CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

DEVELOPMENT SERVICES DEPARTMENT

March 26, 2012

Stephen Thorp
1100 Newport Center Drive, #150
Newport Beach, CA 926660

RE: ZONING APPLICATION ZA-12-10
MINOR CONDITIONAL USE PERMIT TO CONVERT A PORTION OF A BUILDING CONTAINING A DRIVE-THROUGH FOR A FORMER CREDIT UNION TO A DRIVE-THROUGH FOR A COFFEE SHOP
450 EAST 17TH STREET, COSTA MESA

Dear Mr. Thorp:

Staff's review of your zoning application for the above-referenced project has been completed. The application, as described in the attached project description, has been approved, based on the findings and subject to the conditions of approval and code requirements (attached). The decision will become final at 5 p.m. on April 2, 2012, unless appealed by an affected party including filing of the necessary application and payment of the appropriate fee or called up for review by a member of the Planning Commission or City Council.

If you have any questions regarding this letter, please feel free to contact the project planner, Mel Lee, at (714) 754-5611, or at mel.lee@costamesaca.gov.

Sincerely,

WILLA BOUWENS-KILLEEN, AICP
Zoning Administrator

Attachments:
- Project Description
- Findings
- Conditions of Approval, Code Requirements, and Special District Requirements
- Applicant's Project Description Letter and Parking Study
- Approved Conceptual Plans

cc: Engineering
Fire Protection Analyst
Building Safety Division

450 East 17th Street Associates, LLC
1100 Newport Center Drive, #150
Newport Beach, CA 92660

Toby Walker
Post Office Box 8083
Newport Beach, CA 92658

David Harris
455 Cabrillo Street
Costa Mesa, CA 92627

Bob Small
465 Cabrillo Street
Costa Mesa, CA 92627

PROJECT DESCRIPTION

- The property is located on the north side of East 17th Street, between Tustin Avenue and Irvine Avenue, and contains a 5,800 square-foot building (formerly Schools First Federal Credit Union) and 30 on-site parking spaces. The building has an existing 154-foot deep drive-through lane that accommodated a drive-up automated teller machine (since removed). The property is zoned C1 (Local Business District) and has a general plan land use designation of General Commercial.

- The applicant is requesting approval of a Minor Conditional Use Permit for a future 2,356 square-foot coffee house with the parking demand and traffic characteristics of a Starbucks Coffee Shop ("coffee shop") with drive-through service. According to the applicant, the remaining portion of the building, approximately 2,185 square feet, has been allocated for a future restaurant tenant use (a specific tenant has not been identified) bringing the total net rentable area to 4,541 square feet. An existing 1,250 square-foot second floor mezzanine within the building will be removed as part of the building remodel. Outdoor patios are also proposed, which has also been factored into the parking analysis discussed below.

Staff Justifications for Approval

Staff recommends approval of the MCUP for the following reasons:

- *Staff believes that the independent shared parking study prepared for the project, rather than the straight parking requirements in the Code, generally identifies the parking demand for the project, although subsequent parking monitoring shall be required.* A shared parking analysis dated March 1, 2012, was prepared for the project by Linscott, Law & Greenspan Engineers (LLG), a copy of which is attached to this letter. A shared parking analysis is a tool to identify peak parking demand in multi-tenant commercial centers. In some cases, depending on the different mix of land uses, it may show a lower parking requirement compared to straight "Code-required" parking requirements. This parking study analyzed 2,356 square feet of the building being occupied with a drive-through coffee shop and the balance of the building (2,185 square feet) being occupied by a food service tenant.

  In this case, Code-required parking is calculated based on a scenario wherein both spaces are occupied by eating and drinking establishments, which is consistent with the applicant's proposed use of the property. However, even under the assumption that the building is fully leased and occupied, the study concludes that, based on the proposed mix of uses, there would be a ***surplus of 3 parking spaces*** (39 spaces required; 42 parking spaces provided) during the PM peak times on the weekdays and weekends. The study concluded that there would be adequate parking.

  The parking study has been reviewed by the City's Transportation Services and Planning Divisions, and staff generally concurs with the study methodology, suggested parking rates, and the consultant's conclusions in concept. However, the parking study is based on theoretical assumptions of the parking demand

characteristics of drive-through coffee shops. At this level, the parking study does not take into account that, unique to some coffee shops, some customers may tend to stay/park for longer periods to use the Wi-Fi services for social networking or business purposes. As a result, parking supply may become limited due to the extended duration of customer visits. Therefore, staff believes it is necessary to validate the parking conclusions based on real-time parking counts once the coffee shop is fully operational. Given that the other tenant space is 2,185 square feet and parking shall be in common, staff believes it is important to take into account these customer characteristics to ensure adequate parking is available for both tenants.

Staff recommends the following condition of approval:

- Zoning approval and business license authorization for a proposed establishment where food and beverages are served shall be contingent upon validation of the parking conclusions of the March 1, 2012 parking study. This validation shall be in the form of real-time parking counts conducted within 180 days of the coffee shop being fully operational. As an alternative to real-life parking counts and to expedite negotiations with prospective tenants of the second lease area, the Development Services Director may elect to approve a revised parking study that addresses the unique customer characteristics of similar coffee shops in lieu of real-time parking counts. The intent of this condition is to ensure that the unique characteristics of coffee shop customers (i.e., tendency for extended visits) are taken into account for parking purposes. If parking shortages or other parking-related problems occur during the operations of any coffeehouse use on this property, the landlord shall institute whatever reasonable operational measures necessary to minimize or eliminate the problem. These measures may include identifying select parking spaces for short-term parking (i.e. 30 minutes, 1 hour, etc.), reserving certain parking spaces for the other tenant, and/or any other measures as deemed appropriate by the Development Services Director.

A condition of approval also requires an interim parking plan to address the anticipated high surge of customers during the coffee shop grand opening for 90 days. This condition ensures that employees are parked away from the main entrance and adequate parking is available to customers during peak hour traffic. A condition of approval has also been incorporated requiring the property owner or applicant to install bike racks on the site for patrons and employees.

- *Design of drive-through lane provides adequate vehicle queueing and circulation.* The main entrance to the drive-through lane site is provided via the easterly driveway entrance from East 17th Street with a queue for several vehicles exiting from the westerly driveway approach onto East 17th Street. Per Code, the minimum length of the drive through lane from the entry to the pickup window is 160 feet; 154 feet is proposed. The design of the queueing lane has been reviewed by the City's Transportation Services Division, and they have no concerns with the design or the length of the lane.

- *The building will be remodeled with contemporary architecture to provide a positive complement to the East 17th Street streetscape.* The building will have contemporary colors and materials that will be an improvement over the existing appearance of the building. Additionally, the landscaping along the street frontage will be required to be planted with appropriate-sized trees and groundcovers per current code requirements.

