REQUEST FOR
Planning Commission Action

PLANNING COMMISSION MEETING DATE:

SEPTEMBER 9, 2019

TITLE:

PUBLIC HEARING – FILED BY RICHARD FINKEL FOR CONDITIONAL USE PERMIT NO. 2019-30 AND AMENDMENT TO VARIANCE NO. 2018-10 TO ALLOW A CAR WASH AT 301 NORTH TUSTIN AVENUE AND CONDITIONAL USE PERMIT NO. 2019-31 TO ALLOW AFTER-HOURS OPERATIONS FOR THE CONVENIENCE STORE AT 325 NORTH TUSTIN AVENUE {STRATEGIC PLAN NO. 3, 2}

Prepared by Selena Kelaher, AICP

Executive Director

PLANNING COMMISSION SECRETARY

APPROVED
- ☐ As Recommended
- ☐ As Amended
- ☐ Set Public Hearing For _____

DENIED
- ☐ Applicant's Request
- ☐ Staff Recommendation

CONTINUED TO _____

Interim Planning Manager

RECOMMENDED ACTION

1. Adopt a resolution approving Conditional Use Permit No. 2019-30 as conditioned to allow a car wash.

2. Adopt a resolution approving an amendment to Variance No. 2018-10 as conditioned to reduce the required yards.

3. Adopt a resolution approving Conditional Use Permit No. 2019-31 as conditioned to allow for a retail market less than 20,000 square feet to operate between the hours of 12:00 midnight and 5:00 a.m.

Executive Summary

Richard Finkel, representing Russell Fischer LP, is requesting approval of a conditional use permit to allow an automated car wash and an amendment to a previously approved variance to reduce the required yards at 301 North Tustin Avenue and a conditional use permit to allow for retail convenience store to operate between 12:00 a.m. and 5:00 a.m. at 325 North Tustin Avenue. Staff is recommending approval of the entitlements as the project will provide additional services to residents, workers, and visitors in the area and will not negatively impact the surrounding community as the site is not immediately adjacent to sensitive land uses and the project has been designed to minimize impacts to nearby uses.

Table 1: Project and Location Information

Item	Information	
Project Address	301 & 325 North Tustin Avenue	
Nearest Intersection	North Tustin Avenue and East Fourth Street	
Surrounding Land Uses (Exhibit 4)	North	Commercial
	East	Costa Mesa (SR-55) Freeway/City of Tustin
	South	Commercial - City of Tustin
	West	Professional - Service Station
General Plan Designation	General Commercial (GC)	
Zoning Designation	General Commercial (C2)	
Property Size	39,775 SF (0.9 acres) - 301 N. Tustin Avenue 22,465 SF (0.5 acres) - 325 N. Tustin Avenue	
Existing Site Development	Vacant - 301 N. Tustin Avenue Gas Service Station & Car Wash - 325 N. Tustin Avenue	
Development Standards	SAMC Sections 41-368 through 41-374 Sections 41-379 through 41-386	
Use Permissions/CUP/Variance	SAMC Section 41-365.5(h) and Section 41-377.5(b)	

Project Description

The applicant proposes to demolish the existing service station, car wash, and convenience store to construct a new service station with 3,040-square foot convenience store and new automated car wash on the two properties at the southeast corner of Tustin Avenue and Fourth Street.

The property at 301 North Tustin Avenue is currently vacant and is the site for the proposed automated car wash. The 4,354-square foot car wash tunnel will be located adjacent to the southern property line which allows vehicles to enter or exit on Tustin Avenue or to enter or exit on Fourth Street with reciprocal access provided from the service station property to the north. The car wash will feature two pay points and has 189 feet of stacking which exceeds the standard of 120 feet of stacking (12 vehicles). The site will contain 20 vacuum bays for customers and three onsite employee parking spaces. The proposed hours of operation are from 7:00 a.m. to 7:00 p.m. during the winter months, and 7:00 a.m. to 8:00 p.m. during summer months (Daylight Saving months).

The parcel immediately to the north (325 North Tustin Avenue) is also proposed for redevelopment. The applicant is proposing to demolish the existing service station, close a driveway on Fourth Street and redesign the site with a service station and larger convenience store. The service station will consist of a 2,843-square foot canopy with six pump islands (12 pumps total), a new 3,040-square foot convenience store and 13 parking spaces. In addition, a lot line adjustment will be processed administratively to increase the lot size, improve on-site circulation and to provide a 35-foot high freestanding sign for the service station adjacent to the SR-55 freeway along the east

property line. The proposed convenience store hours of operation are 24-hours per day, which requires approval of a separate CUP.

The architecture of the new buildings, service station canopy and freestanding sign has been designed to appear as a cohesive and integrated development which includes a contemporary design style with a smooth plaster, metal canopies, ceramic wood tile and green screens. There will be three driveways that provide access to the sites and reciprocal vehicular access and parking between the two properties. In addition, the Public Works Agency has determined that an 8-foot irrevocable offer of dedication along Fourth Street and a two-foot irrevocable offer of dedication along Tustin Avenue are required. Tables 2 and 3 provide a detailed comparison of the project's compliance with the applicable land use and development standards (Exhibit 5 & 6).

Table 2: Land Use Standards

General Commercial (C2) (SAMC Sec. 41-365, 41-365.5, 41-377 and 41-377.5)	
Proposed Land Use	**Permit Requirements**
Car wash	Conditional Use Permit
Service station and retail market (convenience store)	Allowed by Right
Retail market less than 20,000 SF with 24-hour operations	Conditional Use Permit

Table 3: Development Standards

Standard	Required by General Commercial (C2) Zone	301 North Tustin (Car Wash Site)	325 North Tustin (Service Station Site)
Front yard	15 feet minimum	**Does not comply;** 10 feet	Complies with Variance No. 2018-10; 5 feet, 6 inches
Side yard (street)	15 feet minimum	Not Applicable	Complies; 15 feet
Side yard (interior)	0 feet minimum	Complies; 1 foot, 6 inches	Complies; 5 foot landscape yard
Rear yard	0 feet minimum	Complies; 2 feet	Complies; 5 foot landscape yard
Lot Size & Frontage	15,000 sq. ft. and 120 feet	Complies; 33,976 sq. ft. (after lot line adjustment) and 179 feet	Complies; 28,096 sq. ft. (after lot line adjustment) and 300 feet
Building height	35 feet maximum	Complies; 29 feet	Complies; 21 feet, 10 inches

Standard	Required by General Commercial (C2) Zone	301 North Tustin (Car Wash Site)	325 North Tustin (Service Station Site)
Off-street Parking	17 spaces 2 spaces for automatic car washes 5 spaces per 1,000 sq. ft. retail (15 spaces)	Complies; 2 employee spaces, 20 drying spaces, and 1 handicapped space	Complies; 19 spaces 13 spaces and 6 pump spaces
Signage	35 feet maximum height allowed within 300 feet of a freeway exit	Freestanding sign 35 feet Wall signs (deferred submittals)	Wall signs (deferred submittals)
Stacking Distance (drive-through)	120 feet	Complies; 189 feet	Not Applicable
Driveway Width (service station)	35 feet maximum	Not Applicable	Complies; 35 feet

Project Background and Chronology

In October of 2018, the Planning Commission approved Conditional Use Permit No. 2018-18 to allow an eating establishment with drive-through service at 301 North Tustin Avenue and Variance No. 2018-10 to allow reduced yards for the service station site at 325 North Tustin Avenue. Subsequently, in November and December of 2018, the City Council approved Mitigated Negative Declaration, Environmental Review No. 2016-156, General Plan Amendment No. 2018-05, and Amendment Application No. 2018-08 to change the land use and zoning designations of the properties to General Commercial. The approved project included a new 7,368-square-foot multi-tenant commercial building with drive-through window service and remodeling the gas station and convenience store. The property owner has revised the project to include a car wash component instead of a retail development. The current property owner has been in the car wash industry for over 30 years and operates six locations in Orange County.

Project Analysis

Conditional Use Permit for a Car Wash at 301 North Tustin Avenue

The new automated car wash will replace the existing smaller automated car wash associated with the existing service station. The uses immediately adjacent to the site include a service station to the north, a medical office building to the south (within the City of Tustin) and the SR-55 freeway to the east. The closest nearby residential uses are over 500 feet from the project site.

The car wash is designed and intended to generate the least amount of impact as possible. The stacking lane is set back from the adjacent streets to reduce any traffic impacts. In addition, the stacking lane exceeds the City's stacking requirements and will allow for approximately 15 cars to

queue without disrupting drive aisles or parking spaces on-site. A traffic impact analysis was prepared to analyze the anticipated trip generated from the project and any impacts to the intersections of Tustin Avenue and Fourth Street, Tustin Avenue and First Street and the SR-55 ramps at Fourth Street and Fourth Street/Irvine Boulevard and the Tustin Avenue roadway segment between Fourth and First Streets. The analysis was reviewed by the Public Works Agency and concludes that the project or cumulative project conditions will not significantly impact any of the intersections studied (Exhibit 7).

The car wash is also designed to minimize noise impacts. The tunnel is comprised of concrete block which serves as a noise dampener. The car wash blowers/dryers, the equipment that generates the most noise, are located 15 feet from the exit of the tunnel. The vacuum stations which will generate noise are located to the north of the car wash tunnel, in an effort to shield the commercial office use to the south from the noise. Additionally, conditions of approval have been added to require a noise impact analysis which demonstrates compliance with the City's noise ordinance prior to certificate of occupancy and one year after the commencement of operations, limit the hours of operation, to prohibit use of air guns, and prohibit the use of amplified speakers.

The new car wash will bring an increase in sales tax revenue and promote economic development in the area which will contribute to the general well-being of the neighborhood and the community. The applicant's request for a conditional use permit to allow car wash will provide an added service to the property, for the employees who work in the vicinity and for the residents who live in the general area.

Amended Variance for Reduced Yards at 301 North Tustin Avenue

In October 2018, the Planning Commission approved Variance No. 2018-10 to allow for a reduced yards for the service station at 325 North Tustin Avenue. The strict application of the zoning code requires a 15-foot landscaped setback along Tustin Avenue. In addition, the Public Works Agency requires a 2-foot dedication along Tustin Avenue to allow for the streets and sidewalks to be constructed to the ultimate width. The applicant has designed the site to have landscaped yards, however, at the car wash tunnel exit the yard will be reduced to 10 feet after the street dedication to provide room for the vehicular turn movements. Therefore, Variance No. 2018-10 will be amended to also include 301 North Tustin Avenue.

Special circumstances related to site's shape are applicable. For instance, the lot depth is constricted by the freeway which binds the site to the east. Due to the freeway right-of-way the lot depth narrows from the north to the south as the freeway continues. In addition, complexities of car wash stacking and circulation patterns make it difficult to create a functional site plan that meets all the development standards and does not create stacking on the adjacent streets. The location of the stacking lane and vehicular exit were selected with traffic safety as the priority as a result the site plan configurations for a car wash facility are limited.

Conditional Use Permit for a Retail Market with 24-Hour Operations at 325 North Tustin Avenue

The 3,040-square foot convenience store is proposed to operate 24-hours a day, seven days a week. The proposed operations are similar to other convenience stores such as 7-Eleven which have received after-hours conditional use permits. Pursuant to SAMC Section 41-365.5, retail markets having less than twenty thousand (20,000) square feet of floor area which are open at any time between the hours of 12:00 a.m. and 5:00 a.m. require review and approval by the Planning Commission. The purpose of regulating after-hours operations it to preserve the surrounding community characteristics and minimize any negative secondary impacts. Alcohol sales are not proposed as part of the project.

The project site is bounded by commercial uses to the north, south and west. The proposed after-hours operations will provide an ancillary service to the community and individuals seeking to have a morning coffee and/or snack en route to one of the City's major employment areas, especially for those who wake up early for work. In addition, this promotes a balance of land uses that assist in enhancing the City's economic and fiscal viability. Furthermore, the new convenience store and service station will help activate and enhance the area and will generate property and sales tax revenue for the City.

Economic Development

The retail market is expected to have eight employees and provide additional tax revenue due to the increase in floor area and 24-hour operations. The express car wash will have four employees and provide an increase in tax revenue as the subject site is currently vacant. Property tax revenue from both properties will increase due to the gas station site being redeveloped and the car wash occupying a vacant site, thus the total net value of the property will increase after the building and improvements for the project are made. The construction of the project will require that permit fees are paid to the City and there will be temporary construction jobs.

Table 4: CEQA, Strategic Plan Alignment, and Public Notification & Community Outreach

Strategic Plan Alignment, and Public Notification & Community Outreach	
CEQA	
CEQA Type	Exempt pursuant to CEQA Guidelines Section 15332, Class 32, In-fill Development Projects
Document Type	Notice of Exemption, Environmental Review No. 2019-69
Reason(s) Exempt or Analysis	The project is consistent with the General Plan and zoning designation. The combined development site is 1.46 acres and surrounded by urban uses. The site was previously developed with commercial uses and has no habitat for endangered, rare or threatened species. The project will not result in any significant impacts related to traffic, noise, air quality or water quality according to the traffic impact analysis and with implementation of water quality requirements. The project can be served by all required utilities and public services.

Strategic Plan Alignment, and Public Notification & Community Outreach		
Goal(s), Policy or Policies	3, 2 (create new opportunities for business/job growth and encourage private development through new General Plan and Zoning Ordinance policies).	
Public Notification & Community Outreach		
Public Hearing	Site posting	A public notice was posted on the project site on August 30, 2019.
	Notification by mail	Notification by mail was mailed to all property owners and occupants within 500 feet of the project site on August 30, 2019.
	Newspaper posting	Newspaper posting was published in the Orange County Reporter on August 30, 2019.
Additional Measures	Staff received one phone call from a resident voicing opposition to the proposed car wash.	

Conclusion

Based on the analysis provided within this report, staff recommends that the Planning Commission approve Conditional Use Permit No. 2019-30 as conditioned, amendment to Variance No. 2018-01 as conditioned and Conditional Use Permit No. 2019-31 as conditioned.

Selena Kelaher, AICP
Associate Planner

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Exhibits:

1. Conditional Use Permit Resolution (Car wash)
2. Variance Resolution (
3. Conditional Use Permit Resolution (After-hours)
4. Vicinity Zoning & Aerial View
5. Site Plan
6. Elevations
7. Renderings
8. Traffic Impact Analysis

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EXHIBIT 1

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RESOLUTION NO. 2019-xx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ANA APPROVING CONDITIONAL USE PERMIT NO. 2019-30 AS CONDITIONED TO ALLOW A CAR WASH AT THE PROPERTY LOCATED AT 301 NORTH TUSTIN AVENUE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The Planning Commission of the City of Santa Ana hereby finds, determines and declares as follows:

A. Richard Finkel, representing Russell Fischer LP ("Applicant"), is requesting approval of Conditional Use Permit No. 2019-30 to allow a car wash in the General Commercial (C2) zoning district at 301 North Tustin Avenue.

B. Santa Ana Municipal Code (SAMC) Section 41-377.5(b) requires approval of a conditional use permit for car wash facilities.

C. Pursuant to SAMC Section 41-638, the Planning Commission is authorized to review and approve the conditional use permit for this project.

D. On September 9, 2019, the Planning Commission held a duly noticed public hearing for Conditional Use Permit No. 2019-30.

E. The Planning Commission of the City of Santa Ana has considered the information and determines that following findings, which must be established in order to grant Conditional Use Permit No. 2019-30 for a car wash have been established as required by SAMC Section 41-638:

1. That the proposed use will provide a service or facility which will contribute to the general well being of the neighborhood or community.

The car wash will provide a service to persons that are working or residing in the area. The car wash will replace the existing automated car wash at 325 North Tustin Avenue. The new facility will be bigger than the existing operation and will provide vacuum stations for the customers' use. The site will be redeveloped with a new building with a contemporary design with smooth plaster finishes, metal canopies, ceramic tile, and landscaping contributing to the aesthetics of the area.

2. That the proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity.

   The proposed car wash will not be detrimental to the health, safety or welfare of those residing or working in the vicinity. The site plan was designed to meet the City's stacking requirements and provides for queuing of approximately 15 vehicles. In addition, the stacking lane was placed at the rear of the site to reduce the chance for overflow vehicular queuing onto any public streets. There are no immediately adjacent nearby residential land uses. The uses immediately adjacent to the site include a service station to the north, a medical office building to the south (within the City of Tustin) and the Costa Mesa Freeway to the east. The closest nearby residential uses are over 500 feet from the project site - including the Village Apartments (to the north and across Fourth Street) at 521 North Tustin Avenue, and The Orchard (to the southwest and across Tustin Avenue) at 2151 East First Street. The blowers/dryers will be setback 15 feet within the car wash tunnel and the vacuums have been placed north of the car wash tunnel to buffer noise from the office building to the south. A traffic impact analysis was completed by Linscott Law & Greenspan and reviewed by the Public Works Agency and found that the project or cumulative project conditions will not significantly impact any of the nearby street intersections.

3. That the proposed use will not adversely affect the present economic stability or future economic development of properties surrounding the area.

   The car wash will not adversely affect the economic stability or future economic development of properties in the surrounding area. The property is within the General Commercial (C2) zoning district. Additionally, since 1973, a car wash has been in operation at 325 North Tustin Avenue which is immediately adjacent to the car wash site and interrelated to the subject site as the sites would be redeveloped concurrently. The automated car wash will replace the existing car wash and the site will be redeveloped with a new building with a contemporary design and water efficient landscaping. The car wash will provide an additional service to the community and will provide a commercial business that will generate sales tax revenue for the City.

4. That the proposed use will comply with the regulations and conditions specified in Chapter 41 for such use.

   The proposed use complies with the regulations and conditions in Chapter 41 including building height and parking. A condition of approval has been added to the conditional use permit for a property maintenance agreement to be recorded against the property which will ensure that the property and all improvements are properly maintained.

5. That the proposed use will not adversely affect the General Plan of the city or any specific plan applicable to the area of the proposed use.

   The proposed car wash will not adversely affect the General Plan. The project is located in a General Commercial (GC) General Plan land use area which allows for commercial uses such as car wash facilities. The project is consistent with several goals and policies of the General Plan, including the Land Use Element and Urban Design Element. Land Use Element Goal 1 to promote a balance of land uses to address basic community needs, specifically. Land Use Element Goal 2 to promote land uses that enhance the City's economic and fiscal viability. Furthermore, the project is consistent with Policy 2.8, to promote rehabilitation of commercial properties, and encourage increased levels of capital investment. The car wash will redevelop the site with a new commercial business that will provide a service to those working and living in the City. Urban Design Goal 1 to improve the physical appearance of the City through development of districts that project a sense of place, positive community image and quality environmental. Specifically, Policy 1.5 to enhance architectural forms, textures, colors, and materials are expected in the design of all projects. The vacant lot will be redeveloped with a new building with contemporary architecture and water efficient landscaping.

Section 2. In accordance with the California Environmental Quality Act, the project is exempt from further review per Section 15332 of the Guidelines for the California Environmental Quality Act. The Class 32 exemption applies to in-fill development. The project is consistent with the General Plan and zoning designation. The combined development site is 1.46 acres and surrounded by urban uses. The site was previously developed with commercial uses and has no habitat for endangered, rare or threatened species. The project will not result in any significant impacts related to traffic, noise, air quality or water quality according to the traffic impact analysis and with implementation of water quality requirements. The project can be served by all

required utilities and public services. As a result, Categorical Exemption, Environmental Review No. 2019-69 will be filed for this project.

Section 3. The Applicant shall indemnify, protect, defend and hold the City and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof, harmless from any and all claims, demands, lawsuits, writs of mandamus, and other and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to arbitrations, mediations, and such other procedures), judgments, orders, and decisions (collectively "Actions"), brought against the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City) for or concerning the Project, whether such Actions are brought under the Ralph M. Brown Act, California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure sections 1085 or 1094.5, or any other federal, state or local constitution, statute, law, ordinance, charter, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that Applicant shall reimburse the City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the Applicant of any Action brought and City shall cooperate with Applicant in the defense of the Action.

Section 4. The Planning Commission of the City of Santa Ana after conducting the public hearing hereby approves Conditional Use Permit No. 2019-30, as conditioned in Exhibit A, attached hereto and incorporated herein for the project located at 301 North Tustin Avenue. This decision is based upon the evidence submitted at the abovesaid hearing, which includes, but is not limited to: the Request for Planning Commission Action dated September 9, 2019, and exhibits attached thereto; and the public testimony, written and oral, all of which are incorporated herein by this reference.

ADOPTED this ____ day of _____, 2019.

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTENTIONS: Commissioners:

_____
Mark McLoughlin
Chairperson

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By:_____
Lisa Storck
Assistant City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, SARAH BERNAL, Recording Secretary, do hereby attest to and certify the attached Resolution No. 2019-xx to be the original resolution adopted by the Planning Commission of the City of Santa Ana on _____, 2019.

Date: _____ _____
Recording Secretary
City of Santa Ana

EXHIBIT A

Conditions of Approval for Conditional Use Permit No. 2019-30

Conditional Use Permit No. 2019-30 to allow a car wash is approved subject to compliance, to the reasonable satisfaction of the Planning Manager, with applicable sections of the Santa Ana Municipal Code, the California Administrative Code, the California Building Standards Code, and all other applicable regulations. In addition, they shall meet the following conditions of approval:

The Applicant must comply with each and every condition listed below prior to exercising the rights conferred by this conditional use permit.

I. The Applicant must remain in compliance with all conditions listed below throughout the life of the conditional use permit. Failure to comply with each and every condition may result in the revocation of the conditional use permit.

1. All proposed site improvements must conform to the Site Plan Review (DP No. 2019-14) and the staff report exhibits.

2. Any amendment to this conditional use permit must be submitted to the Planning Division for review. At that time, staff will determine if administrative relief is available or the conditional use permit must be amended.

