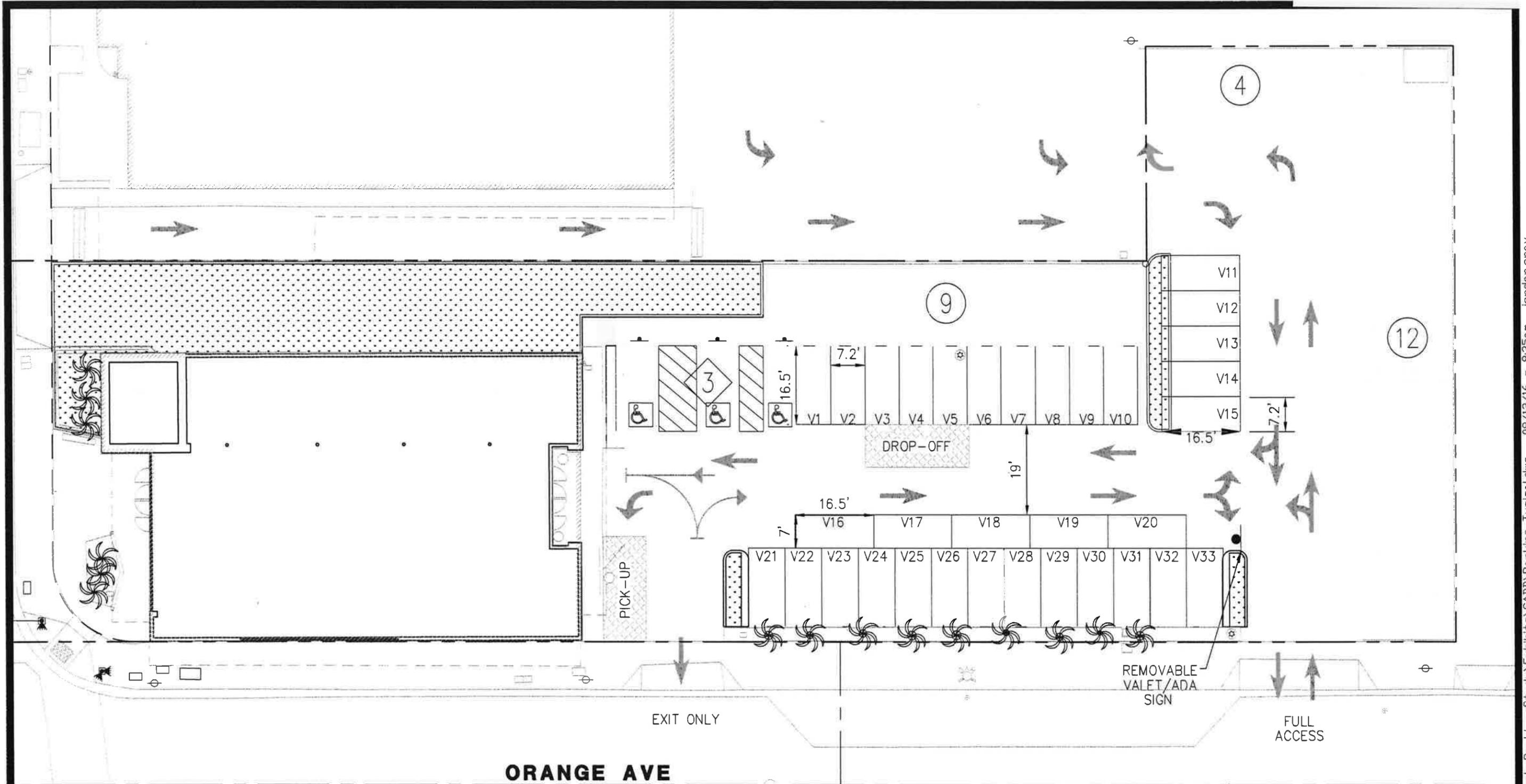
Michael Baker INTERNATIONAL

5050 Avenida Encinas, Suite 260, Carlsbad, CA 92008
Phone: (760) 476-9193 · MBAKERINTL.COM



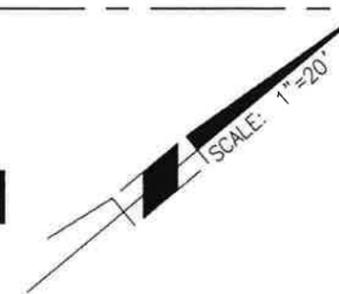
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69



| Parking Table | Self Park | Valet (with reduced Self Park) |
|---------------|-----------|--------------------------------|
| # Regular | 49 | 25 |
| # Accessible | 3 | 3 |
| V# Valet | 0 | 33 |
| Total | 52 | 61 |

FREE VALET PARKING PLAN (TYPICAL CONDITION)



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PH-5

Bob and Rhonda Bryant

191 Cabrillo St, Costa Mesa, CA | (949) 500-5127 | bob.bryant@waterlinks.net

September 26, 2016

The Costa Mesa Planning Commission
Planning Division
77 Fair Drive, City of Costa Mesa California

To The Costa Mesa Planning Commission:

We reside at 191 Cabrillo Street, the Southwest corner of Cabrillo and Orange Ave. We are addressing the hearing concerning Application Number PA- 16-53 about the proposed establishment of a restaurant, the Crack Shack, at 196 East 17th Street. We object to the following:

- Proposed hours of operation – 8 am to midnight Sunday through Thursday, and 8 am to 12:30 pm Friday and Saturday. The restaurant's hours of operation at their existing location in San Diego are advertised as 9 am to 10 pm Sunday through Thursday, and 9 am to 11 pm Friday and Saturday. These hours are more in line with those of a restaurant. We request a denial of operation after 11 pm.
- We object to any outside dining or other service activities. The location in San Diego offers outside seating and we object to that being offered at this location if proposed.
- We object to any proposed live music or other entertainment. We object to any outside noise or speakers and request that all service activity be confined to inside the restaurant.

Sincerely,



Bob Bryant

Received
City of Costa Mesa
Development Services Department

SEP 26 2016