  The conceptual plans show the proposed patio located within the required street landscape setback. Staff has included a condition of approval requiring that the applicant work with staff to reconfigure the proposed outdoor patios to minimize the encroachment into the required street setback landscape planters, subject to approval by the Planning Division.

- *Noise impacts to residential uses will be minimized*. The existing drive-through is set back approximately 140 feet from the nearest single-family residences to the north (rear), which is separated by an existing masonry block wall at least 6 feet in height and an existing 14-foot wide landscape planter, where the existing mature trees were recently removed. A condition of approval has been incorporated requiring this landscape planter to be densely re-planted with trees minimum 24-inch box size and other landscape materials. While this landscape area will not buffer noise as effectively as the existing block wall, it will also provide an effective visual barrier from the abutting residences, therefore, minimizing any adverse impacts to the adjacent residences.

- The use, as conditioned, is consistent with the Zoning Code and the City's General Plan because, with the proposed conditions, the proposed use should not adversely impact surrounding uses.

FINDINGS

A. The information presented complies with Costa Mesa Municipal Code Section 13-29(g)(2) in that the proposed use is compatible with developments in the same general area. Granting the minor conditional use permit will not be detrimental to the health, safety and general welfare of the public or other properties or improvements within the immediate vicinity. Granting the minor conditional use permit will not allow a use, density or intensity, that is not in accordance with the general plan designation for the property. Specifically, staff does not anticipate any parking impacts because the parking study prepared for the project has been reviewed by the City's Transportation Services Division, and they concur with the study methodology, suggested parking rates, and the consultant's conclusions regarding adequate parking. If the remaining space is occupied by a food use, zoning approval and business license authorization shall be contingent upon validation of the parking conclusions of the parking study prepared for the project. This validation shall be in the form of real-time parking counts conducted within 180 days of the coffee shop being fully operational. Additionally, if parking shortages or other parking-related problems arise, the landlord shall institute whatever reasonable operational measures necessary to minimize or eliminate

the problem. Design of the drive-through lane provides adequate vehicle queueing and circulation. The building will be remodeled with contemporary architecture to provide a positive complement to the East 17th Street streetscape. Adverse impacts to residential uses will be minimized due to the requirement that the existing landscape planter at the rear of the property (adjacent to residential) be densely re-planted with trees to provide an additional buffer for residential properties.

B. The proposed project complies with Costa Mesa Municipal Code Section 13-29 (e) because:
   1. The proposed use is compatible and harmonious with uses both on-site as well as those on surrounding properties.
   2. Safety and compatibility of the design of the buildings, and other site features including functional aspects of the site development such as automobile and pedestrian circulation have been considered.
   3. The use is consistent with the General Plan designation because the project will not exceed the allowable General Plan intensity for the site.

C. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City environmental procedures, and has been found to be exempt under Section 15301, Class 1, Existing Facilities, of the CEQA Guidelines.

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

CONDITIONS OF APPROVAL

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

2. If parking shortages or other parking-related problems arise, the business operator shall institute whatever reasonable operational measures necessary to minimize or eliminate the problem. These measures may include identifying select parking spaces for short-term parking (i.e. 30 minutes, 1 hour, etc.), reserving certain parking spaces for the other tenant, and/or any other measures as deemed appropriate by the Development Services Director.

3. The use shall be conducted, at all times, in a manner that will allow the quiet enjoyment of the surrounding neighborhood. The applicant and/or business owner shall institute whatever reasonable security and operational measures are necessary to comply with this requirement.

4. The applicant shall contact the Planning Division to arrange a Planning inspection of the site prior to commencement of the business. This

inspection is to confirm that the conditions of approval and code requirements have been satisfied.

5. Prior to the grand opening of the coffee shop, the applicant shall submit an interim parking plan to the Planning Division for review and approval to ensure that adequate employee parking is available on-site or on at an authorized site through an agreement with its property owner. In addition, the plan shall indicate that employees shall be available to minimize any impacts to circulation on the adjacent streets and surrounding properties. This interim plan shall be in place for a minimum of 60 days during the "Grand Opening" and may be extended for an additional 30 days to meet customer demands as deemed appropriate by the Development Services Director. The interim plan shall be approved prior to issuance of certificate of occupancy.
6. After the Grand Opening period when the interim parking plan is no longer in place, employees of the fast food restaurant shall park on-site. Employee parking shall occur in any of the parking stalls on the property. Employee parking on the public streets fronting residential properties shall be considered a violation of the terms of approval of the minor conditional use permit. If repeated violations occur, the Development Services Director shall have the discretion to require employee parking spaces be assigned on the property, or to require other appropriate measures to ensure on-site employee parking.
7. Zoning approval and business license authorization for a proposed establishment where food and beverages are served shall be contingent upon validation of the parking conclusions of the March 1, 2012 parking study. This validation shall be in the form of real-time parking counts conducted within 180 days of the coffee shop being fully operational. As an alternative to real-life parking counts and to expedite negotiations with prospective tenants of the second lease area, the Development Services Director may also elect to approve a revised parking study that addresses the unique customer characteristics of similar coffee shops in lieu of real-time parking counts.
8. The conditions of approval for ZA-12-10 shall be blueprinted on the face of the site plan as part of the plan check submittal package.
9. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process such as a minor design review or a variance, or in the requirement to modify the construction to reflect the approved plans.
10. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted.
11. It is recommended that the project incorporate green building design and construction techniques where feasible. The applicant may contact

the Building Safety Division at (714) 754-5273 for additional information.

12. The existing landscape planter at the rear of the property shall be densely re-planted in order to provide an additional buffer for the residential properties with minimum 24-inch box size trees, subject to review and approval by the Planning Division.
13. The property owner or applicant shall install bike racks for patrons and employees on the site. The bicycle racks shall be decorative in design. This condition shall be completed prior to final occupancy/start of business, under the direction of the Planning and Building Divisions.
14. The applicant shall work with staff to reconfigure the proposed outdoor patios to minimize the encroachment into the required street setback landscape planters, subject to approval by the Planning Division.
15. Transformers, backflow preventers, and any other approved above-ground utility improvement shall be located outside of the required street setback area and shall be screened upon view, under direction of Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.

CODE REQUIREMENTS

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

Plng.

1. Approval of the zoning application is valid for one (1) year from the effective date of this approval and will expire at the end of that period unless applicant establishes the use by one of the following actions: 1) obtains building permits for the authorized construction and initiates construction; and/or 2) obtains a business license and/or legally establishes the business. If the applicant is unable to establish the use/obtain building permits 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 zoning application.
2. Permits shall be obtained for all signs according to the provisions of the Costa Mesa Sign Ordinance.
3. Use shall comply with all requirements of Articles 3 and 9, Chapter V, Title 13 of the Costa Mesa Municipal Code relating to commercial development standards.
4. Use shall comply with all requirements of Sections 13-49 and 13-50 of the Costa Mesa Municipal Code relating to development standards for establishments within 200 feet of residentially zoned property and development standards for drive-through operations.
5. Street address shall be visible from the public street and shall be displayed on the freestanding sign. If there is no freestanding sign, the street address may be displayed on the fascia adjacent to the main entrance or on another prominent location. Numerals shall be a

minimum twelve (12) inches in height with not less than three-fourth-inch stroke and shall contrast sharply with the background. Identification of individual units shall be provided adjacent to the unit entrances. Letters or numerals shall be four (4) inches in height with not less than one-fourth-inch stroke and shall contrast sharply with the background.