3. The installation and/or use of air/blower guns at the site is prohibited.

4. Hours of operation shall be from 7:00 a.m. to 8:00 p.m.

5. Vacuuming equipment shall not be available or functional during non-operating hours.

6. Onsite employees shall be responsible for the removal of all litter and trash from the site each day.

7. Inoperable or malfunctioning equipment shall be repaired or replaced in a timely manner.

8. There shall be no overnight parking of vehicles on site.

9. Customer restrooms shall be locked during all non-operating hours.

10. There shall be no outdoor speakers or any other sound amplifying devices installed on the site.

11. Prior to Building & Safety Division plan check submittal, the Applicant shall submit a technical noise study prepared by a professional firm specializing in preparation of noise studies to the City for review by the Planning Division, Police Department, and Code Enforcement Division that demonstrates that the proposed design and

equipment of the car wash will conform to City noise ordinances and will minimize noise impacts on adjacent properties. The Applicant shall, to the best of his or her abilities and at his or her sole cost, utilize the same noise specialists employed at the Applicant's other location(s) to prepare the noise readings and studies. Prior to issuance of a permanent certificate of occupancy, the Applicant shall hold a "soft opening" to test all noise-generating equipment onsite and make adjustments as necessary to bring the equipment into compliance with City noise ordinance standards, to the satisfaction of the Planning and Building Agency and Police Department. The Applicant shall submit an updated and revised noise study based on updated field measurements within one (1) month of commencement of operations, and again on the one-year anniversary of the commencement of operations, to ensure compliance with the City's noise ordinances.

12. Prior to the issuance of a building permit, a landscape and irrigation plan is to be submitted for review and approval. The landscape plan shall conform to the commercial landscape standards, Citywide Design Guidelines and the City's Water Efficient Landscape Ordinance.

13. Prior to the issuance of a building permit, a reciprocal access and parking agreement shall be approved as to form by the City Attorney & Planning Manager and recorded against the property.

14. Prior to the issuance of a certificate of occupancy, a Property Maintenance Agreement must be recorded against the property. The agreement will be subject to review and applicability by the Planning and Building Agency, the Community Development Agency, the Public Works Agency, and the City Attorney to ensure that the property and all improvements located thereupon are properly maintained, Developer (and the owner of the property upon which the authorized use and/or authorized improvements are located if different from the Applicant) shall execute a maintenance agreement with the City of Santa Ana which shall be recorded against the property and which shall be in a form reasonably satisfactory to the City Attorney. The maintenance agreement shall contain covenants, conditions and restrictions relating to the following:

    (a) Compliance with operational conditions applicable during any period(s) of construction or major repair (e.g., proper screening and securing of the construction site; implementation of proper erosion control, dust control and noise mitigation measure; adherence to approved project phasing etc.);

    (b) Compliance with ongoing operational conditions, requirements and restrictions, as applicable (including but not limited to hours of operation, security requirements, the proper storage and disposal of trash and debris, enforcement of the parking management plan, and/or restrictions on certain uses,

    (c) Ongoing compliance with approved design and construction parameters, signage parameters and restrictions as well as landscape designs, as applicable;

(d) Ongoing maintenance, repair and upkeep of the property and all improvements located thereupon (including but not limited to controls on the proliferation of trash and debris about the property; the proper and timely removal of graffiti; the timely maintenance, repair and upkeep of damaged, vandalized and/or weathered buildings, structures and/or improvements; the timely maintenance, repair and upkeep of exterior paint, parking striping, lighting and irrigation fixtures, walls and fencing, publicly accessible bathrooms and bathroom fixtures, landscaping and related landscape improvements and the like, as applicable);

(e) If Developer and the owner of the property are different (e.g., if the Applicant is a tenant or licensee of the property or any portion thereof), both the Applicant and the owner of the property shall be signatories to the maintenance agreement and both shall be jointly and severally liable for compliance with its terms.

(f) The maintenance agreement shall further provide that any party responsible for complying with its terms shall not assign its ownership interest in the property or any interest in any lease, sublease, license or sublicense, unless the prospective assignee agrees in writing to assume all of the duties and obligations and responsibilities set forth under the maintenance agreement.

(g) The maintenance agreement shall contain provisions relating to the enforcement of its conditions by the City and shall also contain provisions authorizing the City to recover costs and expenses which the City may incur arising out of any enforcement and/or remediation efforts which the City may undertake in order to cure any deficiency in maintenance, repair or upkeep or to enforce any restrictions or conditions upon the use of the property. The maintenance agreement shall further provide that any unreimbursed costs and/or expenses incurred by the City to cure a deficiency in maintenance or to enforce use restrictions shall become a lien upon the property in an amount equivalent to the actual costs and/or expense incurred by the City.

(h) The execution and recordation of the maintenance agreement shall be a condition precedent to the issuance of final approval for any construction permit related to this entitlement.

II. <u>The following are requirements that will need to be addressed and/or approved by the Police Department prior to issuance of a building permit:</u>

1. Submitted plans must indicate that all structures and parking lots comply with the provisions of Chapter 8, Article II, Division 3 of the Santa Ana Municipal Code (Building Security Ordinance). All applicable sections must be printed verbatim on the submitted set of plans.

III. The following are requirements that will need to be addressed and/or approved by the Public Works Agency prior to issuance of a building permit:

1. Prior to issuance of a building permit, submit a site plan that shows compliance with trash services including:

    a. Depict trash trucks turning radius on the all proposed internal corners
    b. 42 feet on a 90-degree turn radius
    c. Minimum 11 feet, 6 inches lane width for turn radius
    d. For roll out service the desired path of travel for the bin must be level with no “lips” or major elevation changes
    e. Minimum one time a week service adequate for all waste to be contained within the bins, adjustments to the number of yards required for service are at the discretion of the City and Waste Management
    f. The maximum number of pick-ups is 2 times per week.

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EXHIBIT 2

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RESOLUTION NO. 2019-xx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ANA APPROVING AN AMENDMENT TO VARIANCE NO. 2018-10 TO ALLOW A REDUCTION IN REQUIRED YARDS FOR A SERVICE STATION AT 325 NORTH TUSTIN AVENUE AND FOR A CAR WASH AT 301 NORTH TUSTIN AVENUE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The Planning Commission of the City of Santa Ana hereby finds, determines and declares as follows:

A. Richard Finkel, representing Russell Fischer LP ("Applicant"), is requesting approval of an amendment to Variance No. 2018-10 as conditioned to allow a reduced front yard for a car wash at 301 North Tustin Avenue and to allow reduced front and street side yards for a service station and convenience store at 325 North Tustin Avenue.

B. Santa Ana Municipal Code (SAMC) Sections 41-368 and 41-380 require a 15 foot minimum front yard and Sections 41-369 and 41-381 require a 15 foot minimum front and street yards. The Applicant is proposing a front yard of 10 feet for a portion of the site.

C. Pursuant to SAMC Section 41-638, the Planning Commission is authorized to review and approve the variance for this project as set forth by the Santa Ana Municipal Code.

D. On September 9, 2019, the Planning Commission held a duly noticed public hearing for an amendment to Variance No. 2018-10.

E. The Planning Commission of the City of Santa Ana has considered the information and determines that the following findings, which must be established in order to grant the amendment to Variance No. 2018-10, for reduced yards, have been established as required by SAMC Section 41-638:

1. That because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance is found to deprive the subject property of privileges not otherwise at variance with the intent and purpose of the provisions of this Chapter.

There are special circumstances related to the property as street dedications are required, site plan considerations for

the proposed use and the irregular shape of the lot. A 2-foot dedication is required along Tustin Avenue, therefore reducing the size of the property and reducing the landscaped setback to 10 feet for a portion of the street frontage. The lot is constricted by the Costa Mesa Freeway which binds the site to the east. Due to the freeway right-of-way the lot depth narrows from the north to the south as the freeway continues. In addition, complexities of car wash stacking and circulation patterns make it difficult to create functional site plan that meets all the development standards and does not create stacking on the adjacent streets.

2. That the granting of a variance is necessary for the preservation and enjoyment of one (1) or more substantial property rights.

   Granting this variance is necessary for the preservation and enjoyment of substantial property rights. The interrelated property at 301 North Tustin Avenue is currently developed with a car wash, service station and convenience store with minimal landscaping. The proposed integrated development will have more landscaping than what is currently on site and will allow for continued operations of a car wash. Amending the variance to allow for a portion of the lot to have a reduced landscape setback would allow the property owner to redevelop with a car wash and provide for adequate stacking and vehicular turn movements.

3. That the granting of a variance will not be materially detrimental to the public welfare or injurious to surrounding property.

   Granting this variance will not be detrimental to the public or surrounding properties. The proposed project will reduce the number of driveways to the site. In addition, the building has been designed to incorporate high quality materials, enhanced landscaping and will continue to provide a service to the nearby community and public. The surrounding uses are commercial and professional uses and will not be impacted by the reduced yards.

4. That the granting of a variance will not adversely affect the General Plan of the city.

   The variance for reduced yards will not adversely affect the General Plan. The project is located in a General Commercial (GC) General Plan land use which allows for commercial uses such car wash facilities and service stations. The project is consistent with several goals and policies of the General Plan, including the Land Use Element and Urban Design Element. Land Use Element Goal 1 to promote a balance of land uses to address basic community needs. Specifically, Land Use

Element Goal 2 promotes land uses that enhance the City's economic and fiscal viability. Furthermore, the project is consistent with Policy 2.8, to promote rehabilitation of commercial properties, and encourage increased levels of capital investment. The car wash will redevelop the site with a new commercial business that will provide a service to those working and living in the City. Urban Design Goal 1 aims to improve the physical appearance of the City through development of districts that project a sense of place, positive community image and quality environmental. Policy 1.5 promotes projects that enhance architectural forms, textures, colors, and materials are expected in the design of all projects. The vacant lot will be redeveloped with a new building with contemporary architecture and water efficient landscaping.

Section 2. In accordance with the California Environmental Quality Act, the project is exempt from further review per Section 15332 of the Guidelines for the California Environmental Quality Act. The Class 32 exemption applies to in fill development. The project is consistent with the General Plan and zoning designation. The combined development site is 1.46 acres and surrounded by urban uses. The site was previously developed with commercial uses and has no habitat for endangered, rare or threatened species. The project will not result in any significant impacts related to traffic, noise, air quality or water quality according to the traffic impact analysis and with implementation of water quality requirements. The project can be served by all required utilities and public services. As a result, Categorical Exemption, Environmental Review No. 2019-69 will be filed for this project.

Section 3. The Applicant shall indemnify, protect, defend and hold the City and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof, harmless from any and all claims, demands, lawsuits, writs of mandamus, and other and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to arbitrations, mediations, and such other procedures), judgments, orders, and decisions (collectively "Actions"), brought against the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City) for or concerning the Project, whether such Actions are brought under the Ralph M. Brown Act, California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure sections 1085 or 1094.5, or any other federal, state or local constitution, statute, law, ordinance, charter, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that Applicant shall reimburse the City for any costs and expenses directly and necessarily incurred by the City in the course of the defense.

City shall promptly notify the Applicant of any Action brought and City shall cooperate with Applicant in the defense of the Action.

Section 4. The Planning Commission of the City of Santa Ana, after conducting the public hearing, hereby approves the amendment to Variance No. 2018-10 as conditioned in Exhibit A, attached hereto and incorporated as though fully set forth herein. This decision is based upon the evidence submitted at the above said hearing, which includes, but is not limited to: the Request for Planning Commission Action dated September 9, 2019, and exhibits attached thereto; and the public testimony, written and oral, all of which are incorporated herein by this reference.

ADOPTED this ____ day of _____, 2019.

AYES:	Commissioners:
NOES:	Commissioners:
ABSENT:	Commissioners:
ABSTENTIONS:	Commissioners:

_____
Mark McLoughlin
Chairperson

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By:_____
Lisa Storck
Assistant City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, SARAH BERNAL, Recording Secretary, do hereby attest to and certify the attached Resolution No. 2019-xx to be the original resolution adopted by the Planning Commission of the City of Santa Ana on September 9, 2019.

Date: _____ _____
Recording Secretary
City of Santa Ana

EXHIBIT A

Conditions of Approval for Amendment to Variance No. 2018-10

Variance No. 2018-10 to allow for a reduced yard at 301 and 325 North Tustin Avenue is approved subject to compliance, to the reasonable satisfaction of the Planning Manager, with applicable sections of the Santa Ana Municipal Code, the California Administrative Code, the California Building Standards Code, and all other applicable regulations. In addition, they shall meet the following conditions of approval:

The Applicant must comply with each and every condition listed below prior to exercising the rights conferred by this variance.

I. The Applicant must remain in compliance with all conditions listed below throughout the life of the variance. Failure to comply with each and every condition may result in the revocation of the variance.

1. All proposed site improvements must conform to the Site Plan Review (DP No. 2016-45) and the staff report exhibits.

2. ~~The Applicant shall comply with the Mitigation Measures within the Mitigation Monitoring and Reporting Program prepared for the project.~~

3. Any amendment to this variance must be submitted to the Planning Division for review. At that time, staff will determine if administrative relief is available or the variance must be amended.

4. Prior to the issuance of a building permit a reciprocal access and parking agreement shall be approved by the City Attorney & Planning Manager and recorded to the property.

5. Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted for review and approval. The landscape plan shall conform to the commercial landscape standards, Citywide Design Guidelines and the City's Water Efficient Landscape Ordinance.

6. Prior to the issuance of a building permit, a Property Maintenance Agreement must be recorded. The agreement will be subject to review and applicability by the Planning and Building Agency, the Community Development Agency, the Public Works Agency, and the City Attorney to ensure that the property and all improvements located thereupon are properly maintained, Developer (and the owner of the property upon which the authorized use and/or authorized improvements are located if different from the applicant) shall execute a maintenance agreement with the City of Santa Ana which shall be recorded against the property and which shall be in a form reasonably satisfactory to the City Attorney. The Maintenance Agreement shall contain covenants, conditions and restrictions relating to the following:

(a) Compliance with operational conditions applicable during any period(s) of construction or major repair (e.g., proper screening and securing of the construction site; implementation of proper erosion control, dust control and noise mitigation measure; adherence to approved project phasing etc.);

(b) Compliance with ongoing operational conditions, requirements and restrictions, as applicable (including but not limited to hours of operation, security requirements, the proper storage and disposal of trash and debris, enforcement of the parking management plan, and/or restrictions on certain uses,

(c) Ongoing compliance with approved design and construction parameters, signage parameters and restrictions as well as landscape designs, as applicable;

(d) Ongoing maintenance, repair and upkeep of the property and all improvements located thereupon (including but not limited to controls on the proliferation of trash and debris about the property; the proper and timely removal of graffiti; the timely maintenance, repair and upkeep of damaged, vandalized and/or weathered buildings, structures and/or improvements; the timely maintenance, repair and upkeep of exterior paint, parking striping, lighting and irrigation fixtures, walls and fencing, publicly accessible bathrooms and bathroom fixtures, landscaping and related landscape improvements and the like, as applicable);

(e) If Developer and the owner of the property are different (e.g., if the applicant is a tenant or licensee of the property or any portion thereof), both the applicant and the owner of the property shall be signatories to the maintenance agreement and both shall be jointly and severally liable for compliance with its terms.

(f) The maintenance agreement shall further provide that any party responsible for complying with its terms shall not assign its ownership interest in the property or any interest in any lease, sublease, license or sublicense, unless the prospective assignee agrees in writing to assume all of the duties and obligations and responsibilities set forth under the maintenance agreement.

(g) The maintenance agreement shall contain provisions relating to the enforcement of its conditions by the City and shall also contain provisions authorizing the City to recover costs and expenses which the City may incur arising out of any enforcement and/or remediation efforts which the City may undertake in order to cure any deficiency in maintenance, repair or upkeep or to enforce any restrictions or conditions upon the use of the property. The maintenance agreement shall further provide that any unreimbursed costs and/or expenses incurred by the City to cure a deficiency in maintenance or to enforce use restrictions shall become a lien upon the property in an amount equivalent to the actual costs and/or expense incurred by the City.

(h) The execution and recordation of the maintenance agreement shall be a condition precedent to the issuance of final approval for any construction permit related to this entitlement.

EXHIBIT 3

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RESOLUTION NO. 2019-xx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ANA APPROVING CONDITIONAL USE PERMIT NO. 2019-31 AS CONDITIONED TO ALLOW 24-HOUR OPERATIONS OF A RETAIL STORE LOCATED AT 325 NORTH TUSTIN AVENUE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The Planning Commission of the City of Santa Ana hereby finds, determines and declares as follows:

A. Richard Finkel, representing Russell Fischer LP ("Applicant"), is requesting approval of Conditional Use Permit No. 2019-31 to allow a retail convenience store located at 325 North Tustin Avenue to operate 24 hours a day.

B. Santa Ana Municipal Code ("SAMC") Section 41-365.5(h) and 41-377.5 require approval of a conditional use permit for retail markets having less than twenty thousand (20,000) square feet of floor area which are open at any time between the hours of 12:00 a.m. and 5:00 a.m.

C. Pursuant to SAMC Section 41-638, the Planning Commission is authorized to review and approve the conditional use permit ("CUP") for this project.

D. On September 9, 2019, the Planning Commission held a duly noticed public hearing for Conditional Use Permit No. 2019-31.

E. The Planning Commission of the City of Santa Ana considered the information and determines that the following findings, which must be established in order to grant Conditional Use Permit No. 2019-31, to allow extended hours of operation, have been established as required by SAMC Section 41-638:

1. That the proposed use will provide a service or facility which will contribute to the general well being of the neighborhood or community.

The proposed convenience store will provide an additional amenity to individuals wishing to have an early coffee and/or meal. This will thereby benefit the community by providing a convenience store offering service past 12:00 midnight, which

is consistent with other similar uses in the City. By offering extended hours of operation, the business will provide an added convenience and a one-stop shopping experience. The project will redevelop the site with a new convenience store and service station. Site improvements include enhanced landscaping, pedestrian access pathways and exterior lighting. This will help activate and upgrade the street corner.

2. That the proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity.

   The proposed after-hours operations will not be detrimental to the health, safety or welfare of those residing or working in the vicinity. There are no sensitive land uses immediately adjacent to the site. There is a service station to the north, a medical office building to the south (within the City of Tustin) and the SR-55 freeway to the east. The closest nearby residential uses are over 500 feet from the project site: The Village Apartments (to the north and across Fourth Street) at 521 North Tustin Avenue and The Orchard (to the southwest and across Tustin Avenue) at 2151 East First Street. Conditions have been placed on the CUP in order to mitigate any negative impacts to the surrounding community.

3. That the proposed use will not adversely affect the present economic stability or future economic development of properties surrounding the area.

   The proposed use will not adversely affect the present economic stability or future economic development of properties surrounding the area. The approval of this application supports Policy 4.5 of the Economic Development Element of the General Plan. This policy encourages making land use decisions based not on purely fiscal considerations and stresses the importance of the qualitative implications that are associated with new uses. The approval of a 24-hour operation for the convenience store at this location will positively influence the present and future economic stability of the property and will diversify the products and services offered within the general area. Further, this will allow the convenience store to remain competitive with similar uses in the area which offer similar goods found in retail and convenience stores.

4. That the proposed use will comply with the regulations and conditions specified in Chapter 41 for such use.

The proposed after-hours conditional use permit will be in compliance with all applicable regulations of Chapter 41 of the SAMC regarding establishments that operate on a 24-hour basis. Conditions of approval have been added to ensure the project remains in compliance with all applicable codes and regulations related to 24-hour operations and to mitigate any potential impacts to the general vicinity.

5. That the proposed use will not adversely affect the General Plan of the city or any specific plan applicable to the area of the proposed use.

The proposed project will not adversely affect the General Plan. The project is located in a General Commercial (GC) General Plan land use designation which allows for commercial uses such as service and retail establishments. The project is consistent with several goals and policies of the General Plan, including the Economic Development Element, Land Use Element, and Urban Design Element. Land Use Element Goal 1 promotes a balance of land uses to address basic community needs. Land Use Element Goal 2 promotes land uses that enhance the City's economic and fiscal viability. Policy 2.8 promotes rehabilitation of commercial properties, and encourages increased levels of capital investment. The convenience store will contribute to the viability of the commercial corridor in which it is located and will provide a service to those working and living in the area. Policy 2.9 supports developments that create a business environment that is safe and attractive. The property maintenance condition of approval will maintain a safe and attractive environment in the community. Economic Development Element Goal 2 maintains and enhances the diversity of the City's economic base. Policy 2.3 encourages the development of mutually beneficial and supportive business clusters within the community. Urban Design Element Goal 1 improves the physical appearance of the City through the development of districts that project a sense of place, positive community image and quality environment. The vacant lot will be redeveloped with a new building with contemporary architecture and water efficient landscaping.

Section 2. In accordance with the California Environmental Quality Act, the project is exempt from further review per Section 15332 of the Guidelines for the California Environmental Quality Act. The Class 32 exemption applies to in-fill development. The project is consistent with the General Plan and zoning designation. The combined development site is 1.46 acres and surrounded by urban uses. The site was previously developed with commercial uses and has no habitat for endangered, rare or threatened species. The project will not result in any significant impacts related

to traffic, noise, air quality or water quality according to the traffic impact analysis and with implementation of water quality requirements. The project can be served by all required utilities and public services. As a result, Categorical Exemption, Environmental Review No. 2019-69 will be filed for this project.