6. Parking stalls shall be double-striped in accordance with City standards
7. Two (2) sets of detailed landscape and irrigation plans, which meet the requirements set forth in Costa Mesa Municipal Code Sections 13-101 through 13-108, shall be required as part of the project plan check review and approval process. Plans shall be forwarded to the Planning Division for final approval prior to issuance of building permits.
8. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
9. Two (2) sets of landscape and irrigation plans, approved by the Planning Division, shall be attached to two of the final building plan sets.

Bldg.

10. Comply with the requirements of the 2010 California Building Code, 2010 California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code and 2010 California Energy Code (or the applicable adopted California Building Code, California Residential Code California Electrical Code, California Mechanical Code California Plumbing Code, California Green Building Standards and California Energy Code at the time of plan submittal) and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa.
11. Provide a plan to the County of Orange Health Dept. for review and approval.

Bus. Lic.

12. All contractors and subcontractors shall have valid business licenses to do business in the City of Costa Mesa. Final inspections, final occupancy and utility releases will not be granted until all such licenses have been obtained.
13. Business license(s) shall be obtained prior to the initiation the business(es).

Eng.

14. For demolition, grading, or building permits involving projects with a valuation of $10,000 or more, the contractor shall use a City-permitted hauler(s) to haul any debris or solid waste from the job site (refer to Section 8-83(h), Regulations, of Title 8 of the Costa Mesa Municipal Code). Use of a City-permitted hauler for such projects is the responsibility of the designated contractor. Non-compliance is subject to an administrative penalty as follows: $1,000 or 3% of the total project value, whichever is greater.

SPECIAL DISTRICT REQUIREMENTS

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

Sani.	1.	It is recommended that the applicant contact the Costa Mesa Sanitary District at 949.645.8400 for current district requirements.
AQMD	2.	Applicant shall contact the Air Quality Management District at 800.288.7664 for potential additional conditions of development or for additional permits required by the district.
Bldg.	3.	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.

BURNHAM USA

1100 Newport Center Dr., Suite 150 Newport Beach, CA 92660-6297

February 15, 2012

VIA HAND DELIVERY

Mr. Melvin Lee
Senior Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

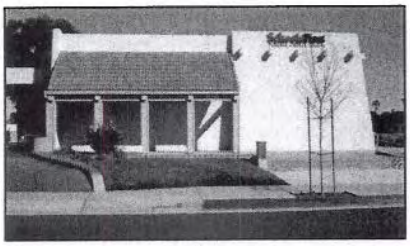
RE: 450 E. 17th Street
Costa Mesa, CA 92627

Dear Mel,

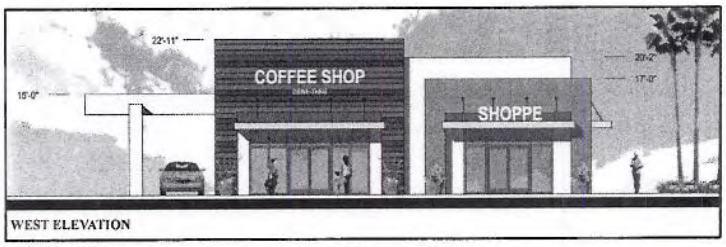
Please accept this letter along with the enclosed documents as our formal submittal for the remodel of the subject property. The property, which was formally occupied by Schools First Federal Credit Union, is an antiquated building that is no longer consistent with the quality of retail properties along the 17th Street Promenade. Several years ago the City of Costa Mesa went to great lengths to improve East 17th Street, and we are excited that we will be a part of the continued efforts to improve the 17th Street Promenade.

As a brief matter of background, Schools First Federal Credit Union formerly occupied the property as a credit union branch that offered an array of services, including a drive-through teller. The property did not undergo any substantial improvements during the past 30 years, and it now shows its age. While the interior improvements of the building are in good condition, the property deserves to be upgraded in order to accommodate new retail uses for the neighboring communities of East Side Costa Mesa.

One of the most important physical transformations that the property will undergo is the creation of a new storefront for each of the new suites (two suites total) that front 17th Street. Currently, there are no windows on the westerly elevation fronting 17th Street, thus resulting in a poor presence for the property. As you can see in the illustrations below, the planned improvements for the elevation will create a completely new appearance for the property.



Before



After

The current configuration of the elevation facing East 17th Street is currently monolithic in nature and does not provide any variation in architectural style. The materials that will be used on the exterior feature sustainable organic materials which include reclaimed wood, natural steel, and smooth stucco. By creating two distinctive storefronts, the building will take on a new life which will lend itself to the transition of unique properties along the 17th Street Promenade. The existing drive-through canopy and window system will also be improved in order to accommodate a coffee/food user.

Another very important aspect of the property's remodel is the improvement that will be made to the common patio areas that front 17th Street. As the 17th Street Promenade continues to become an established pedestrian corridor, it is important to create more "people places" for gathering. As such, the renovation of the property will not only include the rehabilitation of the existing patio area, but it will also address new architectural enhancements such as a water feature or fire pit, sustainable landscaping utilizing drought tolerant plant materials and ornamental grasses, and bicycle racks and stroller parking area – all of which encourage the continued increase in pedestrian traffic and community gathering.

Currently, the building is approximately 5,800 square feet, however, there is a 1,250 square foot mezzanine space that will be abandoned as a part of the remodel of the property. The result will be a leasable area of approximately 4,550 square feet. Following a minor reconfiguration of the on-site parking lot, the property will provide 42 on-site parking spaces which equates to a 9.3:1 parking ratio. Additionally, significant improvements will be made to the ADA accessibility and parking in order to bring the property into compliance with ADA standards.

The proposed use of the property (retail, restaurant, service, etc.) is not only consistent with the past use, but it is also substantially compatible with current uses permitted along the 17th Street Promenade. The proposed uses would not be materially detrimental to other properties in the same area.

Mel, we are very excited about this opportunity to re-imagine and improve another property in the City of Costa Mesa and we look forward to working with you and the rest of your team to bring this project to fruition. Should you have any questions, please feel free to contact me anytime.