Section 3. The Applicant shall indemnify, protect, defend and hold the City and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof, harmless from any and all claims, demands, lawsuits, writs of mandamus, and other and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to arbitrations, mediations, and such other procedures), judgments, orders, and decisions (collectively "Actions"), brought against the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City) for or concerning the Project, whether such Actions are brought under the Ralph M. Brown Act, California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure sections 1085 or 1094.5, or any other federal, state or local constitution, statute, law, ordinance, charter, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that Applicant shall reimburse the City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the Applicant of any Action brought and City shall cooperate with Applicant in the defense of the Action.

Section 4. The Planning Commission of the City of Santa Ana after conducting the public hearing hereby approves Conditional Use Permit No. 2019-31, as conditioned in Exhibit A, attached hereto and incorporated herein, for the project located at 325 North Tustin Avenue. This decision is based upon the evidence submitted at the abovesaid hearing, which includes, but is not limited to: the Request for Planning Commission Action dated September 9, 2019 and exhibits attached thereto; and the public testimony, written and oral, all of which are incorporated herein by this reference.

ADOPTED this ____ day of _____, 2019.

AYES:	Commissioners:
NOES:	Commissioners:
ABSENT:	Commissioners:
ABSTENTIONS:	Commissioners:

_____
Mark McLoughlin
Chairperson

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By:_____
Lisa Storck
Assistant City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, SARAH BERNAL, Recording Secretary, do hereby attest to and certify the attached Resolution No. 2019-xx to be the original resolution adopted by the Planning Commission of the City of Santa Ana on _____, 2019.

Date: _____ _____
Recording Secretary
City of Santa Ana

EXHIBIT A

Conditions of Approval for Conditional Use Permit No. 2019-31

Conditional Use Permit No. 2019-31 to allow for after-hours operations is approved subject to compliance, to the reasonable satisfaction of the Planning Manager, with applicable sections of the Santa Ana Municipal Code, the California Administrative Code, the California Building Standards Code, and all other applicable regulations. In addition, the Applicant shall meet the following conditions of approval:

The Applicant must comply with each and every condition listed below prior to exercising the rights conferred by this conditional use permit.

The Applicant must remain in compliance with all conditions listed below throughout the life of the conditional use permit. Failure to comply with each and every condition may result in the revocation of the conditional use permit.

1. All proposed site improvements must conform to Development Project Review (DP No. 2019-14) and the staff report exhibits.

2. Any amendment to this conditional use permit must be submitted to the Planning Division for review. At that time, staff will determine if administrative relief is available or if the conditional use permit must be amended.

3. Prior to the issuance of a building permit, a full landscape and irrigation plan is to be submitted for review and approval by the Planning Manager. The landscape plan shall conform to the commercial landscape standards, Citywide Design Guidelines, and the City's Water Efficient Landscape Ordinance. All utilities shall be properly screened.

4. Prior to the issuance of a building permit, a Property Maintenance Agreement must be recorded against the property. The agreement will be subject to review and applicability by the Planning and Building Agency, the Community Development Agency, the Public Works Agency, and the City Attorney to ensure that the property and all improvements located thereupon are properly maintained, Applicant (and the owner of the property upon which the authorized use and/or authorized improvements are located if different from the Applicant) shall execute a maintenance agreement with the City of Santa Ana which shall be recorded against the property and which shall be in a form reasonably satisfactory to the City Attorney. The maintenance agreement shall contain covenants, conditions and restrictions relating to the following:

    a. Compliance with operational conditions applicable during any period(s) of construction or major repair (e.g., proper screening and securing of the construction site; implementation of proper erosion control, dust control and noise mitigation measure; adherence to approved project phasing etc.).

b. Compliance with ongoing operational conditions, requirements and restrictions, as applicable (including but not limited to hours of operation, security requirements, the proper storage and disposal of trash and debris, enforcement of the parking management plan, and/or restrictions on certain uses.

c. Ongoing compliance with approved design and construction parameters, signage parameters and restrictions as well as landscape designs, as applicable.

d. Ongoing maintenance, repair and upkeep of the property and all improvements located thereupon (including but not limited to controls on the proliferation of trash and debris about the property; the proper and timely removal of graffiti; the timely maintenance, repair and upkeep of damaged, vandalized and/or weathered buildings, structures and/or improvements; the timely maintenance, repair and upkeep of exterior paint, parking striping, lighting and irrigation fixtures, walls and fencing, publicly accessible bathrooms and bathroom fixtures, landscaping and related landscape improvements and the like, as applicable).

e. If Applicant and the owner of the property are different (e.g., if the Applicant is a tenant or licensee of the property or any portion thereof), both the Applicant and the owner of the property shall be signatories to the maintenance agreement and both shall be jointly and severally liable for compliance with its terms.

f. The maintenance agreement shall further provide that any party responsible for complying with its terms shall not assign its ownership interest in the property or any interest in any lease, sublease, license or sublicense, unless the prospective assignee agrees in writing to assume all of the duties, obligations and responsibilities set forth under the maintenance agreement.

g. The maintenance agreement shall contain provisions relating to the enforcement of its conditions by the City and shall also contain provisions authorizing the City to recover costs and expenses which the City may incur arising out of any enforcement and/or remediation efforts which the City may undertake in order to cure any deficiency in maintenance, repair or upkeep or to enforce any restrictions or conditions upon the use of the property. The maintenance agreement shall further provide that any unreimbursed costs and/or expenses incurred by the City to cure a deficiency in maintenance or to enforce use restrictions shall become a lien upon the property in an amount equivalent to the actual costs and/or expense incurred by the City.

h. The execution and recordation of the maintenance agreement shall be a condition precedent to the issuance of final approval for any construction permit related to this entitlement.

5. The Applicant shall be responsible for maintaining the premises free of graffiti. All graffiti shall be removed within 24 hours of occurrence.

6. Cash register must be visible from the street at all times and shall not be obstructed at any time by temporary or permanent signage.

7. Window displays and racks must be kept at a maximum height of three (3) feet including merchandise and cannot obstruct the cashier's view to the outside.

8. A timed-access cash controller or a money drop safe capable of easily providing the cashier the ability to quickly deposit money into it must be installed or other mitigation measures agreed upon with the Police Department.

9. Installation of a silent armed robbery alarm or other mitigation measures agreed upon with the Police Department.

10. There shall be no coin-operated games maintained on the premises at any time.

11. No pay telephones shall be located on the premises.

12. "No Loitering/Trespass" signs/placards shall be posted in the parking lot area. The posted signs must conform to Penal Code Section 602.

13. Provide a Closed Circuit Television System approved by the Police Department and capable of viewing and recording events inside the premises with a resolution which will clearly identify individuals for later identification.

14. Clearly distinguishable height markers shall be installed on the inside door jamb of all doors used by the public to access the store. Horizontal marks, one-inch wide by three-inches long, in different colors, and in a contrasting color to the background, shall be placed every six inches beginning at five feet and ending at six feet six inches.

15. A copy of the conditions of approval shall be kept on premises and presented to any authorized City official upon request.

16. Sale of alcoholic beverages shall be prohibited.

17. The outdoor storage of boxes, equipment, materials, merchandise, and other similar items shall be prohibited.

18. The Applicant shall contact the Planning Division to arrange a Planning Final Inspection of the site prior to final building inspection.

EXHIBIT 4

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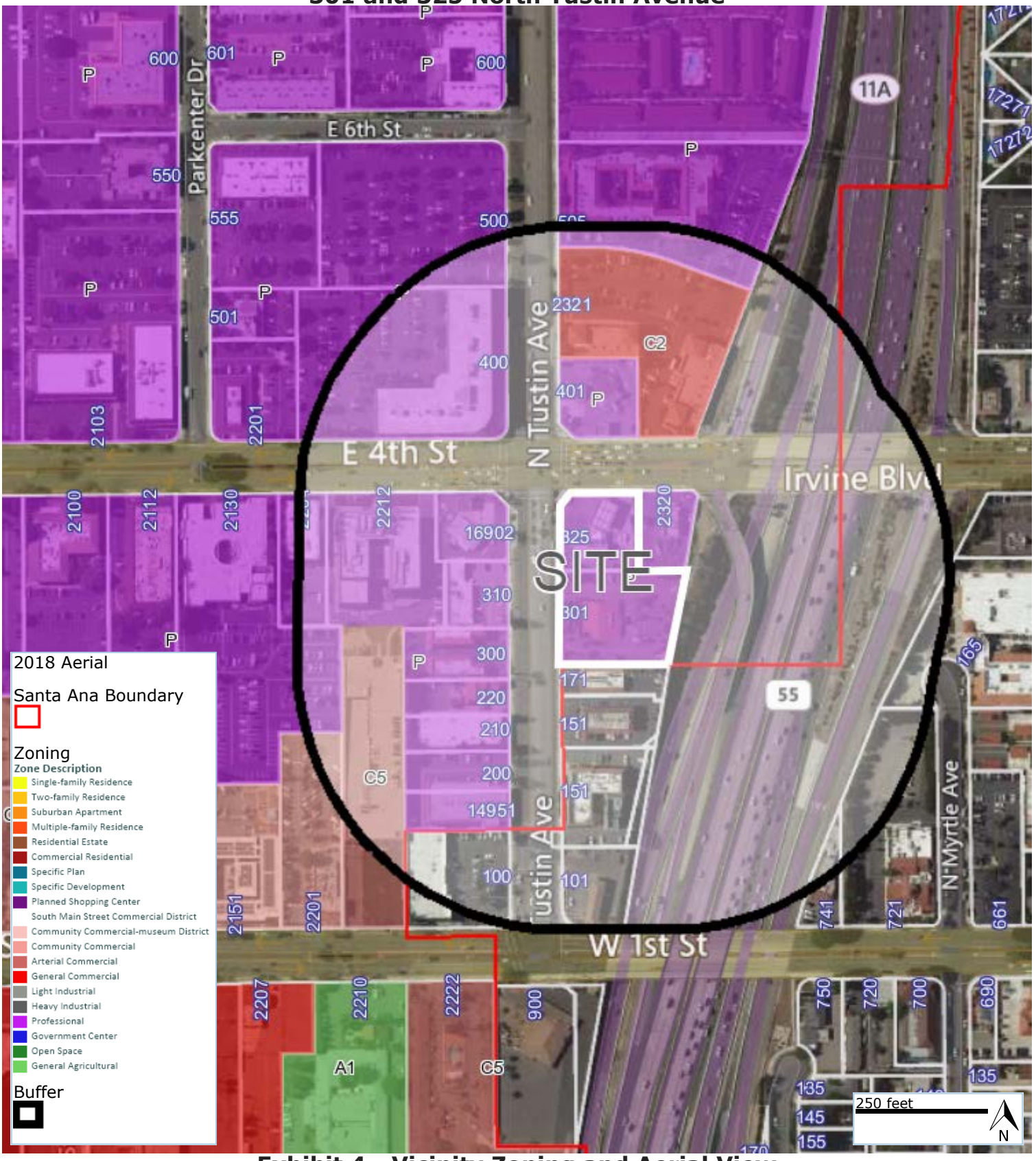

Exhibit 4 - Vicinity Zoning and Aerial View

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EXHIBIT 5

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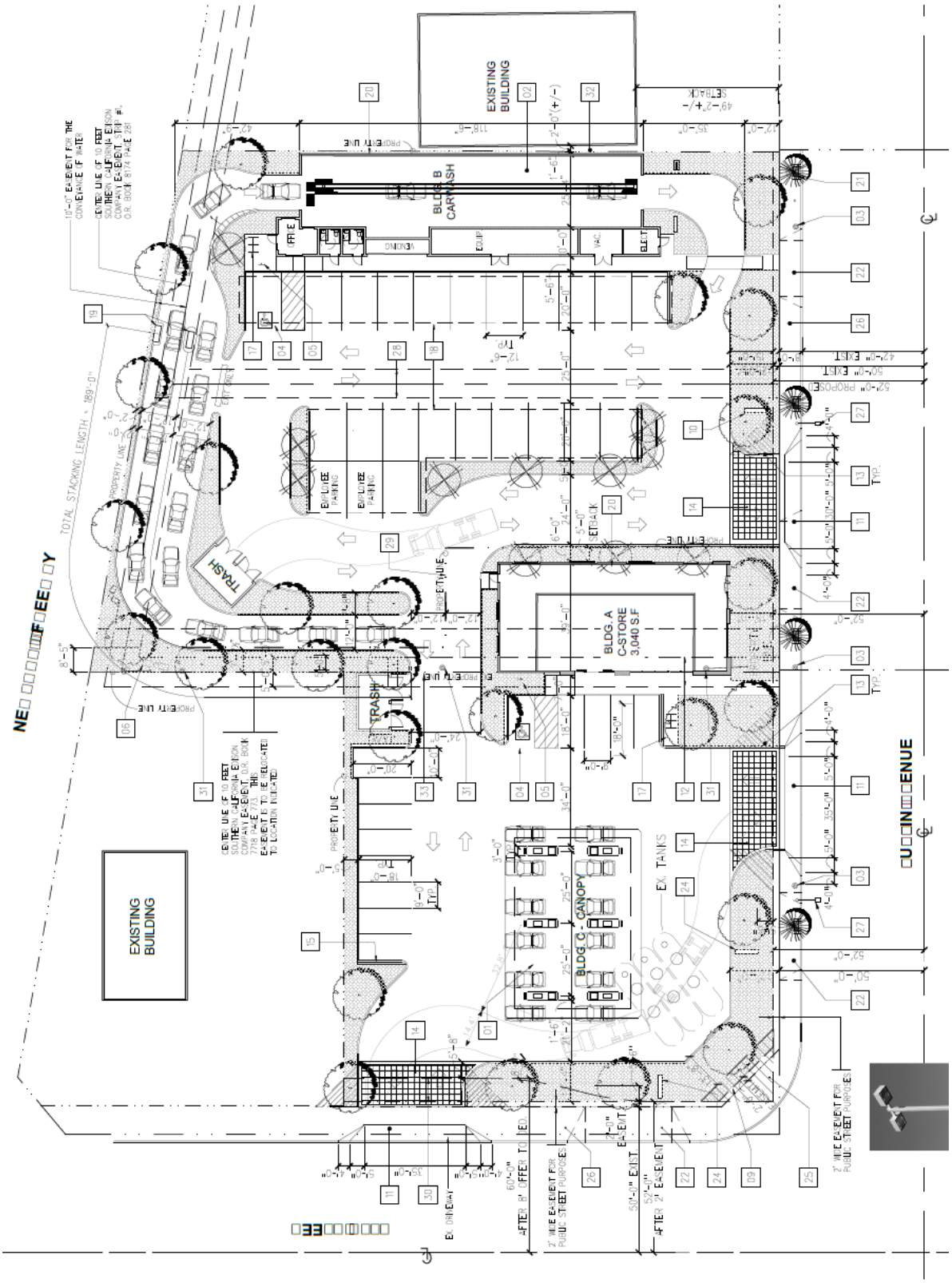

EXHIBIT 5 - SITE PLAN
Car Wash & Retail Store
CUP NO. 2019-30, CUP NO. 2019-31, VAR NO. 2018-10
301 and 325 North Tustin Avenue

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EXHIBIT 6

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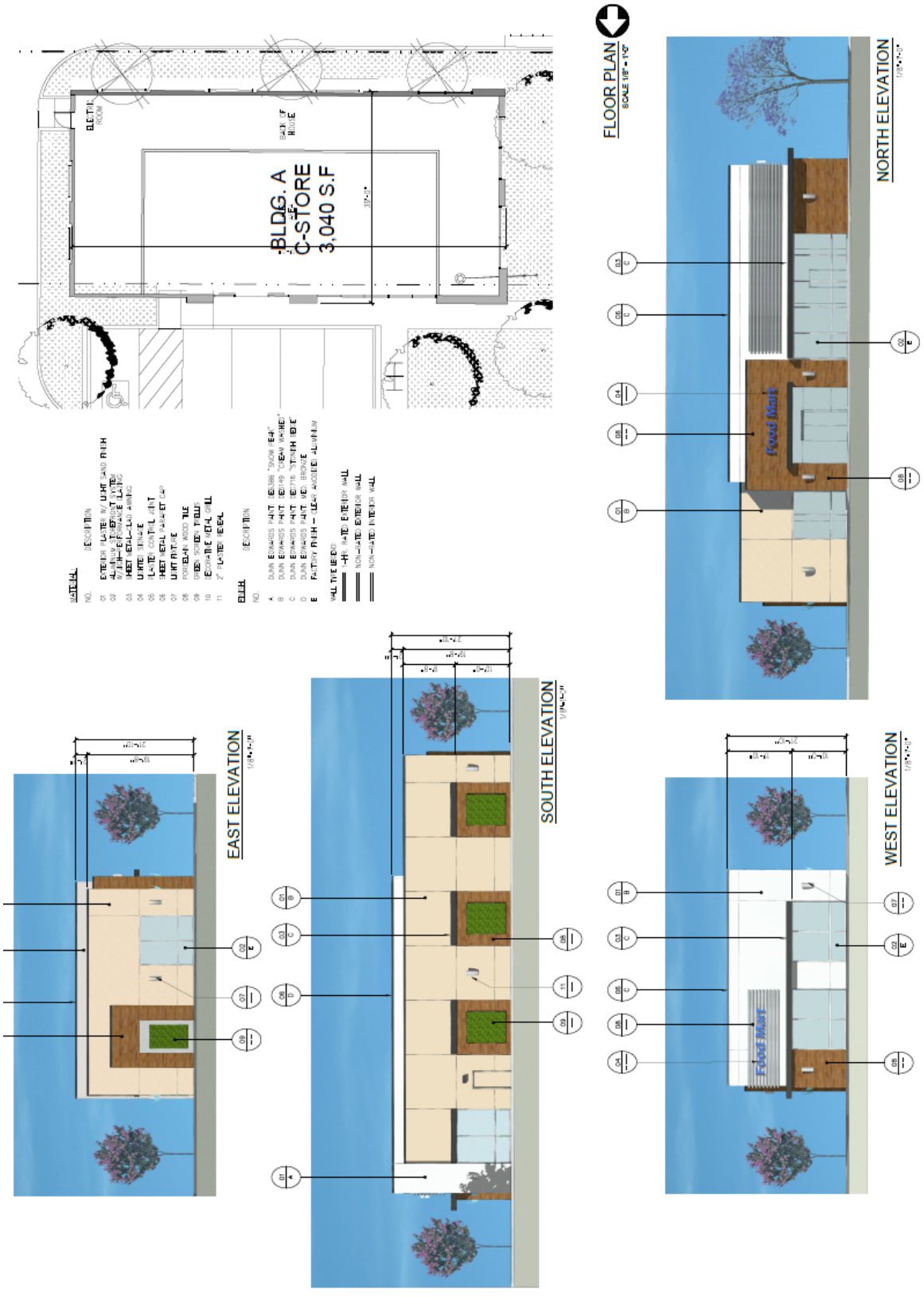

EXHIBIT 6 – FLOOR PLAN & ELEVATIONS
Car Wash & Retail Store
CUP NO. 2019-30, CUP NO. 2019-31, VAR NO. 2018-10
301 and 325 North Tustin Avenue

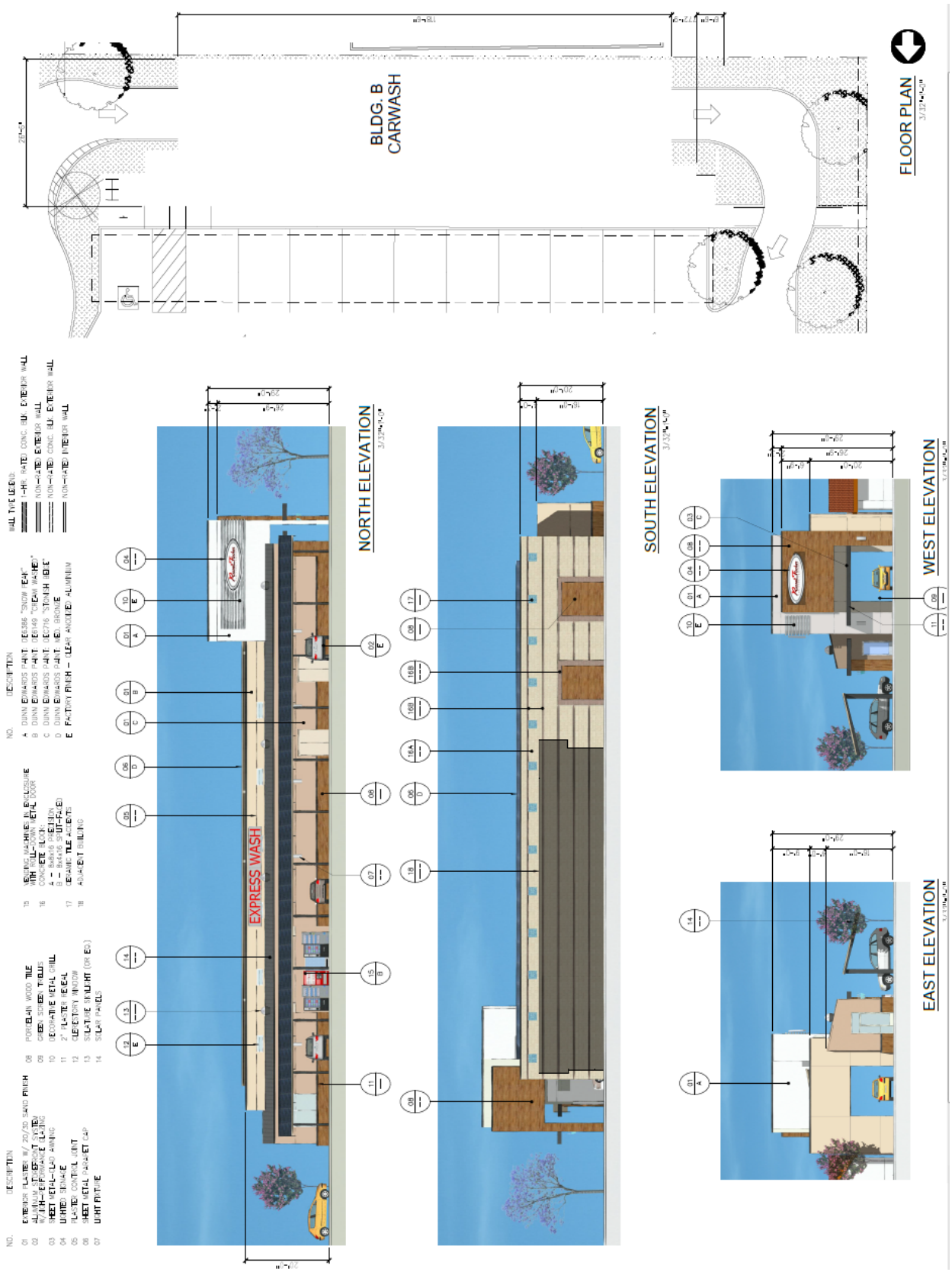

EXHIBIT 6 – FLOOR PLAN & ELEVATIONS
Car Wash & Retail Store
CUP NO. 2019-30, CUP NO. 2019-31, VAR NO. 2018-10
301 and 325 North Tustin Avenue

EXHIBIT 7

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VIEW FROM NORTHWEST

VIEW FROM NORTHWEST

CARWASH - BUILDING A

EXHIBIT 7 – RENDERINGS
Car Wash & Retail Store
CUP NO. 2019-30, CUP NO. 2019-31, VAR NO. 2018-10
301 and 325 North Tustin Avenue

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EXHIBIT 8

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REVISED FOCUSED TRAFFIC IMPACT ANALYSIS REPORT

TUSTIN AVENUE RETAIL

Santa Ana, California

May 17, 2019

(Update of the March 13, 2018 Report)

Prepared for:

RUSSELL FISCHER PARTNERSHIP
16061 Beach Boulevard
Huntington Beach, 92647

LLG Ref. 2-17-3881-1

Prepared by:

Angela Besa
Transportation Engineer I

Under the Supervision of:

Keil Maberry, P.E.
Principal

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REVISED FOCUSED TRAFFIC IMPACT ANALYSIS REPORT

TUSTIN AVENUE RETAIL

Santa Ana, California

May 17, 2019

(Update of the March 13, 2018 Report)

1.0 INTRODUCTION

This Focused Traffic Impact Analysis report addresses the potential traffic impacts and circulation needs associated with Tustin Avenue Retail Project (hereinafter referred to as Project) in the City of Santa Ana and has been prepared in response to the City of Santa Ana's Development Review Committee comment from the Public Works Agency. The Project will include the development of an express car wash and a gas station with convenience store at 301 and 325 N. Tustin Avenue, respectively. The Project would include construction of a 118.5-foot express car wash tunnel to replace a 4,200 square-feet (SF) sit-down restaurant and a 12 pump gas service station with a 3,040 SF convenience store to replace the existing gas station building and car wash.