Best regards,

450 E. 17th St. Associates, LLC
By: Burnham-Ward Properties LLC

Stephen Thorp

cc: Bryon Ward

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

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

Pasadena
Costa Mesa
San Diego
Las Vegas

March 1, 2012

Mr. Stephen K. Thorp, Executive Vice President
Burnham USA
1100 Newport Center Drive, Suite 150
Newport Beach, CA 92660

LLG Reference No. 2.12.3265.1

Subject: **Parking Analysis for the Remodel and Tenancy Modification**
Former Orange County Teacher's
Federal Credit Union (OCTFCU) Site at 450 E. 17th Street
Costa Mesa, California

Dear Mr. Thorp:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Analysis for the proposed "redo" and reuse of the former (and currently 100% vacant) OCTFCU branch at 450 E. 17th Street in Costa Mesa. The proposed remodel would make way for a Starbucks Coffee location (with drive-thru) as well as an expected "quick serve" restaurant use. Together, these two tenancies are herein after referred to as the Project.

A parking study has been required by the City of Costa Mesa to evaluate the parking requirements and operational needs of the Project site at future full occupancy with the proposed two tenancies in place. This report evaluates those needs based on application of City code, and the further application of the Urban Land Institute's (ULI) *Shared Parking* methodology as adopted by the City of Costa Mesa.

Based on prior field study experience, LLG has concluded that the proposed Starbucks does not quite fit the parking ratio and time-of-day profile associated with a "restaurant" use as carried in the City's code and shared parking methodology. As such, the LLG approach presented below evaluates the total parking needs of the site by applying the City methodology to the expected "quick serve" restaurant component, and further adding an explicit parking ratio and time-of-day profile as derived from prior LLG field study for the Starbucks component.

Our study approach is detailed in the following sections of this report.

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

An LG2WB Company Founded 1966

Briefly, we conclude that the "design level" parking demands of the site will peak at 39 spaces. This results from a shared parking evaluation integrating the City's own procedures, with the further refinement and integration of Starbucks field study data compiled by LLG. The Project proposes a supply of 42 spaces, up to three of which could be utilized by tenants and visitors of the adjoining parcel at 462 E. 17th Street. After accounting for that use of up to 3 spaces, the minimum "net" Project-specific supply of 39 spaces will exactly balance with expected "design level" parking needs of the Project.

PROJECT LOCATION AND DESCRIPTION

The Project site is located on the north side of 17th Street generally between Tustin Avenue and Irvine Avenue. ***Figure 1***, located at the rear of this letter report, presents the proposed site plan.

An A.L.T.A. survey of the site prepared in 2011 indicates an existing building floor area of 4,619 SF and a parking total of 30 spaces (to include 2 handicap parking spaces). Further review of that survey indicates a nonexclusive easement (dating back to 1982) on the 450 E. 17th Street Project site for ingress, egress and parking purposes benefiting the adjoining parcel to the east (462 E. 17th Street, where tenancies now include One West Bank, Blonder Salon, and a vacant suite.) The easement area appears to include up to three existing parking spaces at the 450 E. 17th Street Project address, and from clarifying conversations with you, it is LLG's understanding that the net effect of that easement is an obligation of the Project to make available up to three nonexclusive parking spaces for use by tenants of and visitors to the 462 E. 17th Street address. As such, the parking calculations that follow track not only the needs of the proposed Starbucks and "quick serve" restaurant, but also presume, as a worst case that the adjoining uses at 462 E. 17th Street will add a further demand for three spaces.

When compared to existing development on the site, the proposed Project plan essentially remodels the existing building and divides it to two tenant spaces, the northern-most totaling 2,356 SF and constituting the Starbucks location (with immediate proximity to a remodeled drive-thru lane carried over from the prior financial tenancy), and the southern suite totaling 2,185 SF, for a resulting building area of 4,541 SF. From *Figure 1,* the plan also depicts a square footage total for each of three patio areas. For parking requirement calculation purposes, the City code requires patio area to be included as part of the restaurant floor area. Given that requirement, the floor area input to the "quick serve" parking needs calculation totals 2,535 SF (2,185 SF within the building plus patio areas of 100 SF and 250 SF). The

treatment of the 250 SF of patio immediately adjoining the Starbucks suite is described later in this report.

The *Figure 1* site plan modifies the current provision of 30 spaces on the site, and increases that supply to 42 spaces (including 2 handicap spaces).

"CODE" PARKING REQUIREMENTS AND ADAPTIVE METHODOLOGY

The "code" parking calculation for the Project is based on the City's requirements as outlined in *Chapter 6 – Off-Street Parking Standards* City of Costa Mesa Municipal Code. For restaurant uses, the City's Municipal Code requires ten (10) spaces per 1,000 SF of GFA for the first 3,000 SF, and twenty (20) spaces per 1,000 SF of GFA for each additional 1,000 SF.

The City's code requires patio seating area to be summed as part of the building floor area when performing the "code" calculation. On that basis, the floor area to be input to the code calculation totals 5,141 SF (summed as 2,356 + 2,185 +250 + 100 + 250). The resulting requirement breaks out as follows:

3,000 SF @ 10 spaces per 1,000 SF	=	30 spaces
5,141 SF – 3,000 SF = 2,141 SF @ 20 spaces per 1,000 SF	=	43 spaces
Total Requirement	=	**73 spaces**

This 73-space requirement does not reflect the potential use of up to three additional spaces by the adjoining parcel.

For projects with a mix of land use types, the "City of Costa Mesa Procedure for Determining Shared Parking Requirements" typically applies. While LLG's experience is that coffee uses such as Starbucks do not fit the same "restaurant" ratio and time-of-day parking profiles applicable to the "quick serve" restaurant tenancy of the proposed Project, City procedures do not recognize that distinction. The analysis that follows does make that distinction, and combines a Project-specific Starbucks parking ratio and hourly profile with a "code" calculation and City shared parking application for the "quick serve" restaurant.

SHARED PARKING ANALYSIS

Shared Parking Methodology

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual

peak requirements for each land use. This is true even for the subtle variation in parking needs for the Starbucks tenancy combined with those of the expected "quick serve" venue. The latter has typically a lunch-time and dinner trade, while Starbucks demand clearly peaks in the early to mid-morning hours in a complimentary pattern when compared to a more traditional "restaurant" use. The objective of this shared parking analysis is to forecast the peak parking requirements for the Project based on the combined demand patterns of these different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time-of-day for weekdays versus weekend days), rather than individual peak ratios as represented in the City of Costa Mesa Zoning Code. In that way, this shared parking approach starts from the City's own code ratios for restaurants, supplements this with Starbucks-specific characteristics, applies the City's own procedures for determining shared parking requirements, and results in the "design level" parking supply needs of the Project site.

It should be noted that the "demand" results of this shared parking calculation are intended to be used directly for comparison to the proposed Project site supply, after accounting for the up to 3 spaces that may be used by the adjoining site. No further adjustments or contingency additions are needed because such contingencies are already built into the peak parking ratios and time-of-day profiles used in the calculations.

Shared Parking Ratios and Profiles

The expected "quick serve" restaurant tenancy of the site has been input to the shared parking calculations at the City code ratio of 10 parking spaces per 1,000 SF, an interior plus patio area of 2,535 SF, resulting peak requirement of 25 spaces, and the time-of-day profiles represented in the City's shared parking methodology.