1.1 Scope of Work

This traffic report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. The traffic analysis evaluates the existing operating conditions at four (4) key study intersections one (1) key roadway segment within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future near-term (Year 2019) operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified.

This traffic report satisfies the traffic impact requirements of the City of Santa Ana and is consistent with the current *Congestion Management Program (CMP) for Orange County.* It should be noted that the Scope of Work for this traffic study was previously included in ***Appendix A*** and was developed in conjunction with City of Santa Ana Public Works Department staff and approved for the previous study.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing weekday peak hour traffic count information has been collected at four (4) key study intersections and one (1) key roadway segment for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the City of Santa Ana and City of Tustin. Based on our research, there are sixteen (16) cumulative projects located in the City of Santa Ana and eight (8) cumulative projects located in the City of Tustin. The twenty-four (24) cumulative projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future weekday daily, AM peak hour and PM peak hour traffic conditions for a near-term (Year 2019) traffic setting upon completion of the proposed Project. Near-term (Year 2019) cumulative daily and peak hour traffic forecasts were projected by incorporating a one percent (1.0%) annual growth rate and the trip generation potential of twenty-four (24) cumulative projects.

1.2 Study Area

Four (4) key study intersections and one (1) key roadway segment have been identified for evaluation. Of the four (4) identified intersections, two (2) are located within the City of Santa Ana and two (2) are located in the City of Tustin. The one (1) roadway segment is located within the City of Santa Ana. The four (4) intersections/one (1) roadway segment listed below provide regional and local access to the study area and define the extent of the boundaries for this traffic impact investigation.

Key Study Intersections

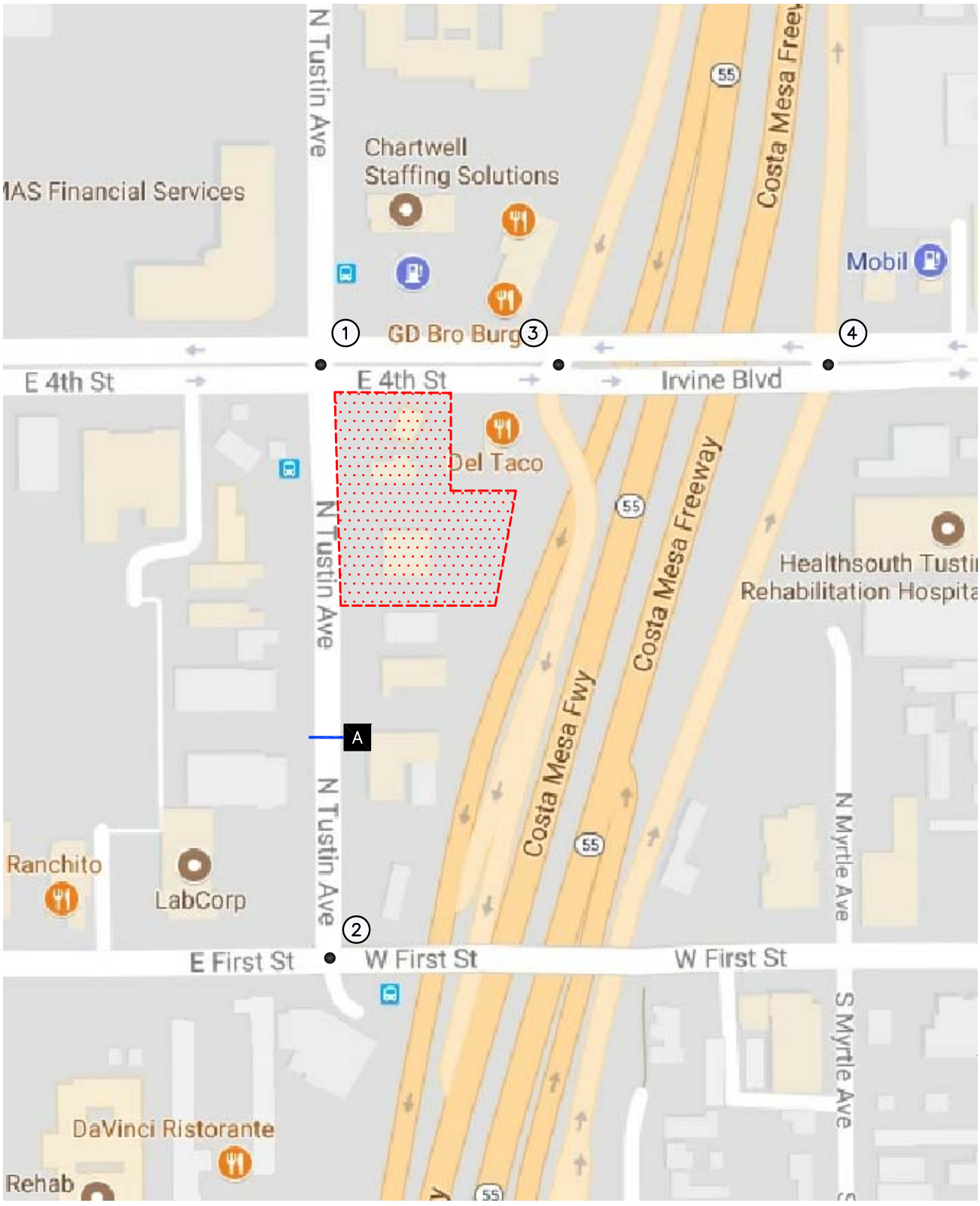
1. Tustin Avenue at Fourth Street (Santa Ana)
2. Tustin Avenue at First Street (Tustin)
3. SR-55 SB Ramps at Fourth Street (Santa Ana/Caltrans)
4. SR-55 NB Ramps at Fourth Street/Irvine Boulevard (Tustin/Caltrans)

Key roadway segment

A. Tustin Avenue, between Fourth Street and First Street (Santa Ana)

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system. The Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection and/or roadway improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the project. Included in this Focused Traffic Impact Analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions,
- AM and PM peak hour capacity analyses for existing plus project conditions,
- AM and PM peak hour capacity analyses for future near-term (Year 2019) traffic conditions without and with the proposed Project,
- Site Access Evaluation,
- Congestion Management Program Compliance Assessment, and
- Roadway Segment Evaluation.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= STUDY ROADWAY SEGMENT

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

TUSTIN AVENUE RETAIL, SANTA ANA

2.0 PROJECT DESCRIPTION

The Project site is comprised of two parcels and is currently occupied by an existing gas station building and car wash at 325 N. Tustin Avenue and a sit-down restaurant at 301 N. Tustin Avenue. The site is generally located south of Fourth Street and east of Tustin Avenue. Both properties are located in the Professional (P) zoning district. 301 N. Tustin Avenue has a General Plan land use designation of Professional & Administrative Office (PAO) and 325 N. Tustin has the General Plan land use designation of General Commercial (GC). As proposed, the Project requires approval of a general plan amendment to change the land use designation from PAO to GC, zone change from P to Commercial General (C2). ***Figure 2-1*** is an existing aerial photograph of the Project site.

The Project will include the development of an express car wash and a gas station convenience store at 301 and 325 N. Tustin Avenue, respectively. The Project would include construction of a 118.5-foot express car wash tunnel to replace a 4,200 SF sit-down restaurant and a 12 pump gas service station with a 3,040 SF convenience store to replace the existing gas station building and car wash. Please note that the proposed Project will provide internal access between the two parcels.

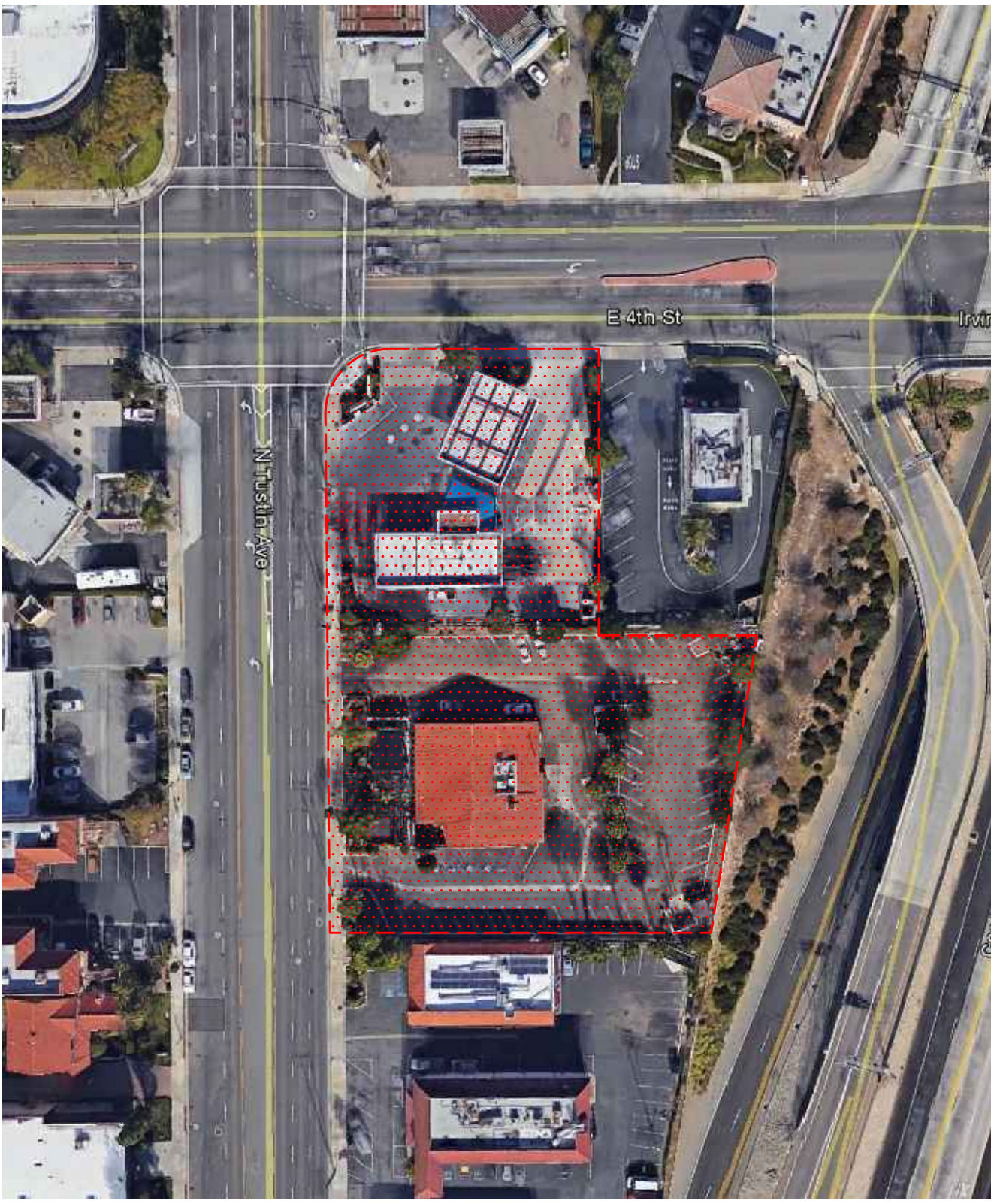
Table 2-1 provides a summary of the proposed Project components.

The Project is expected to be constructed and completed by Year 2019, which has been utilized to assess the Project's potential traffic impacts at full occupancy of the site within an opening year traffic setting. ***Figure 2-2*** presents the site plan for the proposed Project prepared by Bundy Finkel Architects.

2.1 Site Access

Vehicular access to the existing gas station at 325 N. Tustin Avenue is currently provided by one (1) right in-right out driveway on Tustin Avenue and two (2) right in-right out driveways on Fourth Street. Access to the existing restaurant at 301 N. Tustin Avenue is currently provided by one (1) full access driveway and one (1) right in-right out driveway on Tustin Avenue.

Vehicular access will remain generally similar to the current driveways with the exception of the removal of the one (1) right in-right out driveway at the existing restaurant along Tustin Avenue and the western right in-right out driveway along Fourth Street. A total of three (3) driveways will provide access to the proposed Project site.



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SOURCE: GOOGLE

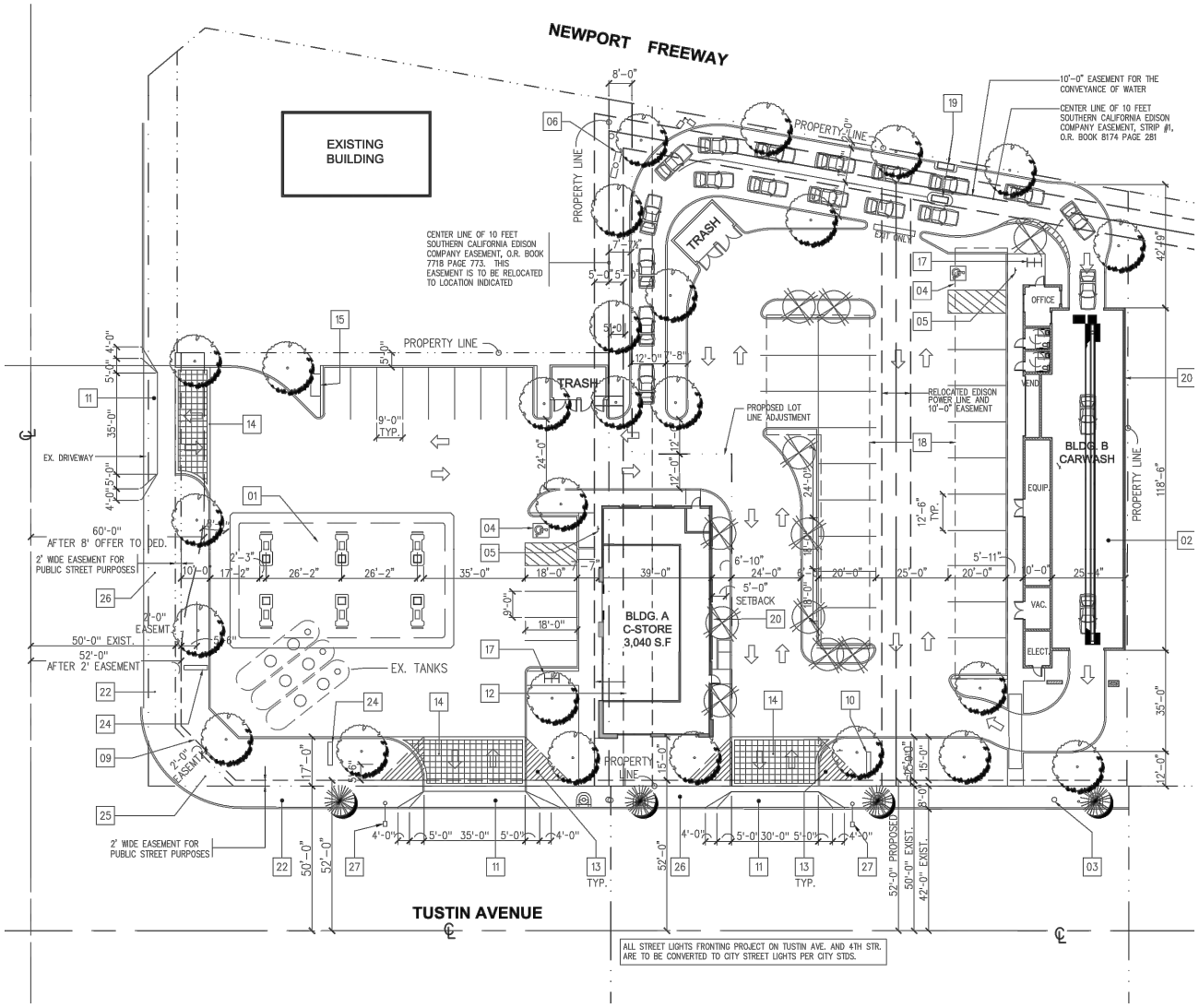
KEY

= PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL

TUSTIN AVENUE RETAIL, SANTA ANA



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SOURCE: BUNDY-FINKEL-ARCHITECT

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FIGURE 2-2

PROPOSED SITE PLAN

TUSTIN AVENUE RETAIL, SANTA ANA

TABLE 2-1
PROJECT DEVELOPMENT SUMMARY[1]

Project Description	Project Development Totals
Existing Development	
❑ 301 N. Tustin Avenue	
o Quality Restaurant	4,200 SF
❑ 325 N. Tustin Avenue	
o Gas Station With Convenience Market With Car Wash	8 VFP
Proposed Development	
❑ 301 N. Tustin Avenue	
o Express Car Wash	118.5 Feet
❑ 325 N. Tustin Avenue	
o Gas Station With Convenience Market	12 VFP

Notes:

- VFP = Vehicle Fueling Positions

[1] Source: *TCA Architects, 11/01/17*.

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The principal local network of streets serving the project site includes Fourth Street, First Street, and Tustin Avenue. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Fourth Street is a six-lane, divided roadway oriented in the east-west direction that borders the Project site to the north. The posted speed limit on Fourth Street is 40 miles per hour (mph). On-street parking is not permitted along this roadway in the vicinity of the project. A traffic signal controls the study intersection of Fourth Street at Tustin Avenue.

First Street is a four to six-lane, divided roadway oriented in the east-west direction that provides two or three lanes in each direction separated by a raised median island. The posted speed limit on First Street is 40 mph. On-street parking is not permitted along this roadway. A traffic signal controls the study intersections of First Street at Tustin Avenue.