The Starbucks representation within those calculations is based on prior LLG field study (in year 2000) of two existing Starbucks sites, without drive-thru lanes. The study sites and other findings from the data are as follows:

- Existing Starbucks location of 1,464 SF at 14948 Imperial Highway in La Mirada, adjoining the La Mirada/Imperial intersection ("Site 1").
- Existing Starbucks location of 1,520 SF at 505 N. State College Boulevard in Fullerton, adjoining the State College/Chapman intersection ("Site 2").

- Both sites had some patio seating (3-5 tables, 8-16 seats). While the interior floor area of each site was known, the patio area was not. Peak parking ratios calculated from field study data are derived from those interior floor areas as a "blended" factor to be applied only to the interior floor area of a new location, but which also accounts for patio seating at that location.
- The peak observed parking demand on a weekday equated to a demand factor of 11.06 spaces per 1,000 SF of interior (versus interior plus patio) floor area. The peak weekend ratio was 10.05 spaces per 1,000 SF of building area.
- These field studies resulted in a peak parking "design factor" of 12.0 spaces per 1,000 SF of building area, which also accounts for the parking needs of the of the adjoining patio.
- Time-of-day profiles were also derived, and brought forward to the Project calculation based on the anticipated 2,356 SF Starbucks tenancy (noting further that this calculation inherently accounts for the presence of patio seating).

The attached ***Appendix Table A-1*** and ***Table A-2*** present the Starbucks ratio and profile derivation as well as its application to the Project site. As indicated, the peak Starbucks requirement tops out at 28 spaces at 8 AM on a weekday. Demand reduces significantly from this peak during other hours of the day. Weekend needs are incrementally less, with a peak focused more to the mid-morning hours.

It should be noted that the derived Starbucks peak ratio and parking profiles are rooted in field studies of sites without drive-thru lanes. This is concluded to be a conservative approach. At sites with a drive-thru lane, Starbucks has advised that 40% to 60% of its sales volume uses the drive-thru lane (inferring some corresponding reduction in parking demand). While this drive-thru split does not translate directly to an equivalent reduction in peak parking demand, the peak "design level" ratio of 12.0 spaces per 1,000 SF is concluded to have at least a ten to twenty percent integrated contingency.

Application of Shared Parking Methodology to Proposed Project

Tables 1 and ***2*** present the future weekday and weekend (typically Saturday) parking demand profiles for the proposed Project based on the shared parking methodology. They integrate the "quick serve" and Starbucks calculations as described in the prior section.

Review of *Tables 1* and *2* indicates that the weekday and weekend peak parking demands will occur in the evening hours, with "design level" peak demands of 39 spaces. The minimum Project surplus is 3 spaces, which would off-set the potential

LINSCOTT
LAW &
GREENSPAN
engineers

use of up to three spaces by the adjoining site. It will also be noted that the City methodology results in relatively modest calculated restaurant demand levels at midday, with surpluses of at least 15 spaces (18 as shown minus up to 3 spaces being used by the adjoining site). The calculated midday surplus would facilitate stronger parking demand levels by the "quick serve" restaurant than anticipated by the City methodology.

Based on the results of *Tables 1* and *2*, we conclude that the proposed 42-space supply will result in a balanced condition with peak demand, even after accounting for up to three spaces being used by tenants and visitors of the adjoining 462 E. 17th Street parcel.

We appreciate the opportunity to prepare this analysis for Pacific Plaza. Should you have any questions or need additional assistance, please do not hesitate to call us at (714) 641-1587.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Paul W. Wilkinson, P.E.
Principal

Attachments

cc: file

LINSCOTT LAW & GREENSPAN engineers

TABLE 1
WEEKDAY SHARED PARKING DEMAND ANALYSIS [a]
450 EAST 17TH STREET, COSTA MESA

USE	Restaurant 1st 3K (Sq. Ft.)	Starbucks Based on Empirical Data [b]	Total Parking Demand by Hour	Comparison with Parking Supply by Hour (surplus)
SIZE	2,535	2,356	-	-
RATIO	0.01	-	-	-
SUPPLY	-	-	-	42
PK DEMAND	25	28	53	-
6:00 AM	0	17	17	25
7:00 AM	1	27	28	14
8:00 AM	1	28	29	13
9:00 AM	3	26	29	13
10:00 AM	5	12	17	25
11:00 AM	8	10	18	24
NOON	13	7	20	22
1:00 PM	18	6	24	18
2:00 PM	15	7	22	20
3:00 PM	15	10	25	17
4:00 PM	13	9	22	20
5:00 PM	18	9	27	15
6:00 PM	23	13	36	6
7:00 PM	25	7	32	10
8:00 PM	25	11	36	6
9:00 PM	25	14	39	3
10:00 PM	23	10	33	9
11:00 PM	18	6	24	18
			MAXIMUM WEEKDAY DEMAND	39
			NET PARKING SUPPLY [c]	39
			PARKING SURPLUS (+) OR DEFICIENCY (-)	0

Notes:

[a] Source: Based on City of Costa Mesa adopted procedures

[b] Empircal Data Based on Average Ratios taken from the *Parking Study for the Proposed Starbucks Coffee in Harbor Town Square* dated April 3, 2000.

[c] Accounts for 3 spaces on project site required to provide parking to the adjoining commercial site at 462 E. 17th Street.

LINSCOTT LAW & GREENSPAN engineers

TABLE 2
WEEKEND SHARED PARKING DEMAND ANALYSIS FOR EXISTING SITE [a]
450 EAST 17TH STREET, COSTA MESA

USE	Restaurant 1st 3K (Sq. Ft.)	Starbucks Based on Empirical Data [b]	Total Parking Demand by Hour	Comparison with Parking Supply by Hour (surplus)
SIZE	2,535	2,356	-	-
RATIO	0.01	-	-	-
SUPPLY	-	-	-	42
PK DEMAND	25	28	53	-
6:00 AM	0	3	3	39
7:00 AM	1	9	10	32
8:00 AM	1	15	16	26
9:00 AM	2	25	27	15
10:00 AM	2	26	28	14
11:00 AM	3	21	24	18
NOON	8	16	24	18
1:00 PM	11	18	29	13
2:00 PM	11	7	18	24
3:00 PM	11	11	22	20
4:00 PM	11	13	24	18
5:00 PM	15	10	25	17
6:00 PM	23	10	33	9
7:00 PM	24	15	39	3
8:00 PM	25	14	39	3
9:00 PM	25	14	39	3
10:00 PM	24	12	36	6
11:00 PM	22	15	37	5
			MAXIMUM WEEKDAY DEMAND	39
			NET PARKING SUPPLY [c]	39
			PARKING SURPLUS (+) OR DEFICIENCY (-)	0

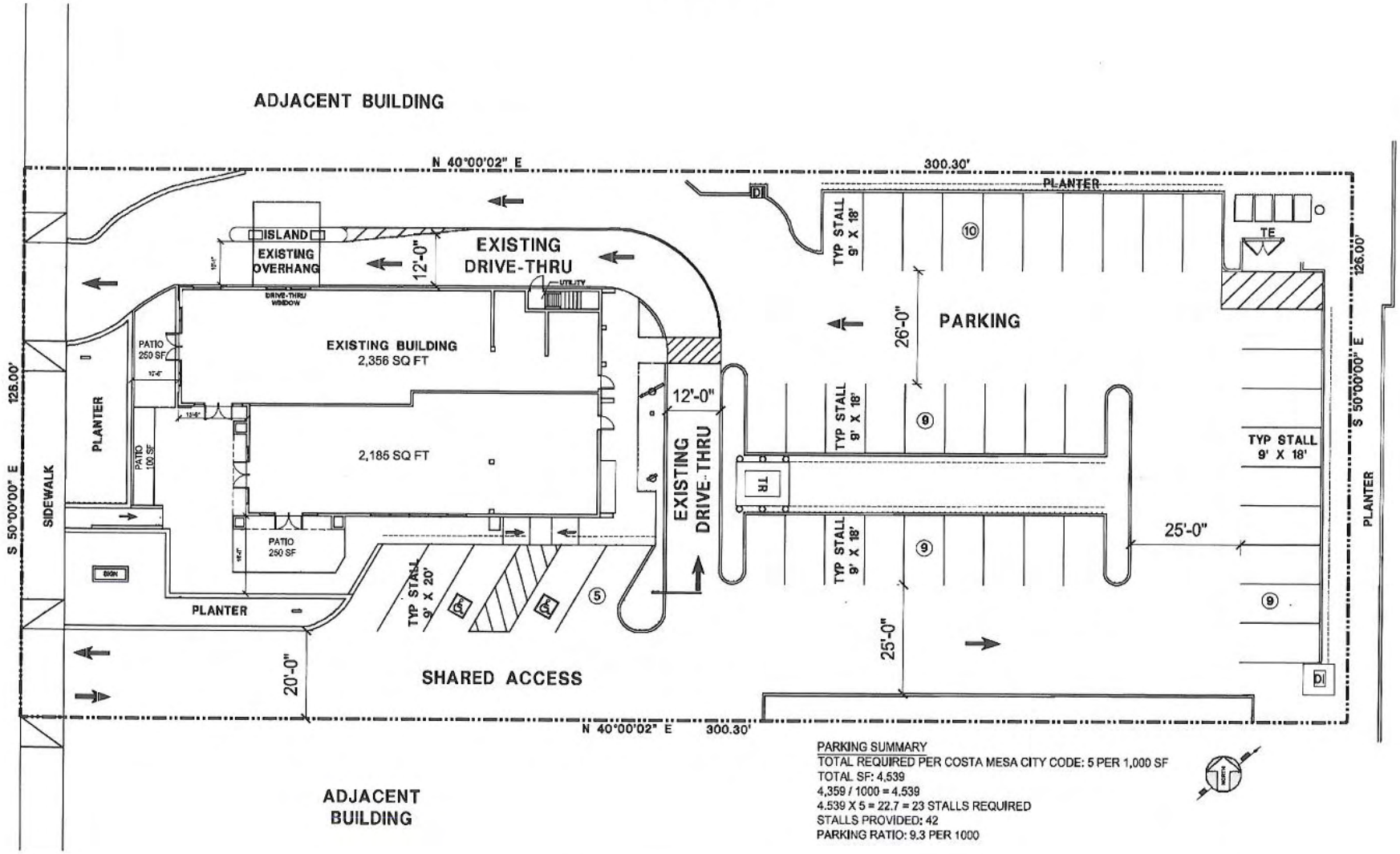
Notes:

[a] Source: Based on City of Costa Mesa adopted procedures

[b] Empircal Data Based on Average Ratios taken from the *Parking Study for the Proposed Starbucks Coffee in Harbor Town Square* dated April 3, 2000.

[c] Accounts for 3 spaces on project site required to provide parking to the adjoining commercial site at 462 E. 17th Street.

Attachment 1



PARKING SUMMARY
TOTAL REQUIRED PER COSTA MESA CITY CODE: 5 PER 1,000 SF
TOTAL SF: 4,539
4,359 / 1000 = 4.539
4.539 X 5 = 22.7 = 23 STALLS REQUIRED
STALLS PROVIDED: 42
PARKING RATIO: 9.3 PER 1000

BICKEL UNDERWOOD
JAMES E. BICKEL, JR. ARCHITECT
A CALIFORNIA CORPORATION
2400 Bluff Street, Suite 120, Newport Beach, CA 92660
949-797-0411 architecture@bickelunderwood.com

BURNHAM
450 E. 17TH STREET
COSTA MESA, CALIFORNIA

SITE PLAN
Scale: 1" = 10'-0"
February 28, 2012

APPENDIX

TABLE A-1
DERIVATION AND APPLICATION OF STARBUCKS PARKING PROFILE - WEEKDAY

TIME	No. of Spaces Occupied by Starbucks Customers/ Employees		(1) Total Occupied Spaces	(2) Actual Parking Ratio (1) Divided by 2.984sf	(3) Actual Parking Ratio Divided by Maximum of 11.06	(4) 12x2.356x%
	Site 1 1,464 SF	Site 2 1,520 SF				
6:00 AM	9	11	20	6.70	61%	17
7:00 AM	11	21	32	10.72	97%	27
8:00 AM	15	18	33	11.06	100%	28
9:00 AM	16	14	30	10.05	91%	26
10:00 AM	6	8	14	4.69	42%	12
11:00 AM	6	6	12	4.02	36%	10
12:00 PM	3	5	8	2.68	24%	7
1:00 PM	2	5	7	2.35	21%	6
2:00 PM	4	4	8	2.68	24%	7
3:00 PM	7	5	12	4.02	36%	10
4:00 PM	4	6	10	3.35	30%	9
5:00 PM	4	7	11	3.69	33%	9
6:00 PM	7	8	15	5.03	45%	13
7:00 PM	4	4	8	2.68	24%	7
8:00 PM	6	7	13	4.36	39%	11
9:00 PM	11	5	16	5.36	48%	14
10:00 PM	6	6	12	4.02	36%	10
11:00 PM	4	3	7	2.35	21%	6