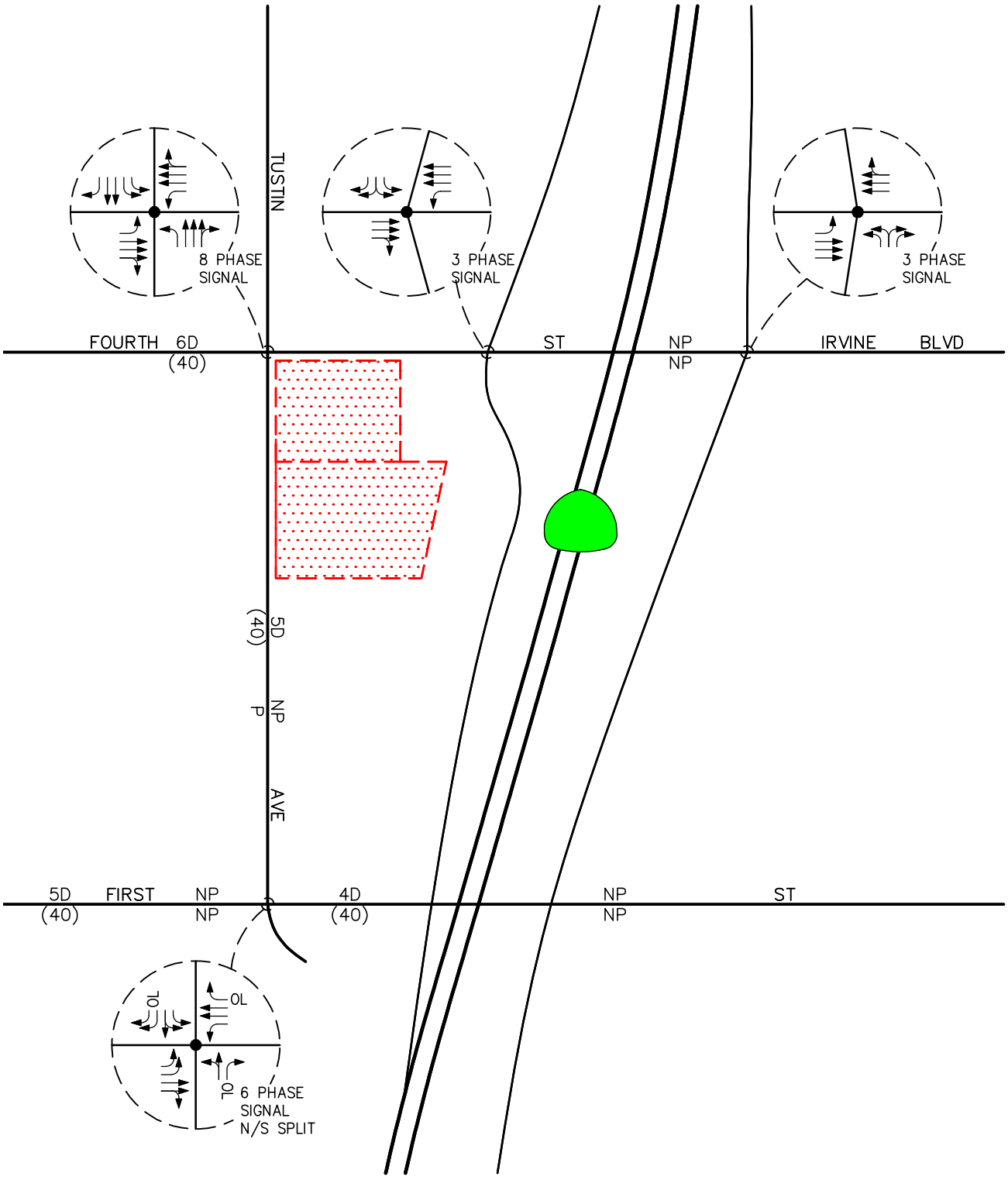
Tustin Avenue is a five-lane, divided roadway, oriented in the north-south direction. On-street parking is permitted along the west side of the roadway in the vicinity of the Project. The posted speed limit on Tustin Avenue is 40 mph. Traffic signals control the study intersections of Tustin Avenue at Fourth Street and First Street.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

3.1.1 *Public Transit*

Public transit bus service is provided in the project area by the Orange County Transportation Authority (OCTA). Two (2) OCTA bus routes operate within the vicinity of the Project site on First Street, Fourth Street and Tustin Avenue, which consist of the following:

- OCTA Route 64 (Huntington Beach to Tustin): Route 64 is a community bus route serving the Cities of Huntington Beach, Westminster, Garden Grove, Santa Ana and Tustin. The major routes of travel include Bolsa Avenue, First Street and Newport Boulevard. Nearest to the project site are bus stops on First Street - eastbound and westbound of the intersection with Tustin Avenue. Route 64 operates on approximate 30-minute headways during weekdays and 20-minute headways on weekends.
- OCTA Route 71 (Newport Beach to Placentia): Route 71 is a community bus route serving the Cities of Newport Beach, Costa Mesa, Irvine, Tustin, Santa Ana, Orange, Anaheim and Placentia. The major routes of travel include Newport Boulevard, Red Hill Avenue, Newport Avenue, First Street, Tustin Avenue and Rose Avenue. Nearest to the project site are bus stops on Tustin Avenue at the intersections with First Street and Fourth Street. Route 71 operates on approximate 30-minute headways during weekdays and 45-minute headways on weekends.



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KEY

= APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, OL = OVERLAP
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX) = POSTED SPEED LIMIT (MPH)
= PROJECT SITE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

TUSTIN AVENUE RETAIL, SANTA ANA

3.2 Existing Traffic Volumes

Four (4) key study intersections and one (1) key roadway segment have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. These key locations were selected for evaluation based on discussions with City of Santa Ana staff and in consideration of Orange County CMP requirements.

Existing daily, AM peak hour and PM peak hour traffic volumes for the key study intersections of Tustin Avenue at Fourth Street and Tustin Avenue at First Street, as well as the one (1) key roadway segment evaluated in this report were obtained from manual turning movement counts conducted by Transportation Studies, Inc. in October 2016. Please note that counts collected in October 2016 were grown by 1% to 2017 to create a 2017 baseline condition.

Existing AM peak hour and PM peak hour traffic volumes for the key study intersections of SR-55 SB Ramps at Fourth Street and SR-55 NB Ramps at Fourth Street/Irvine Boulevard were obtained from manual turning movement counts conducted by AimTD LLC in May 2017.

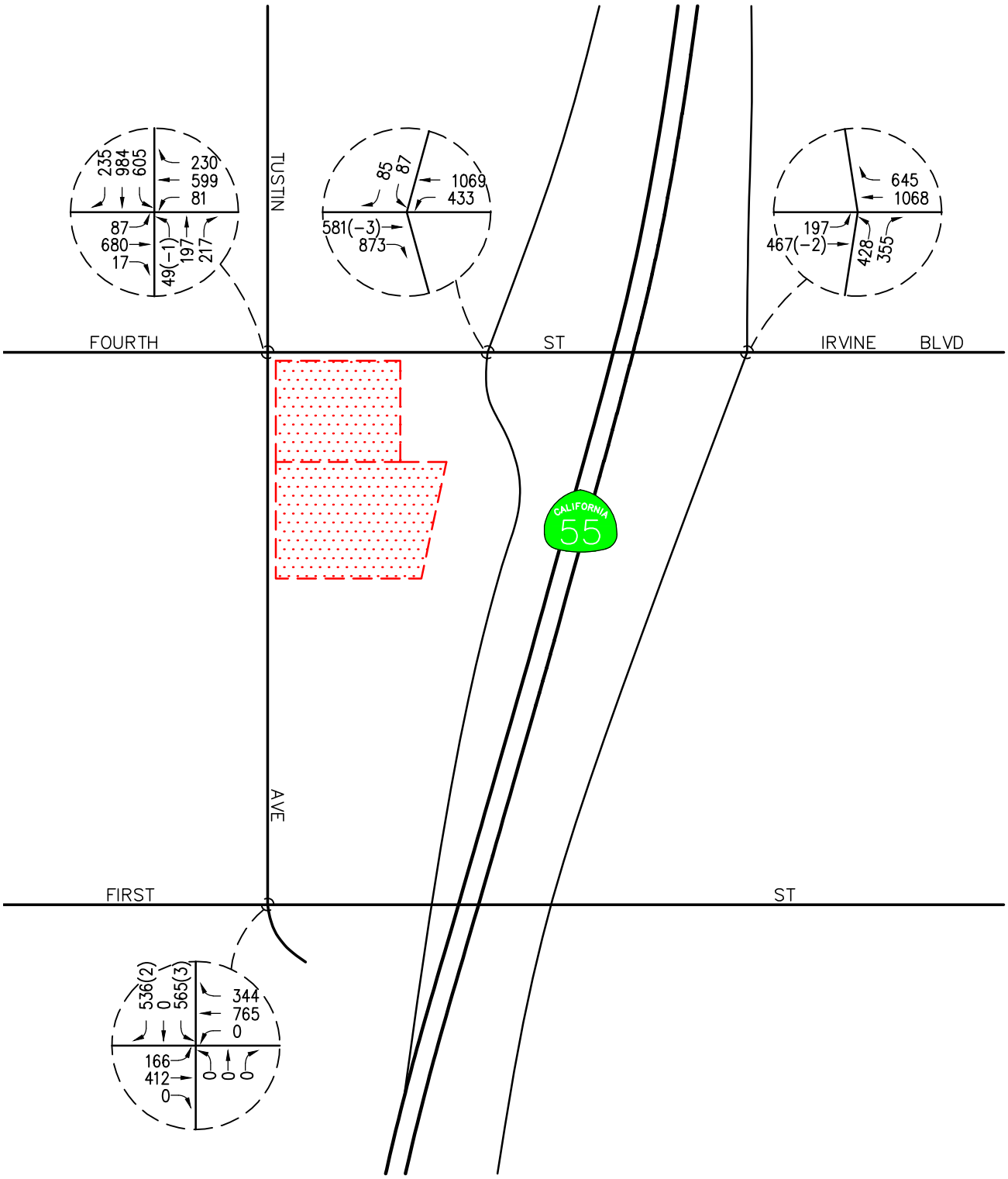
Figures 3-2 and ***3-3*** illustrate the existing AM and PM peak hour traffic volumes at the four (4) key study intersections evaluated in this report, respectively. *Figure 3-3* also presents the existing average daily traffic volumes for the one (1) key roadway segment in the vicinity of the proposed Project. Please note that these existing volumes include the traffic generated by the existing land uses. ***Appendix B*** contains the detailed peak hour and daily traffic count sheets for the key intersections and roadway segments evaluated in this report.

3.3 Intersection Analysis Methodologies

Existing AM and PM peak hour operating conditions for the four (4) key study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections and the methodology outlined in the *Highway Capacity Manual 6* (HCM 6) for the unsignalized Project driveways.

3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with City of Santa Ana, City of Tustin, and Orange County CMP requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.



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KEY

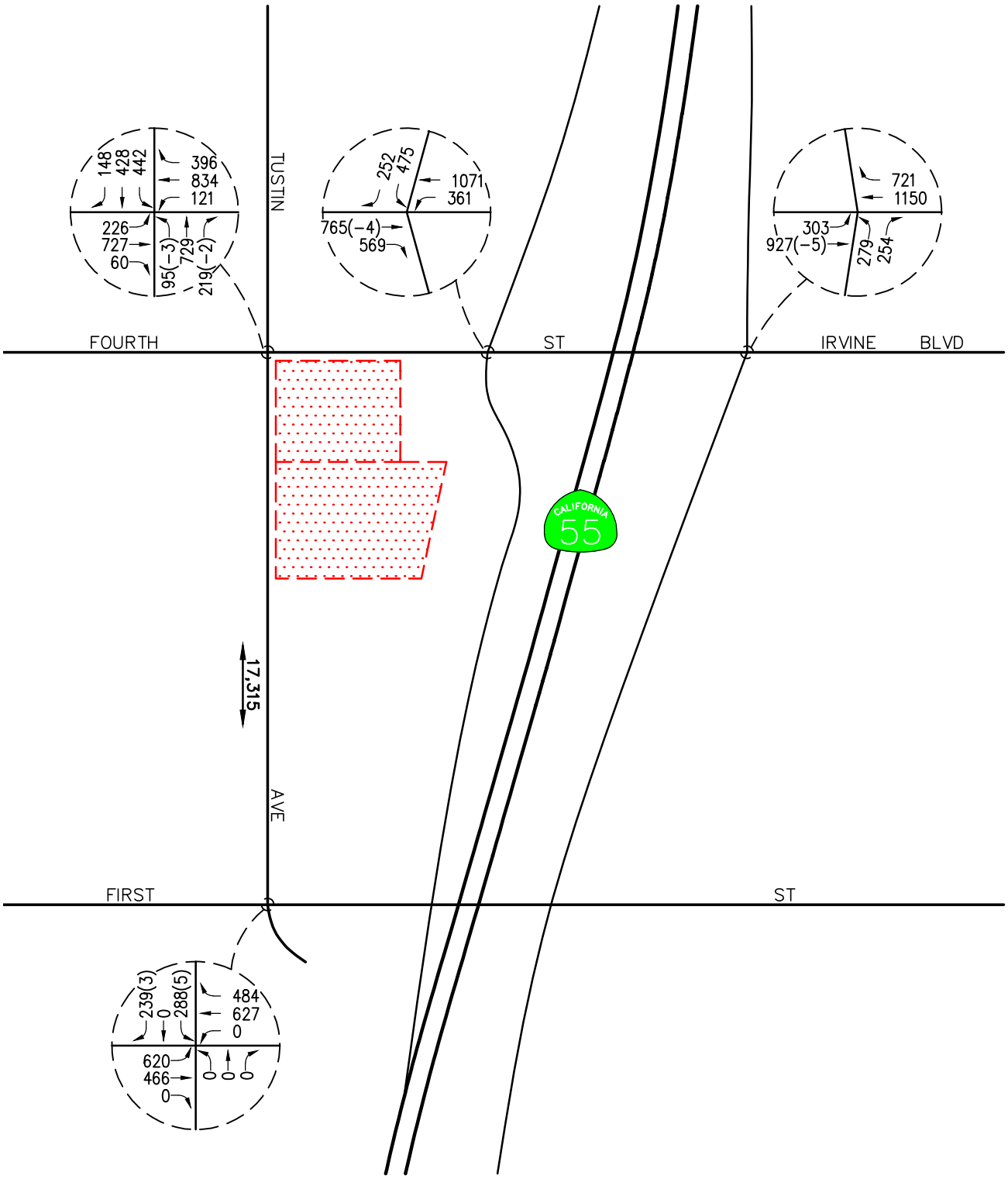
(XX) = EXISTING PROJECT REROUTE

= PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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N NO SCALE

KEY

XX,XXX = DAILY TRAFFIC VOLUMES

(XX) = EXISTING PROJECT REROUTE

= PROJECT SITE

FIGURE 3-3

EXISTING PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA

Per City of Santa Ana requirements, the ICU calculations use a lane capacity of 1,700 vehicles per hour (vph) for through lanes and 1,600 vph for left-turn lanes and right-turn lanes. A clearance adjustment factor of 0.05 was added to each Level of Service calculation.

Per City of Tustin requirements, the ICU calculations use a lane capacity of 1,700 for through and all turn lanes. A clearance adjustment factor of 0.05 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1.***

3.3.2 *Highway Capacity Manual 6 (HCM 6) Method of Analysis (Unsignalized Intersections)*

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections is shown in ***Table 3-2***.

3.3.3 *Level of Service Criteria*

According to the Cities of Santa Ana and Tustin, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours. However, the City of Santa Ana has defined exceptions to this criterion at specific locations within the study area. The City of Santa Ana has defined major development areas where LOS "E" is considered acceptable.

Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities"; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Caltrans has determined that all state owned facilities that operate below LOS D should be identified and improved to an acceptable LOS. The *Caltrans Traffic Impact Study Guidelines dated December 2002* does state that if an existing state owned facility operates at less than LOS D, the existing service level should be maintained. Based on the above, the following summarizes the LOS required for each key study intersection:

LOS "D" Requirements	
2. Tustin Avenue at First Street	4. SR-55 NB Ramps at Fourth St/Irvine Blvd
3. SR-55 SB Ramps at Fourth Street	
LOS "E" Requirements	
1. Tustin Avenue at Fourth Street	

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)[2]

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[2] Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

3.4 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for the four (4) key study intersections based on existing traffic volumes and current street geometrics. Review of *Table 3-3* indicates that three (3) of the four (4) key study intersections currently operate at an acceptable level of service during the AM and PM peak hours. The exception is SR-55 SB Ramps at Fourth Street, which currently operates at unacceptable LOS E during the AM peak hour.

Appendix C presents the ICU/LOS calculation worksheets for the four (4) key study intersections for the AM peak hour and PM peak hour.

TABLE 3-3

EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Control Type	Time Period	ICU/HCM	LOS
1. Tustin Avenue at Fourth Street	Santa Ana	E	8∅ Traffic Signal	AM	0.602	B
				PM	0.783	C
2. Tustin Avenue at First Street	Tustin	D	6∅ Traffic Signal	AM	0.490	A
				PM	0.517	A
3. SR-55 SB Ramps at Fourth Street	Santa Ana/ Caltrans	D	3∅ Traffic Signal	AM	**0.902**	**E**
				PM	0.783	C
4. SR-55 NB Ramps at Fourth Street/Irvine Boulevard	Tustin/ Caltrans	D	3∅ Traffic Signal	AM	0.699	B
				PM	0.757	C

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 9th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and also presents the project's forecast peak hour and daily traffic volumes. As shown in the upper portion of *Table 5-1***,** ITE Land Use 931: Quality Restaurant and ITE Land Use 946: Gasoline/Service Station With Convenience Market and Car Wash trip rates will be used to forecast the trip generation of the existing development. ITE Land Use 945: Gasoline/Service Station With Convenience Market will be used to forecast the trip generation of the gas station portion of the proposed Project. Empirical trip generation estimates at Victorville Speedwash collected on February 7, 2014 will be used to forecast the trip generation of the express car wash portion of the proposed Project.

A review of the middle portion of this table indicates that the existing land uses generate 1,257 daily trips, with 39 trips (21 inbound, 18 outbound) produced in the AM peak hour and 66 trips (37 inbound, 29 outbound) produced in the PM peak hour.

A review of the lower portion of *Table 5-1* indicates that the proposed Project is forecast to generate 2,235 daily trips, with 89 trips (48 inbound, 41 outbound) produced in the AM peak hour and 152 trips (76 inbound, 76 outbound) produced in the PM peak hour.

Review of the last row of *Table 5-1* shows that with application of existing trip credits, the proposed Project is forecast to generate a new of 978 daily trips, a net of 50 (27 inbound, 23 outbound) AM peak hour trips, and a net of 86 (39 inbound, 47 outbound) PM peak hour trips.

5.2 Project Trip Distribution and Assignment

Figures 5-1 and ***5-2*** present the trip distribution pattern for the gas station and commercial components proposed Project, respectively. Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

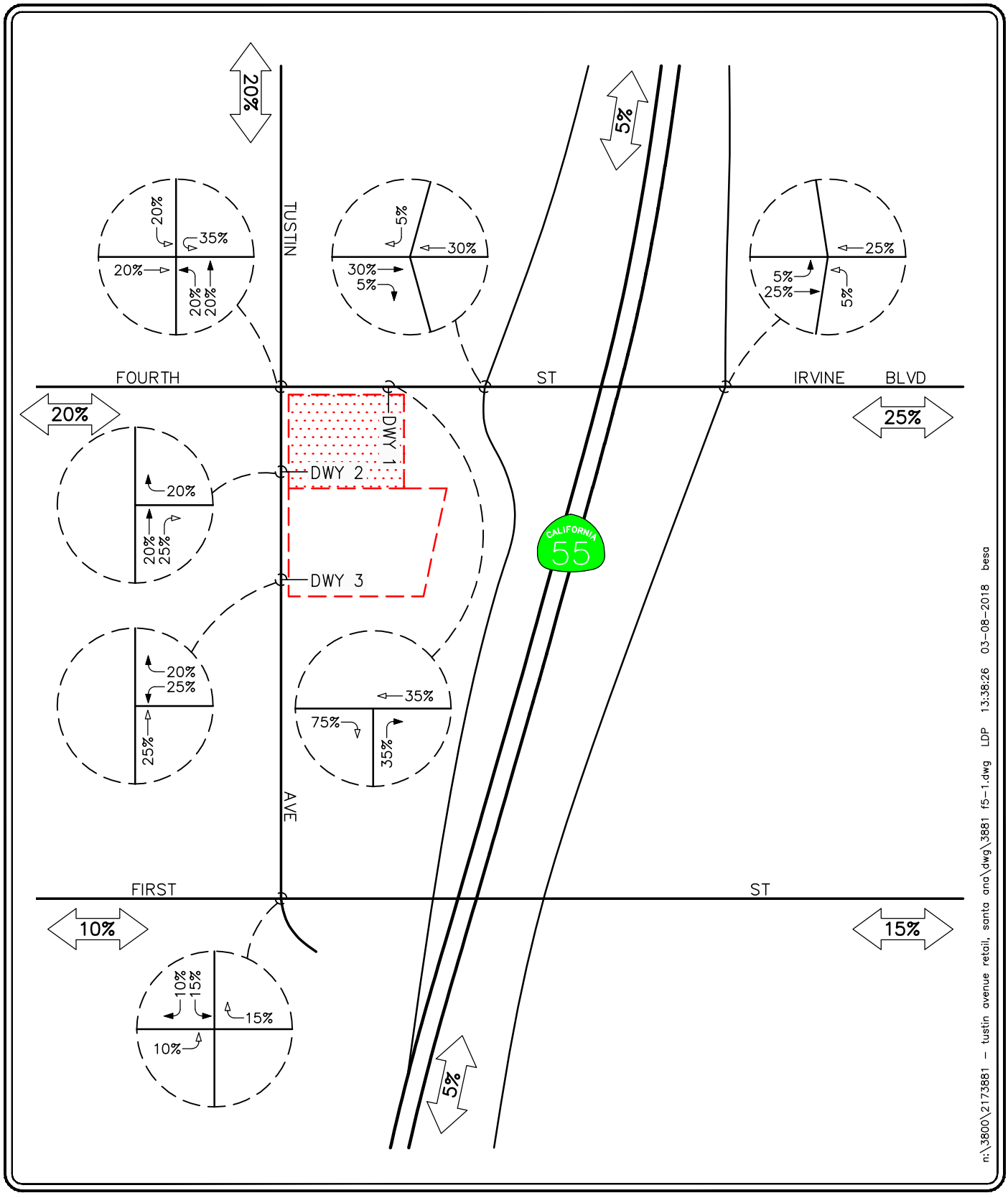
- location of site access points in relation to the surrounding street system,
- the site's proximity to major traffic carriers and regional access routes,
- physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns,
- presence of traffic congestion in the surrounding vicinity, and
- ingress/egress availability at the project site.

The anticipated near-term AM and PM peak hour project traffic volumes associated with the proposed Project (the net trip volumes and existing trip credits) are presented in ***Figures 5-3*** and ***5-4***, respectively. *Figure 5-4* also presents the daily Project traffic volumes. The traffic volume assignments presented in *Figures 5-3* and *5-4* reflect the traffic distribution characteristics shown in *Figures 5-1* and *5-2* and the traffic generation forecast presented in *Table 5-1.*

5.3 Existing Plus Project Traffic Conditions

The Existing Plus Project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 5-5 and ***5-6*** present projected AM and PM peak hour traffic volumes at the four (4) key study intersections and three (3) Project driveways with the addition of the trips generated by the proposed Project to existing traffic volumes. *Figure 5-6* also presents the Existing Plus Project daily traffic volumes.



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N NO SCALE

KEY

= INBOUND PERCENTAGE

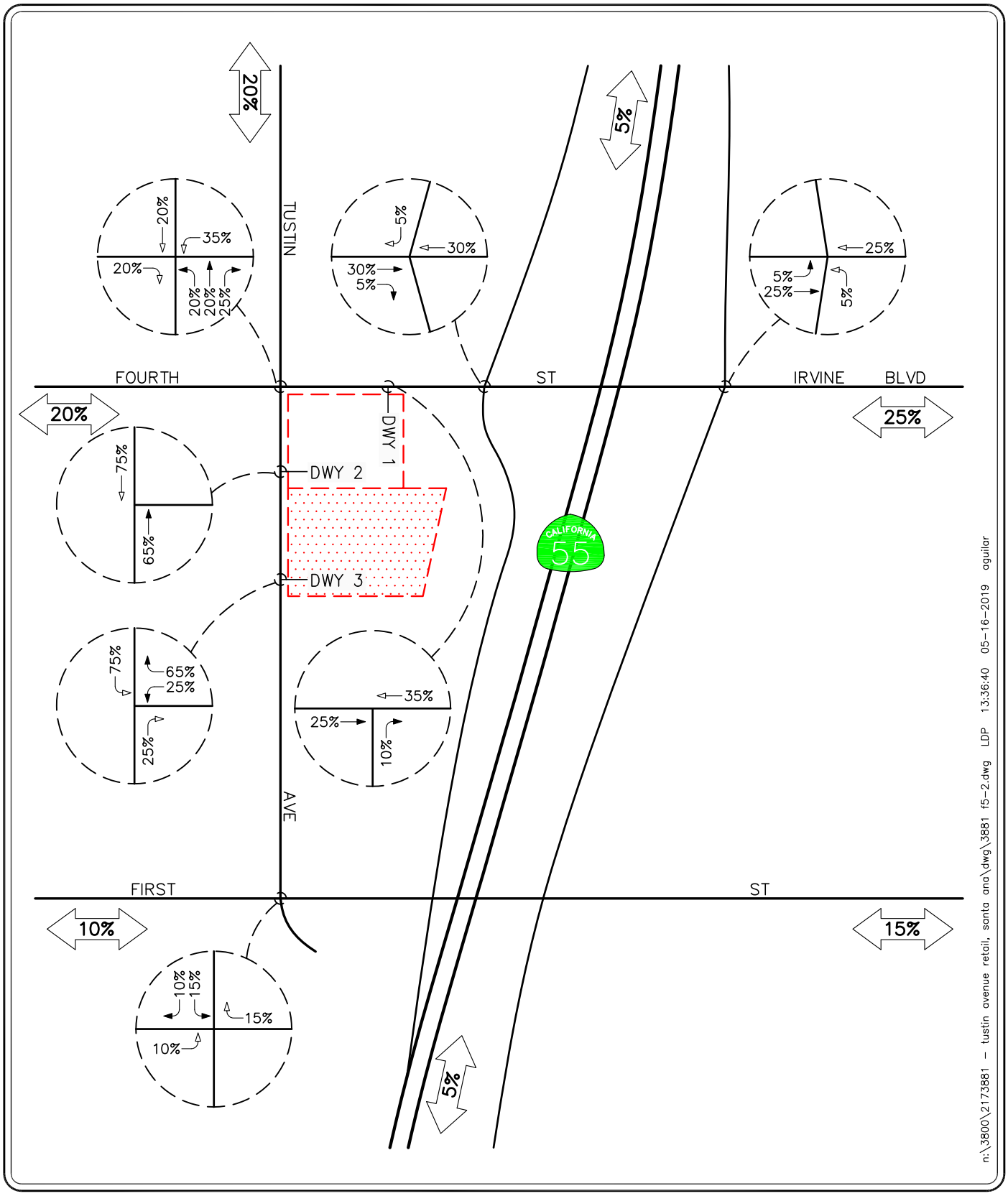
= OUTBOUND PERCENTAGE

= PROJECT SITE

FIGURE 5-1

PROJECT TRIP DISTRIBUTION PATTERN – GAS STATION

TUSTIN AVENUE RETAIL, SANTA ANA



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KEY

= INBOUND PERCENTAGE

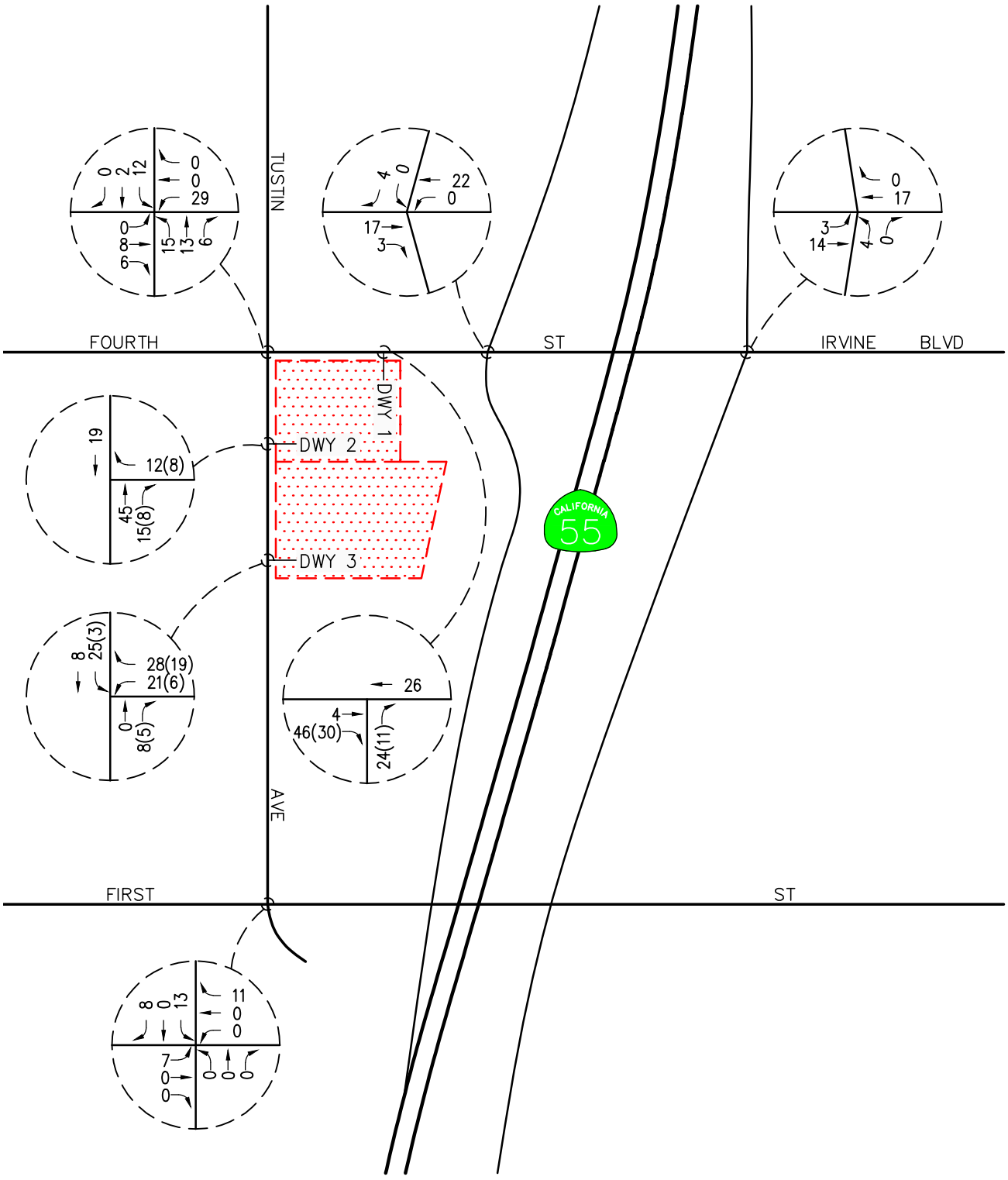
= OUTBOUND PERCENTAGE

= PROJECT SITE

FIGURE 5-2

PROJECT TRIP DISTRIBUTION PATTERN – EXPRESS CAR WASH

TUSTIN AVENUE RETAIL, SANTA ANA



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N NO SCALE

KEY

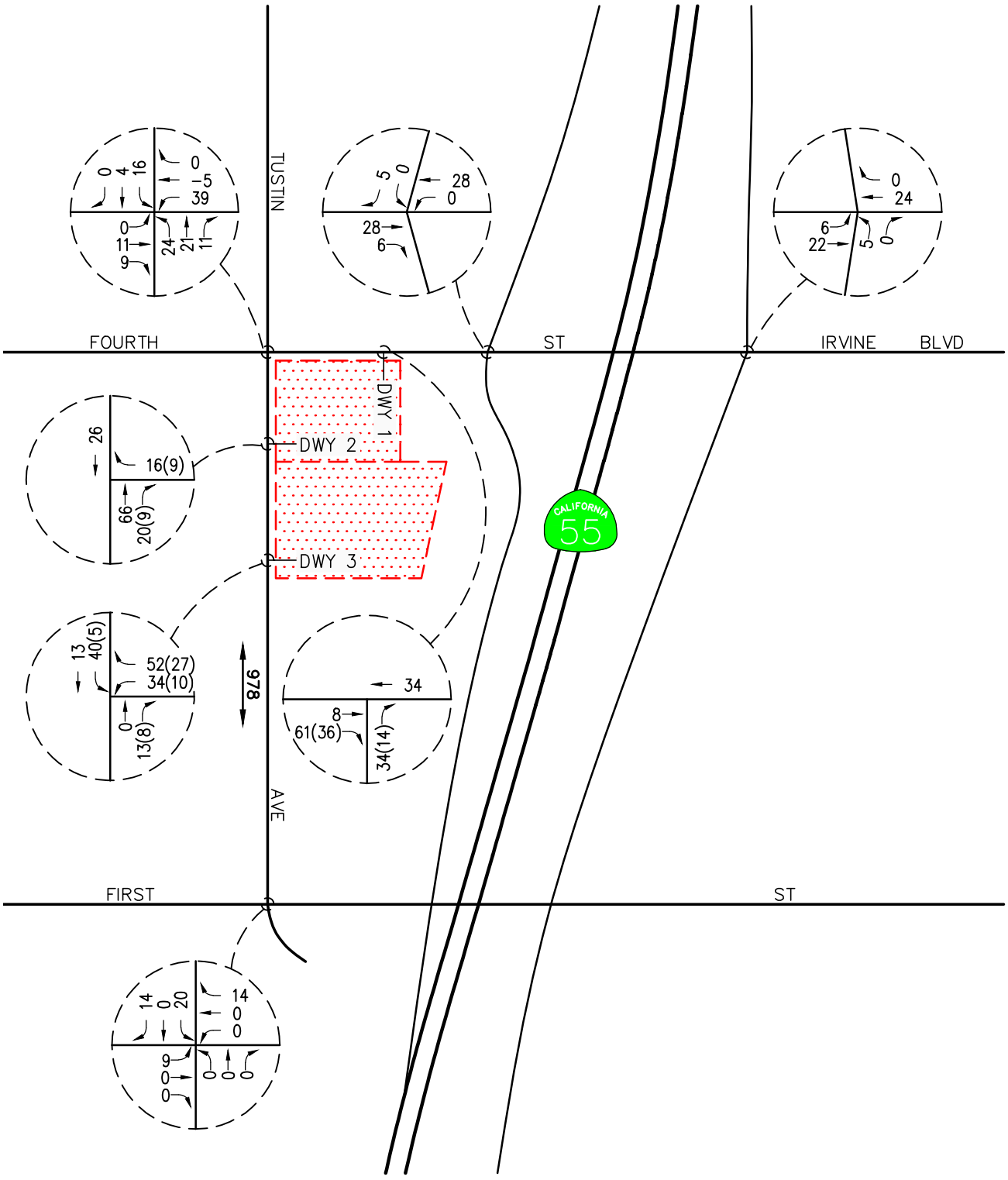
(XX) = PASS-BY/DIVERTED TRIPS

= PROJECT SITE

FIGURE 5-3

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

XX,XXX = DAILY TRAFFIC VOLUMES

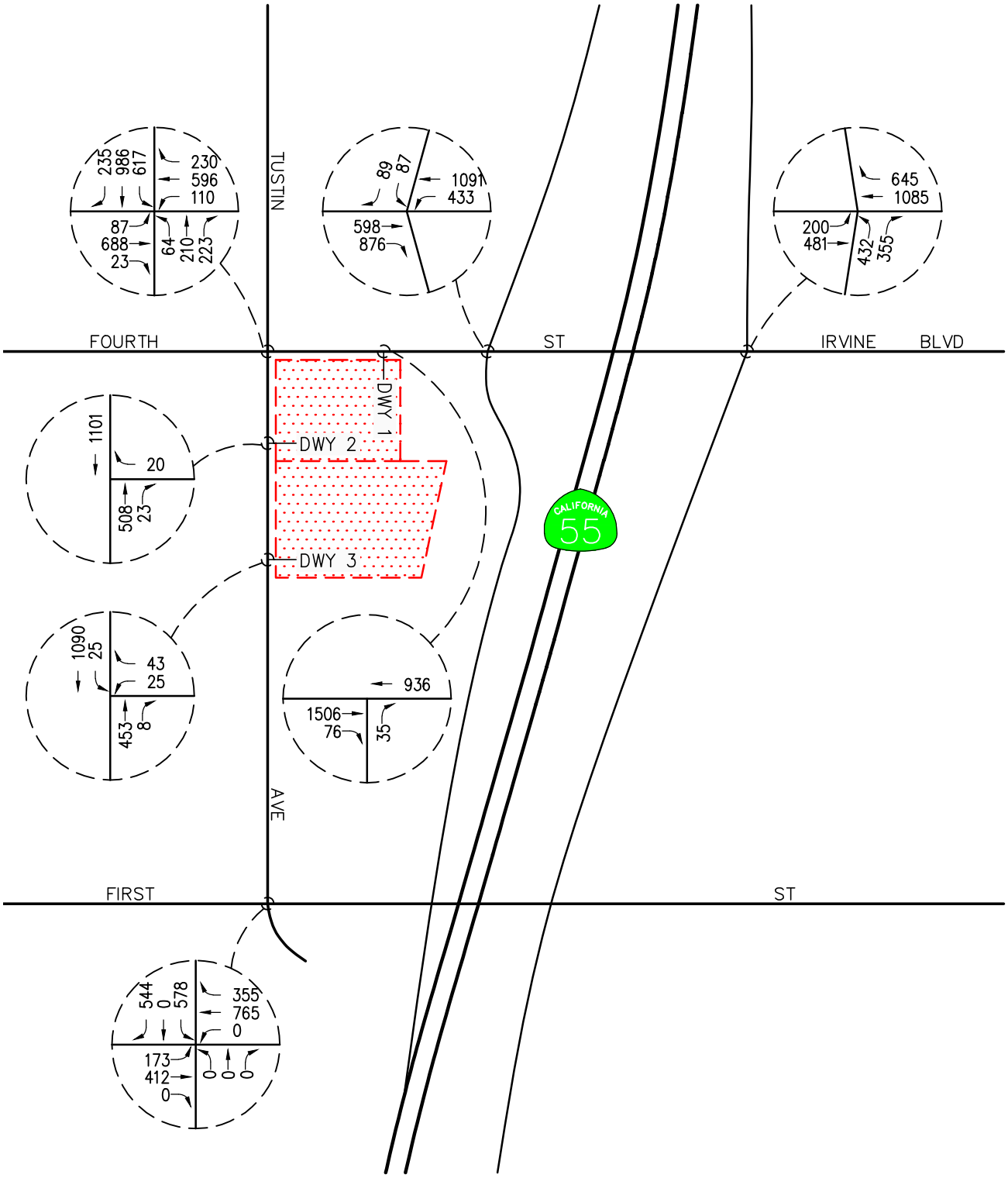
(XX) = PASS-BY/DIVERTED TRIPS

= PROJECT SITE

FIGURE 5-4

PM PEAK HOUR AND DAILY PROJECT TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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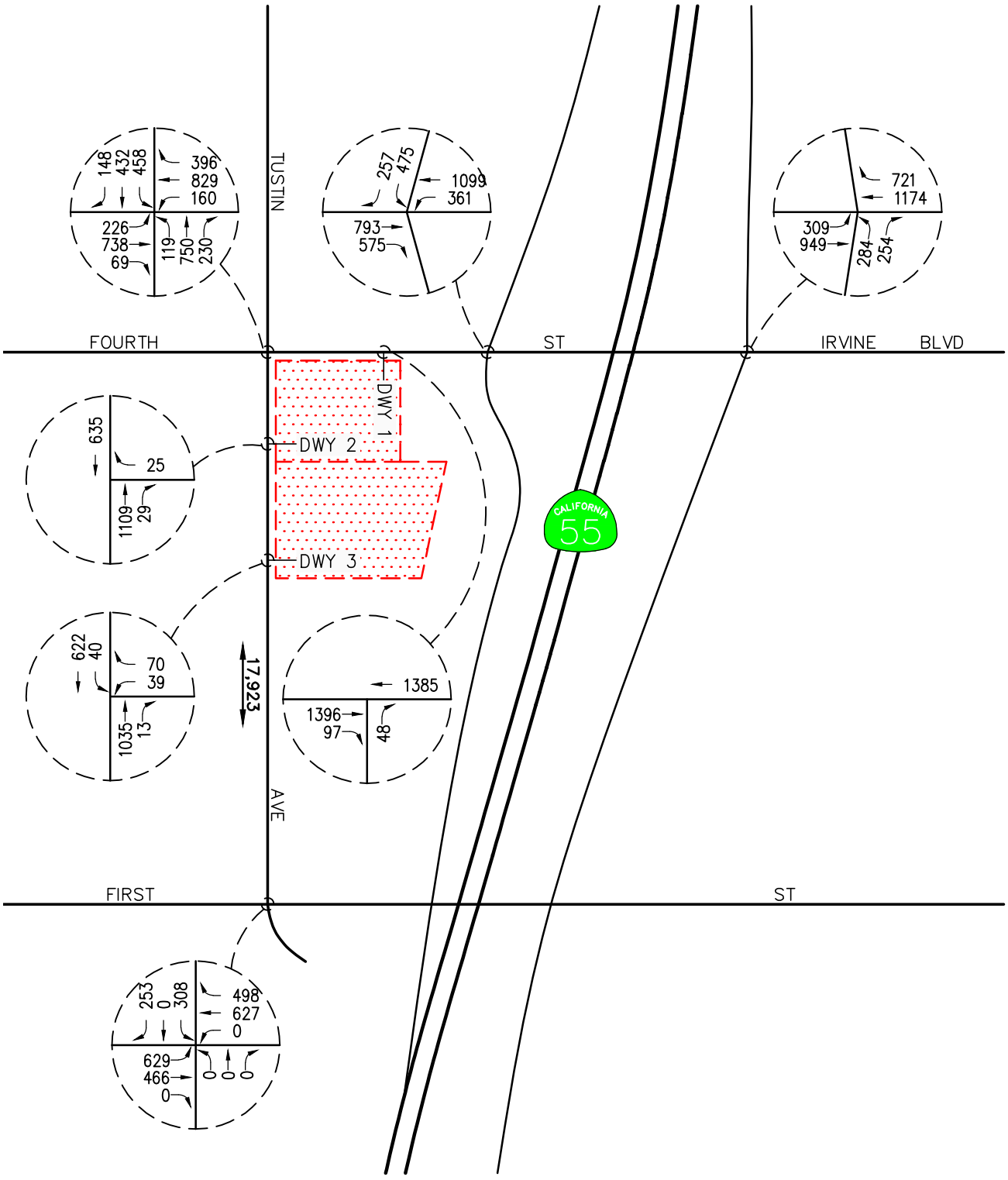
KEY
= PROJECT SITE

FIGURE 5-5

EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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N NO SCALE

KEY

XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

FIGURE 5-6

EXISTING PLUS PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA

TABLE 5-1

PROJECT TRIP GENERATION RATES AND FORECAST[3]

Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 931: Quality Restaurant (TE/TSF)	89.95	100%	0%	0.81	67%	33%	7.49
▪ 945: Gasoline/Service Station With Convenience Market (TE/VFP)	162.78	50%	50%	10.16	50%	50%	13.51
▪ 946: Gasoline/Service Station With Convenience Market and Car Wash (TE/VFP)	152.84	51%	49%	11.84	51%	49%	13.86
▪ Empirical Trip Generation Estimates for Speedwash (TE/LFWT) [5]	8.663	0.275	0.204	0.479	0.450	0.463	0.913
Existing Development Trip Generation:							
▪ Gas Station With Market With Car Wash (8 VFP)	1,223	48	47	95	57	54	111
Pass-By (Daily 25%, AM 62%, PM 56%)	-306	-30	-29	-59	-32	-30	-62
Existing Gas Station Subtotal	*917*	*18*	*18*	*36*	*25*	*24*	*49*
▪ Quality Restaurant (4,200 SF)	378	3	0	3	21	10	31
Pass-By (Daily 10%, AM 0%, PM 44%)	-38	0	0	0	-9	-5	-14
Existing Restaurant Subtotal	*340*	*3*	*0*	*3*	*12*	*5*	*17*
Proposed Project Trip Generation:							
▪ Gas Station With Market (12 VFP)	1,953	61	61	122	81	81	162
Pass-By (Daily 25%, AM 62%, PM 56%)	-488	-38	-38	-76	-45	-46	-91
Proposed Gas Station Subtotal	*1,465*	*23*	*23*	*46*	*36*	*35*	*71*
▪ Express Car Wash (118.5 Feet of Tunnel)	1,027	33	24	57	53	55	108
Pass-By (Daily 25%, AM 25%, PM 25%)	-257	-8	-6	-14	-13	-14	-27
Proposed Car Wash Subtotal	*770*	*25*	*18*	*43*	*40*	*41*	*81*
Total Existing Development Trip Generation (A)	**1,257**	**21**	**18**	**39**	**37**	**29**	**66**
Total Proposed Project Trip Generation (B)	**2,235**	**48**	**41**	**89**	**76**	**76**	**152**
Total Net Project Trip Generation (C) = (B) – (A)	***978***	***27***	***23***	***50***	***39***	***47***	***86***

Notes:

- TE/TSF = Trip End per 1,000 Square Feet of Gross Floor Area
- TE/VFP = Trip End per Vehicle Fueling Position
- TE/LFWP = Trip End per Linear Feet of Wash Tunnel

[3] Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

[5] Based on driveway traffic counts conducted on Friday (2/7/2014) at Victorville Speedwash (12147 Industrial Boulevard, Victoriville).