TABLE A-2
DERIVATION AND APPLICATION OF STARBUCKS PARKING PROFILE - WEEKEND

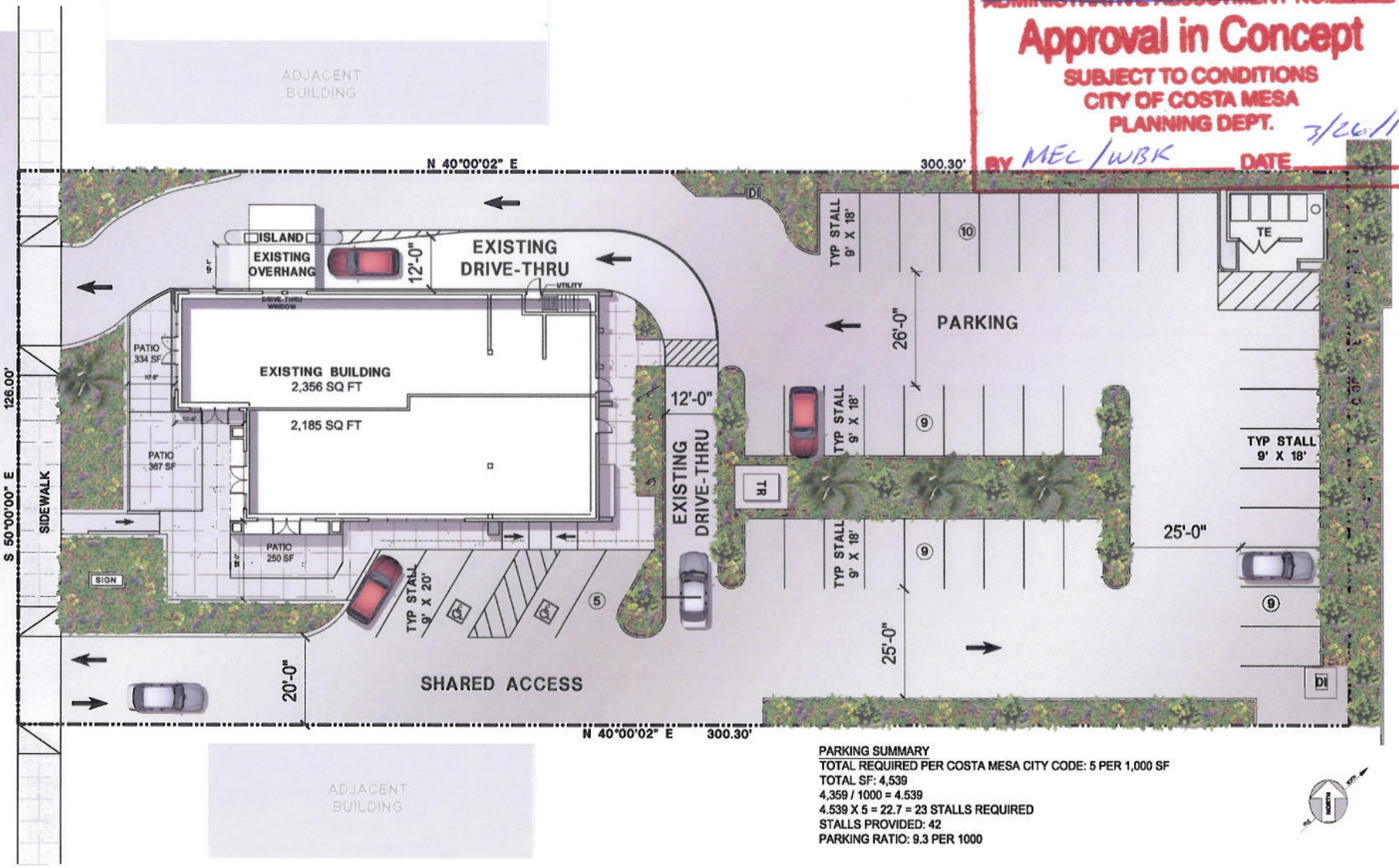
TIME	No. of Spaces Occupied by Starbucks Customers/ Employees		(1) Total Occupied Spaces	(2) Actual Parking Ratio (1) Divided by 2.984sf	(3) Actual Parking Ratio Divided by Maximum Weekday of 11.06	(4) 12x2.356x%
	Site 1 1,464 SF	Site 2 1,520 SF				
6:00 AM	4	0	4	1.34	12%	3
7:00 AM	10	0	10	3.35	30%	9
8:00 AM	13	4	17	5.70	52%	15
9:00 AM	17	12	29	9.72	88%	25
10:00 AM	13	17	30	10.05	91%	26
11:00 AM	11	13	24	8.04	73%	21
12:00 PM	7	12	19	6.37	58%	16
1:00 PM	11	10	21	7.04	64%	18
2:00 PM	3	5	8	2.68	24%	7
3:00 PM	6	7	13	4.36	39%	11
4:00 PM	6	9	15	5.03	45%	13
5:00 PM	6	6	12	4.02	36%	10
6:00 PM	5	7	12	4.02	36%	10
7:00 PM	6	11	17	5.70	52%	15
8:00 PM	11	5	16	5.36	48%	14
9:00 PM	11	5	16	5.36	48%	14
10:00 PM	9	5	14	4.69	42%	12
11:00 PM	10	7	17	5.70	52%	15

MINOR CONDITIONAL USE PERMIT/
~~ADMINISTRATIVE ADJUSTMENT~~ NO. ZA-12-10

Approval in Concept

SUBJECT TO CONDITIONS
CITY OF COSTA MESA
PLANNING DEPT.

BY MEL/WBK DATE 3/26/12



PARKING SUMMARY
TOTAL REQUIRED PER COSTA MESA CITY CODE: 5 PER 1,000 SF
TOTAL SF: 4,539
4,359 / 1000 = 4.539
4.539 X 5 = 22.7 = 23 STALLS REQUIRED
STALLS PROVIDED: 42
PARKING RATIO: 9.3 PER 1000