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1.0%) per year. Applied to the Year 2017 existing traffic volumes, this factor results in a 2.0% growth in existing volumes to the near-term horizon year 2019.

6.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) within a two-mile radius of the proposed project has been researched at the City of Santa Ana and City of Tustin. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development.

Based on our research during the scoping process, there are sixteen (16) cumulative projects in the City of Santa Ana and eight (8) cumulative projects in the City of Tustin that are being processed for approval. These twenty-four (24) cumulative projects have been included as part of the cumulative background setting.

Table 6-1 provides a brief description for each of the twenty-four (24) cumulative projects. ***Figure 6-1*** graphically illustrates the location of the twenty-four (24) cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

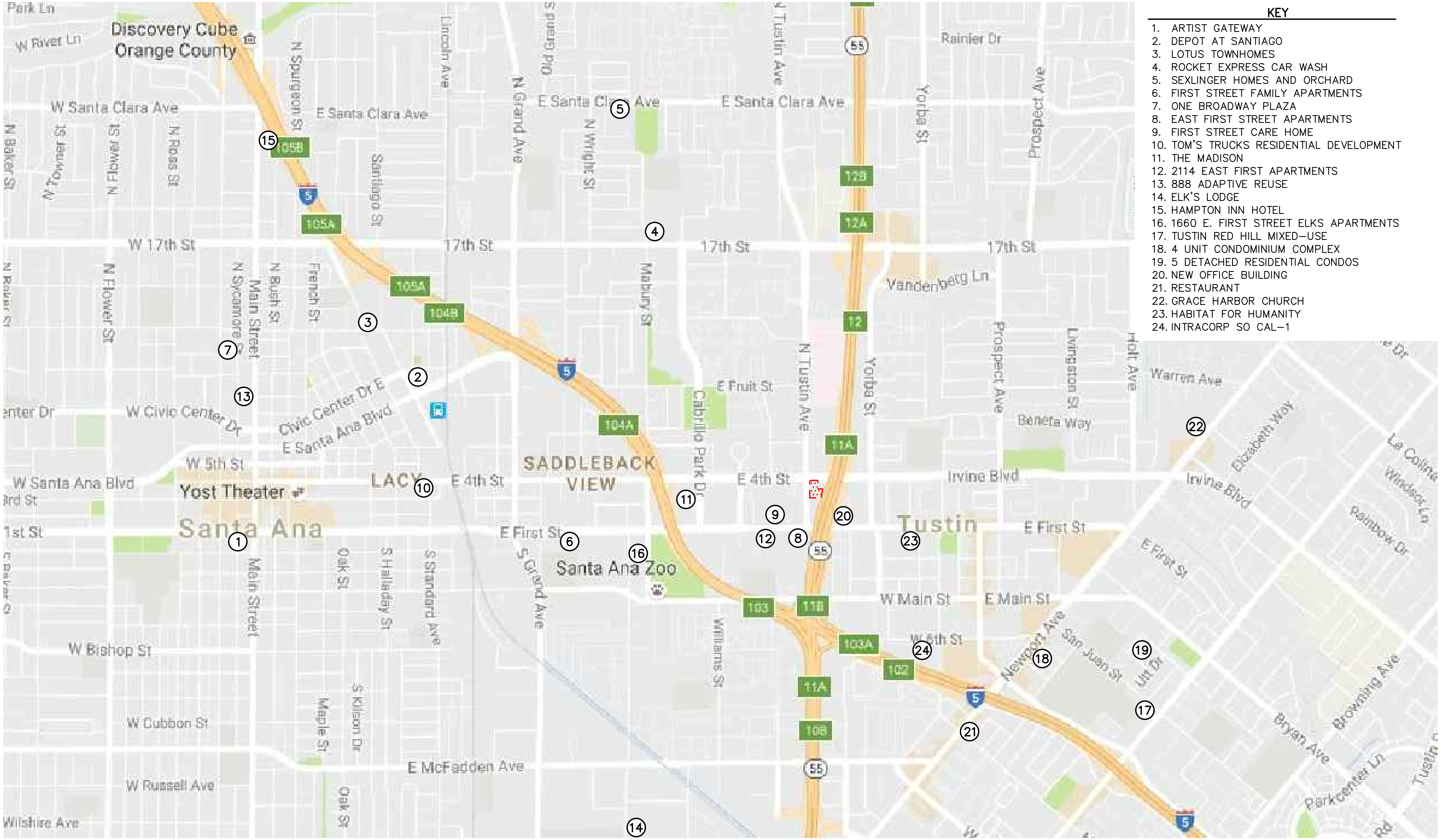
Table 6-2 summarizes the trip generation potential for all twenty-four (24) cumulative projects on a daily and peak hour basis for a typical weekday. As shown, the cumulative projects are expected to generate 30,720 daily trips, with 2,501 trips (1,176 inbound, 1,325 outbound) anticipated during the AM peak hour and 2,962 trips (1,506 inbound, 1,456 outbound) produced during the PM peak hour.

The AM and PM peak hour traffic volumes associated with the twenty-four (24) cumulative projects in the Year 2019 are presented in ***Figures 6-2*** and ***6-3***, respectively**.** *Figure 6-3* also presents the daily related project traffic volumes.

6.2.1 *Year 2019 Traffic Volumes*

Figures 6-4 and ***6-5*** present the AM and PM peak hour cumulative traffic volumes (existing traffic + ambient growth + cumulative projects) at the four (4) key study intersections for the Year 2019. *Figure 6-5* also presents the Year 2019 daily cumulative traffic volumes.

Figures 6-6 and ***6-7*** illustrate the Year 2019 forecast AM and PM peak hour traffic volumes, with the inclusion of the trips generated by the proposed Project. *Figure 6-7* also presents the Year 2019 daily cumulative plus project traffic volumes.



KEY

1. ARTIST GATEWAY
2. DEPOT AT SANTIAGO
3. LOTUS TOWNHOMES
4. ROCKET EXPRESS CAR WASH
5. SEXLINGER HOMES AND ORCHARD
6. FIRST STREET FAMILY APARTMENTS
7. ONE BROADWAY PLAZA
8. EAST FIRST STREET APARTMENTS
9. FIRST STREET CARE HOME
10. TOM'S TRUCKS RESIDENTIAL DEVELOPMENT
11. THE MADISON
12. 2114 EAST FIRST APARTMENTS
13. 888 ADAPTIVE REUSE
14. ELK'S LODGE
15. HAMPTON INN HOTEL
16. 1660 E. FIRST STREET ELKS APARTMENTS
17. TUSTIN RED HILL MIXED-USE
18. 4 UNIT CONDOMINIUM COMPLEX
19. 5 DETACHED RESIDENTIAL CONDOS
20. NEW OFFICE BUILDING
21. RESTAURANT
22. GRACE HARBOR CHURCH
23. HABITAT FOR HUMANITY
24. INTRACORP SO CAL-1

SOURCE: GOOGLE

KEY

(#) = RELATED PROJECT LOCATION

[hatched box] = PROJECT SITE

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N NO SCALE

FIGURE 6-1

LOCATION OF CUMULATIVE PROJECTS

TUSTIN AVENUE RETAIL, SANTA ANA

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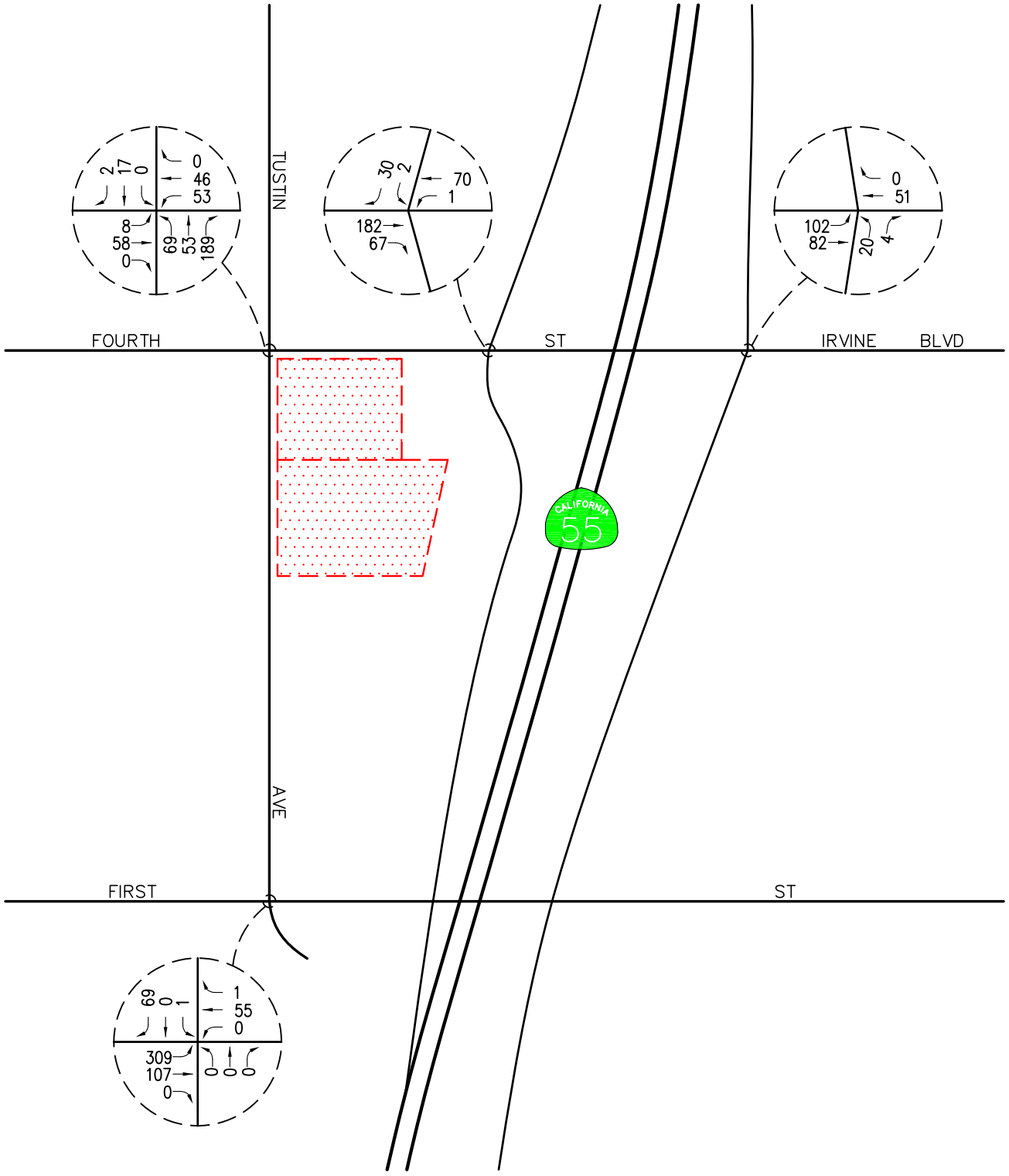

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N NO SCALE

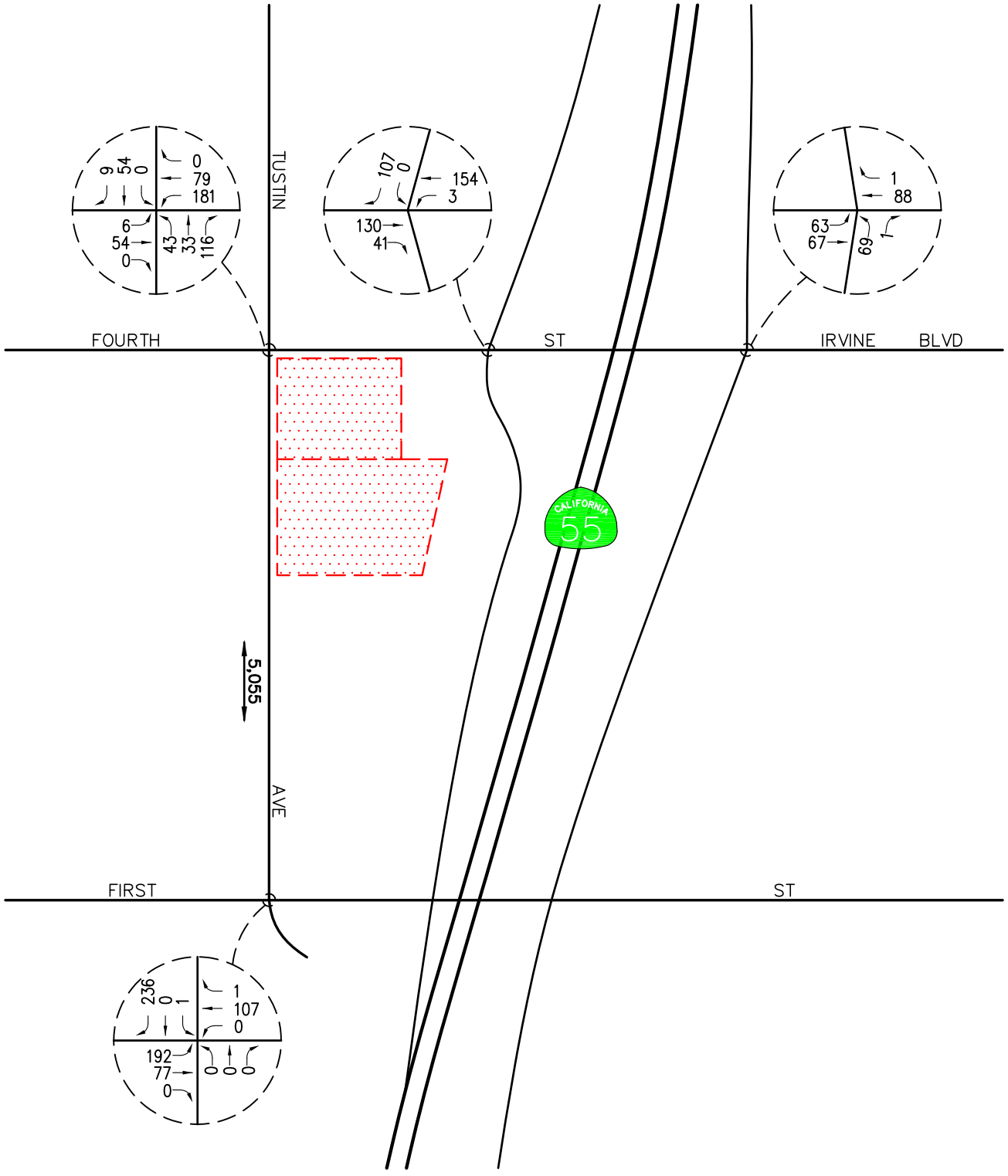
KEY

= PROJECT SITE

FIGURE 6-2

AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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N NO SCALE

KEY

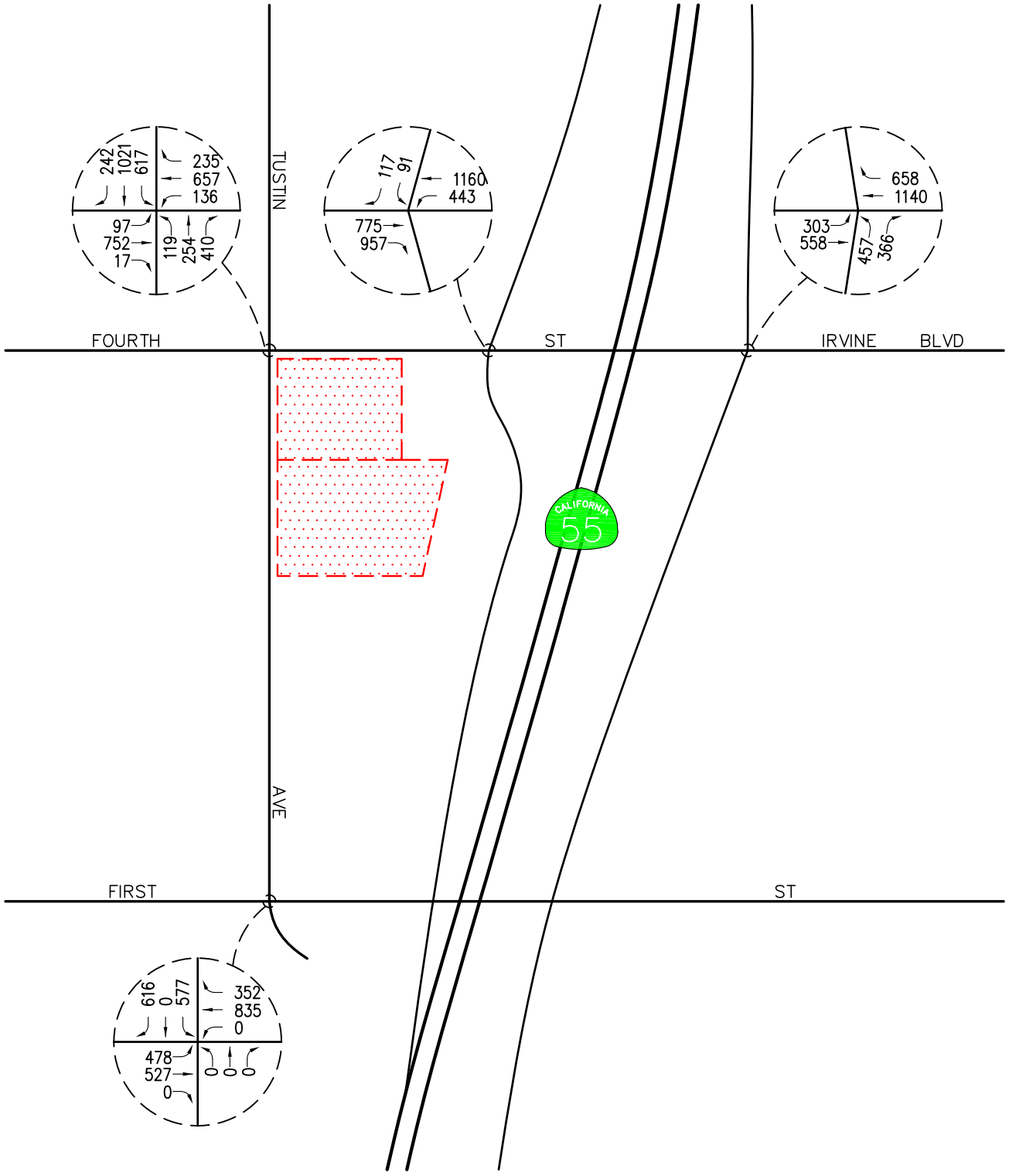
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

FIGURE 6-3

PM PEAK HOUR AND DAILY CUMULATIVE PROJECTS TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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N NO SCALE