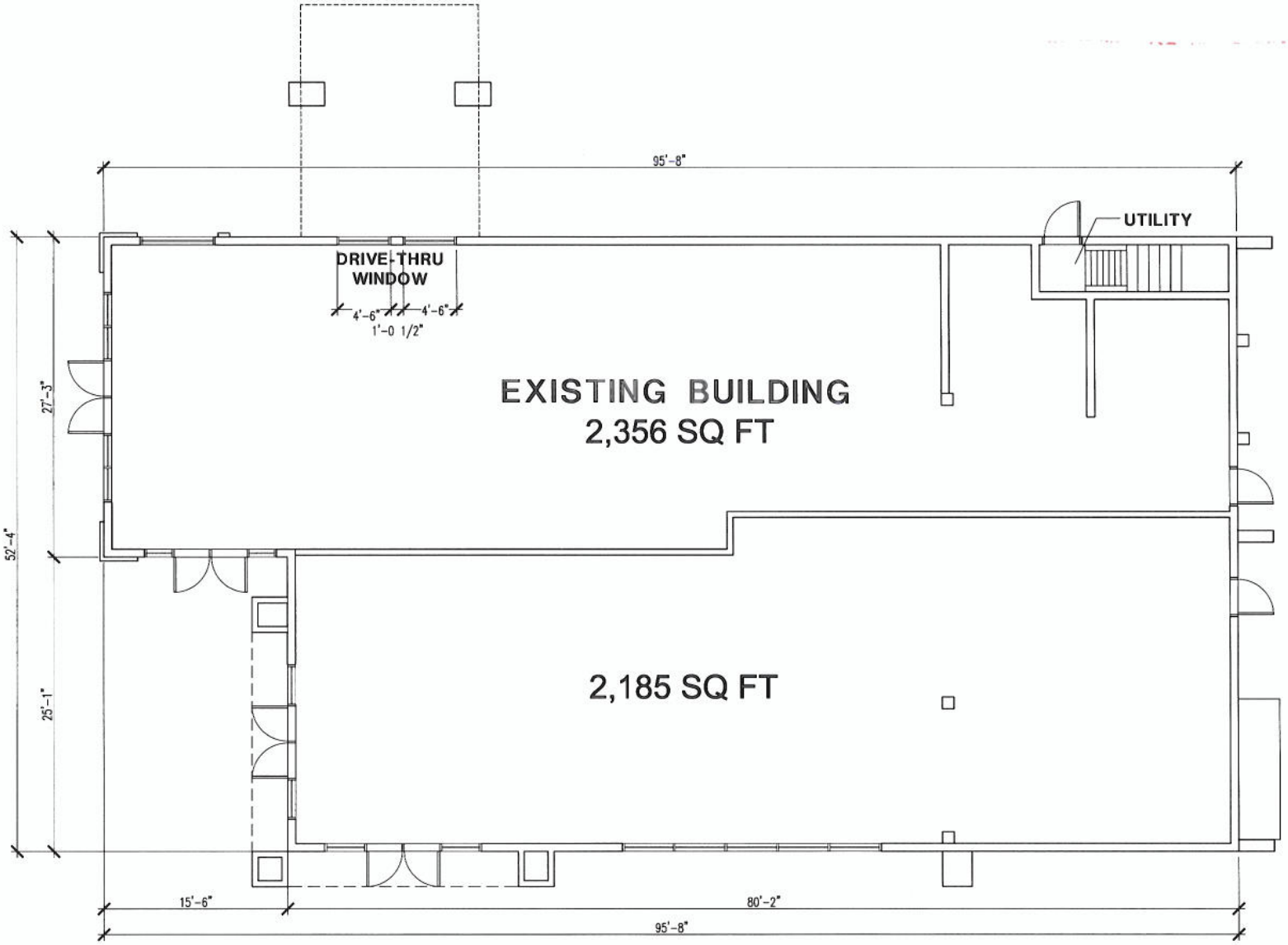
Project Architect:
BICKEL UNDERWOOD
JAMES A. BICKEL, JR. ARCHITECT
A CALIFORNIA CORPORATION
3600 Birch Street, Suite 120, Newport Beach, CA 92660
949-757-0411 architecture@bickelunderwood.com

BURNHAM

450 E. 17TH STREET
COSTA MESA, CALIFORNIA

SITE PLAN

Scale: 1" = 10'
February 8, 2012



Project Architect:
BICKEL UNDERWOOD
JAMES S. BICKEL, JR., ARCHITECT
A CALIFORNIA CORPORATION
3600 Birch Street, Suite 120, Newport Beach, CA 92660
949-757-0411 architecture@bickelunderwood.com

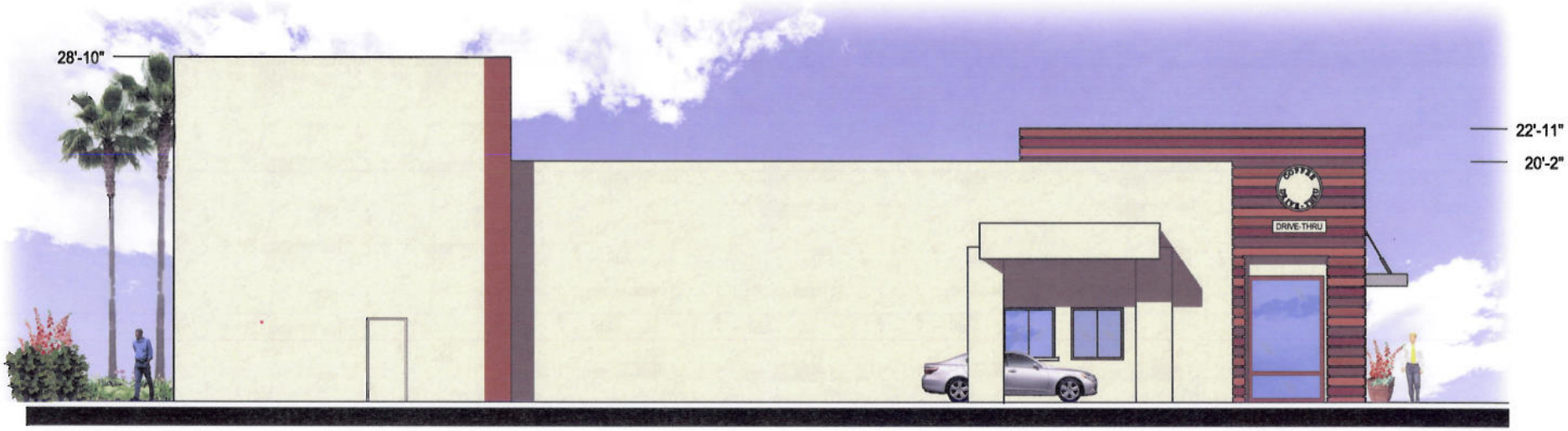
BURNHAM

450 E. 17TH STREET
COSTA MESA, CALIFORNIA

FLOOR PLAN

Scale: 1/4" = 1'-0"
February 8, 2012
P:\11\11320 - Costa Mesa,17th St. Burnham\Design\p. Floor

The plans, ideas, arrangements and designs indicated or represented [illegible] are owned by, and are the property of BICKEL UNDERWOOD, and were created and developed solely for use on, and in connection with the specified project, and shall not be used, in whole or in part, for any purpose for which they were not originally intended without written permission from BICKEL UNDERWOOD © 2012.



NORTH ELEVATION

EAST ELEVATION

BICKEL UNDERWOOD
JAMES S. BICKEL JR. ARCHITECT
A CALIFORNIA CORPORATION
3600 Birch Street . Suite 120 . Newport Beach, CA 92660
949. 757 - 0411 FAX 949. 757 - 0511

BURNHAM

450 E. 17TH STREET
COSTA MESA, CALIFORNIA

ELEVATIONS
February 8, 2011

SOUTH ELEVATION

WEST ELEVATION

BICKEL UNDERWOOD
JAMES A. BICKEL JR. ARCHITECT
A CALIFORNIA CORPORATION
3600 Birch Street . Suite 120 . Newport Beach, CA 92660
949. 757 - 0411 FAX 949. 757 - 0511

BURNHAM

450 E. 17TH STREET
COSTA MESA, CALIFORNIA

ELEVATIONS
February 8, 2012