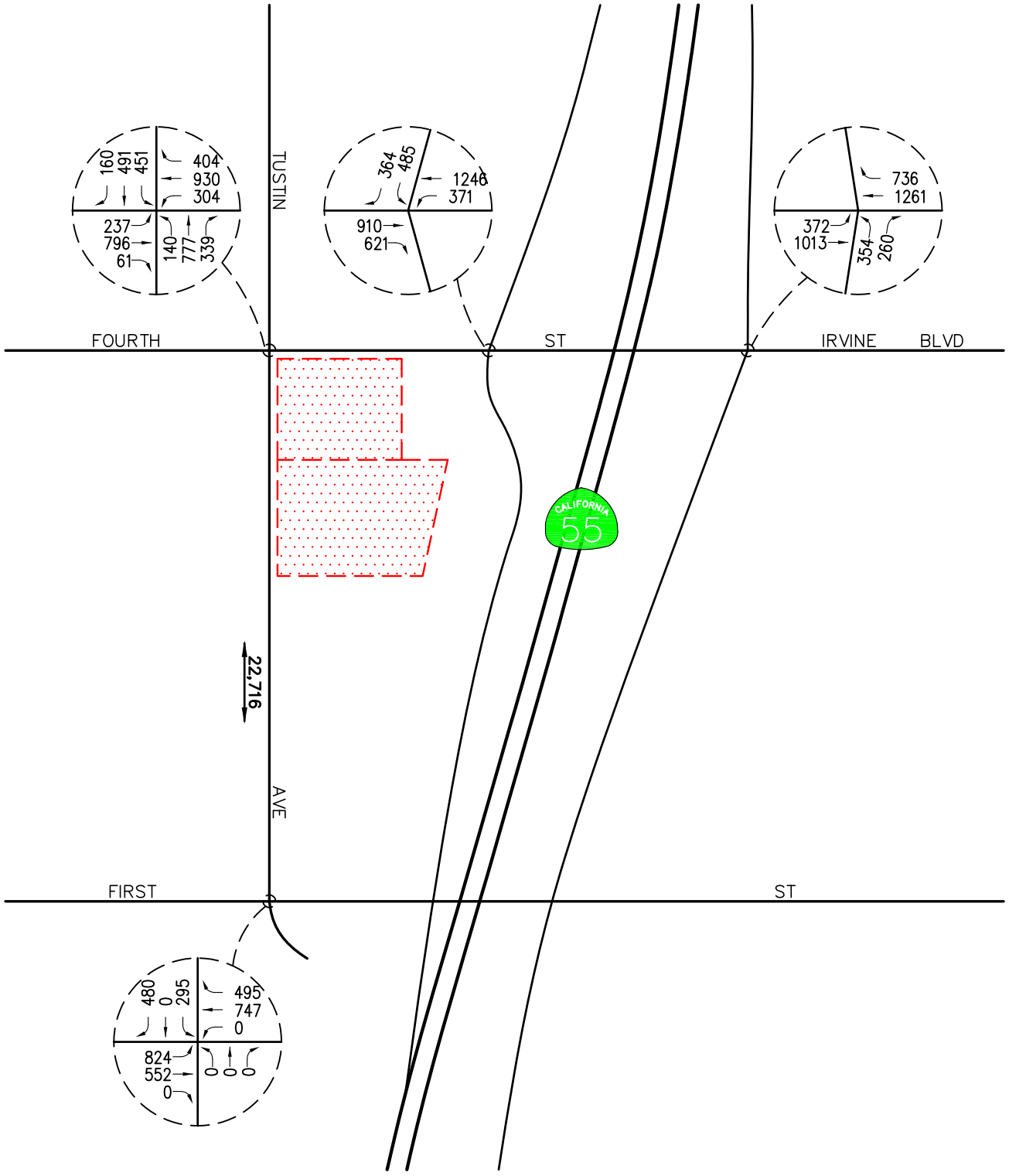
KEY

= PROJECT SITE

FIGURE 6-4

YEAR 2019 AM PEAK HOUR CUMULATIVE TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

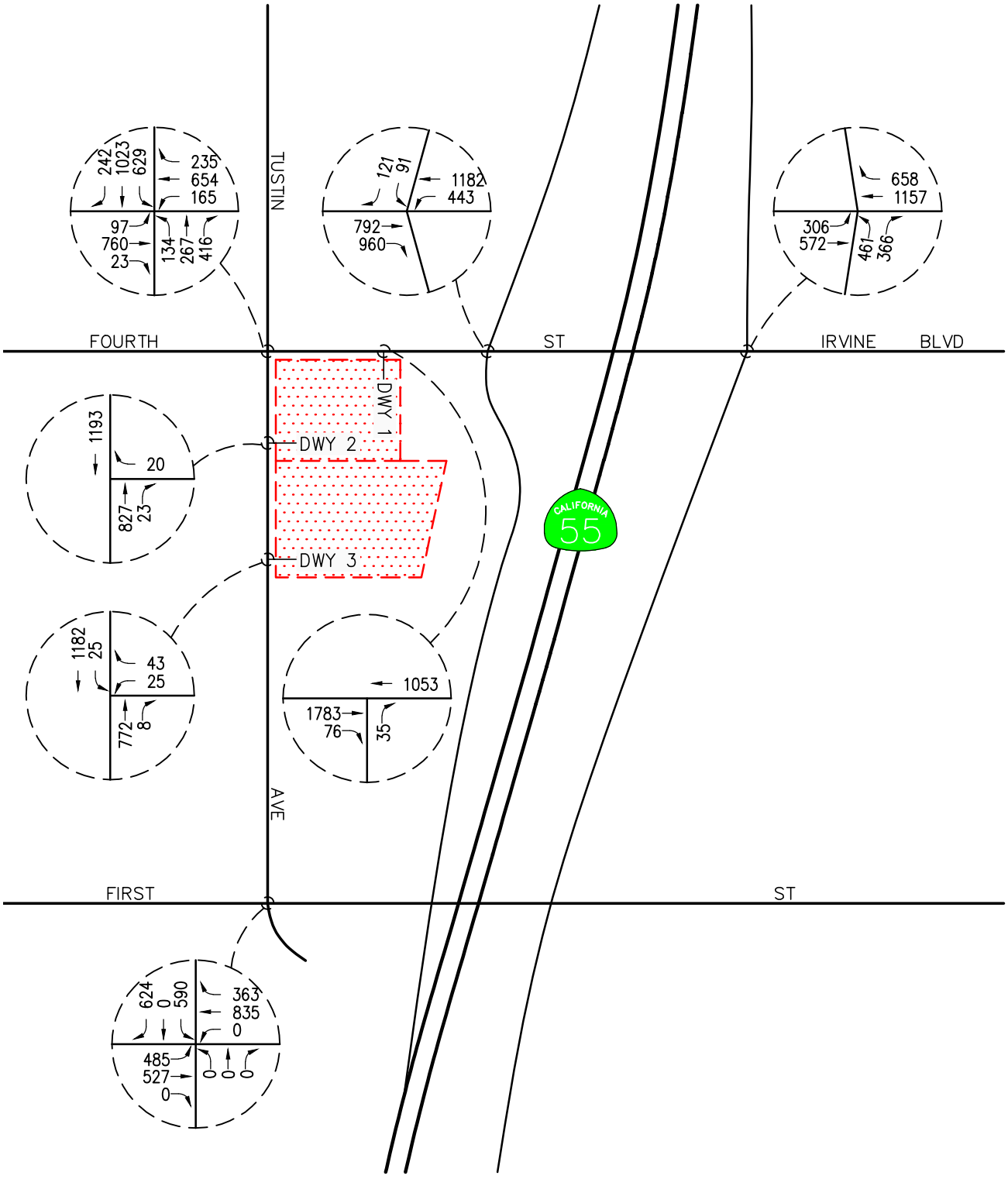
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

FIGURE 6-5

YEAR 2019 PM PEAK HOUR AND DAILY CUMULATIVE TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

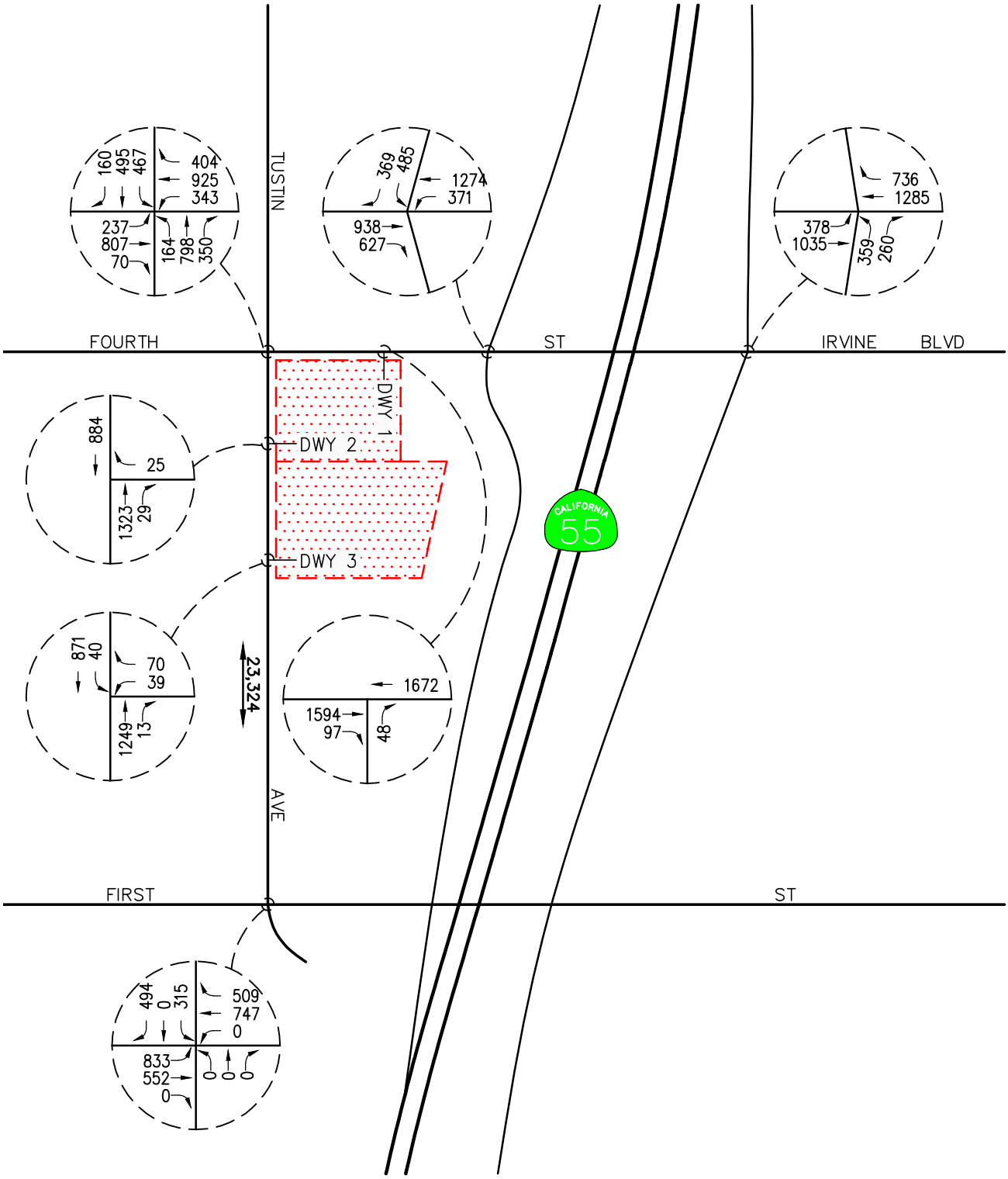
KEY

= PROJECT SITE

FIGURE 6-6

YEAR 2019 AM PEAK HOUR CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA



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N NO SCALE

KEY

XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

FIGURE 6-7

YEAR 2019 PM PEAK HOUR AND DAILY CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

TUSTIN AVENUE RETAIL, SANTA ANA

TABLE 6-1

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[7]

No.	Cumulative Project	Location/Address	Description
City of Santa Ana Development			
1.	Artist Gateway	117 South Sycamore Street	14 DU Live/Work
2.	Depot at Santiago	923 North Santiago Street	70 DU Apartments, 12.623 TSF Retail/Office
3.	Lotus Townhomes	627 East Washington Avenue	8 DU Townhomes
4.	Rocket Express Car Wash	1703 East Seventeenth Street	4.995 TSF Car Wash, 20.146 TSF Existing Commercial Demolition
5.	Sexlinger Homes and Orchard	1584 East Santa Clara Avenue	24 DU Single Family Detached
6.	First Street Family Apartments	1440 East First Street	69 DU Apartments, 47.04 TSF Existing Office Demolition
7.	One Broadway Plaza	1109 North Broadway	518.000 SF Office Tower with 16.000 TSF of Restaurant Floor Area
8.	East First Street Apartments	2222 East First Street	419 DU Senior Residential Apartments
9.	First Street Care Home	2151 East First Street	Convert 75 Room Motel to 72 DU Supportive Housing Apartments
10.	Tom's Trucks Residential Development	1008 East Fourth Street	170 DU Single Family Detached
11.	The Madison	200 N. Cabrillo Park Drive	260 DU Apartments, 6,561 TSF Commercial
12.	2114 East First Apartments	2114 East First Street	694 DU Affordable Apartments, 9.700 TSF Commercial
13.	888 Adaptive Reuse	888 North Main Street	146 Condominiums
14.	Elk's Lodge	1701 East St. Andrew Place	46.438 TSF Lodge
15.	Hampton Inn Hotel	2129 North Main Street	135 Room Hotel
16.	Tustin Avenue Retail	1660 E. First Street	601 DU Apartments, 16.430 TSF Commercial
City of Tustin Development			
17.	Tustin Red Hill Mixed-Use	13751-13841 Red Hill Avenue	201 DU Apartments, 3.000 TSF Health Club, 10.000 TSF General Office, 4.000 TSF Shopping Center, 3.000 TSF High-Turnover Restaurant
18.	4 Unit Condominium Complex	1051 Bonita Street	4 DU Condominiums
19.	5 Detached Residential Condos	1381-1391 San Juan Street	5 DU Condominiums
20.	New Office Building	721 West First Street	7.200 TSF Office
21.	Restaurant	14232 Newport Avenue	1.800 TSF Fast-Food Restaurant w/ Drive-Thru

[7] Source: *City of Santa Ana and City of Tustin Planning Department staff*.

TABLE 6-1 (CONTINUED)

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[8]

No.	Cumulative Project	Location/Address	Description
22.	Grace Harbor Church	12881 Newport Avenue	10.015 TSF 2-story Classroom
23.	Habitat for Humanity	140 South A Street	2 DU Condominiums
24.	Intracorp So Cal-1	420 West 6th Street	140 DU Single Family Attached

[8] Source: *City of Santa Ana and City of Tustin Planning Department staff*.

TABLE 6-2

CUMULATIVE PROJECTS TRIP GENERATION FORECAST[9]

Cumulative Project Description		Daily 2-Way	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
1.	Artist Gateway	93	1	6	7	6	3	9
2.	Depot at Santiago	658	15	32	47	31	24	55
3.	Lotus Townhomes	46	1	3	4	3	1	4
4.	Rocket Express Car Wash	529	15	15	30	21	20	41
5.	Sexlinger Homes and Orchard	229	5	13	18	15	9	24
6.	First Street Family Apartments	459	7	28	35	28	15	43
7.	One Broadway Plaza	6,175	641	94	735	198	596	794
8.	East First Street Apartments	1,524	30	59	89	60	51	111
9.	First Street Care Home	479	7	30	37	29	16	45
10.	Tom's Trucks Residential Development	1,618	32	96	128	107	63	170
11.	The Madison	2,010	30	104	134	115	69	184
12.	2114 East First Apartments	4,988	76	286	362	291	163	454
13.	888 Adaptive Reuse	848	11	53	64	51	25	76
14.	Elk's Lodge	1,571	63	32	95	62	65	127
15.	Hampton Inn Hotel	1,103	42	30	72	41	40	81
16.	Tustin Avenue Retail	4,464	67	240	307	257	155	412
17.	Tustin Red Hill Mixed-Use	2,098	57	102	159	115	81	196
18.	4 Unit Apartment Complex	27	0	2	2	1	1	2
19.	5 Detached Residential Condos	29	0	2	2	2	1	3
20.	New Office Building	122	15	2	17	3	13	16
21.	Restaurant	670	21	21	42	15	14	29
22.	Grace Harbor Church	155	29	23	52	5	7	12
23.	Habitat for Humanity	12	0	1	1	1	0	1
24.	Intracorp So Cal-1	813	11	51	62	49	24	73
Cumulative Projects Total Trip Generation Potential		**30,720**	**1,176**	**1,325**	**2,501**	**1,506**	**1,456**	**2,962**

[9] Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative impact of the proposed Project during the AM peak hour and PM peak hour was evaluated based on analysis of future operating conditions at the four (4) key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the following traffic impact criteria.

7.1 Impact Criteria and Thresholds

7.1.1 *City of Santa Ana*

For the study intersection solely under the jurisdiction of the City of Santa Ana, impacts to local and regional transportation systems are considered significant if:

- An unacceptable peak hour Level of Service (LOS) at any of the key intersections is projected **and** the project increases traffic demand at the study intersection by 1% of capacity (ICU increase ≥ 0.010). The City of Santa Ana considers LOS D (ICU = 0.801 - 0.900) to be the minimum acceptable LOS for all intersections, except for those locations located within the City's defined major development areas, where LOS E is considered acceptable. Based on the above, the following summarizes the LOS required for the Santa Ana key study intersection:

LOS "D" Requirements
3. SR-55 SB Ramps at Fourth Street
LOS "E" Requirements
1. Tustin Avenue at Fourth Street

- At unsignalized intersections, an impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F and the traffic signal warrant analysis determines that a signal is justified.

7.1.2 *City of Tustin*

For the study intersection within the jurisdiction of the City of Tustin, impacts to local and regional transportation systems are considered significant if:

- An unacceptable peak hour Level of Service (LOS) at any of the key intersections is projected and, for this analysis, if the project increases traffic demand at the study intersection by 1% of capacity (ICU increase ≥ 0.010), causing or worsening LOS E or F (ICU > 0.901), the impact is considered significant. The City of Tustin considers LOS D to be the minimum acceptable condition that should be maintained during the peak commute hours at the intersection listed below:

LOS "D" Requirements
2. Tustin Avenue at First Street
4. SR-55 NB Ramps at Fourth Street/Irvine Boulevard

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the four (4) key intersections for existing plus project, near-term (Year 2019) traffic conditions:

A. Existing Traffic Conditions;
B. Existing Plus Project Traffic Conditions;
C. Scenario (B) with Improvements, if necessary;
D. Near-Term (Year 2019) Cumulative Traffic Conditions,
E. Near-Term (Year 2019) Cumulative plus Project Traffic Conditions;
F. Scenario (E) with Improvements, if necessary; and
G. Scenario (H) with Improvements, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing Plus Project Analysis

Table 8-1 summarizes the peak hour Level of Service results at the four (4) key study intersections for existing plus project traffic conditions. The first column (1) of ICU/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists existing plus project traffic conditions. The third column (3) shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report. The fourth column (4) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

8.1.1 *Existing Plus Project Traffic Conditions*

Review of columns (2) and (3) of *Table 8-1* indicate that traffic associated with the proposed Project ***will not*** significantly any of the four (4) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of SR-55 SB Ramps at Fourth Street is forecast to operate at LOS E during the AM peak hour with the addition of Project traffic, the proposed Project is expected to add less than 0.010 to the ICU value. The remaining three (3) intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic.

Appendix C presents the existing plus project ICU/LOS calculations for the four (4) key study intersections.

TABLE 8-1

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Plus Improvements Traffic Conditions	
			ICU	LOS	ICU	LOS	Increase	Yes/No	ICU	LOS
1. Tustin Avenue at Fourth Street	E	AM	0.602	B	0.609	B	0.007	No	--	--
		PM	0.783	C	0.794	C	0.011	No	--	--
2. Tustin Avenue at First Street	D	AM	0.490	A	0.496	A	0.006	No	--	--
		PM	0.517	A	0.528	A	0.011	No	--	--
3. SR-55 SB Ramps at Fourth Street	D	AM	**0.902**	**E**	**0.905**	**E**	0.003	No	--	--
		PM	0.783	C	0.788	C	0.005	No	--	--
4. SR-55 NB Ramps at Fourth St/Irvine Blvd	D	AM	0.699	B	0.701	C	0.002	No	--	--
		PM	0.757	C	0.761	C	0.004	No	--	--

Note:

- **Bold ICU/LOS** values indicate adverse service levels based on the Cities LOS standards.

8.2 Year 2019 Traffic Conditions

Table 8-2 summarizes the peak hour Level of Service results at the four (4) key study intersections for the Year 2019 horizon year. The first column (1) of ICU/LOS values in *Table 8-2* presents a summary of existing AM and PM peak hour traffic conditions. The second column (2) lists projected cumulative traffic conditions (existing plus ambient plus cumulative projects traffic) based on existing intersection geometry, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2019 near-term traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

8.2.1 *Year 2019 Cumulative Traffic Conditions*

An analysis of future (Year 2019) background traffic conditions indicates that with the addition of ambient traffic growth and cumulative projects traffic, one (1) of the four (4) key study intersections will operate at an adverse LOS. The location identified below is forecast to operate at an unacceptable level of service:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/HCM	LOS	ICU/HCM	LOS
6. SR-55 SB Ramps at Fourth Street	0.968	E	--	--

The remaining three (3) key study intersections are forecast to continue to operate at an acceptable LOS based on the LOS criteria identified in this report.

8.2.2 *Year 2019 Cumulative Plus Project Conditions*

Review of columns (3) and (4) of *Table 8-2* indicate that traffic associated with the proposed Project ***will not*** significantly impact any of the four (4) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of SR-55 SB Ramps at Fourth Street is forecast to operate at an adverse LOS E during the AM peak hour, with the addition of Project traffic, the proposed Project is expected to add less than 0.010 to the ICU value. The remaining three (3) key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic in the Year 2019.

Appendix C also presents the near-term ICU/LOS calculations for the four (4) key study intersections.

TABLE 8-2

YEAR 2019 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2019 Cumulative Traffic Conditions		(3) Year 2019 Plus Project Traffic Conditions		(4) Significant Impact		(5) Year 2019 Plus Project Plus Improvements Traffic Conditions	
			ICU	LOS	ICU	LOS	ICU	LOS	Increase	Yes/No	ICU	LOS
1. Tustin Avenue at Fourth Street	E	AM	0.602	B	0.746	C	0.766	C	0.020	No	--	--
		PM	0.783	C	0.849	D	0.860	D	0.011	No	--	--
2. Tustin Avenue at First Street	D	AM	0.490	A	0.606	B	0.612	B	0.006	No	--	--
		PM	0.517	A	0.599	A	0.607	B	0.008	No	--	--
3. SR-55 SB Ramps at Fourth Street	D	AM	**0.902**	**E**	**0.968**	**E**	**0.971**	**E**	0.003	No	--	--
		PM	0.783	C	0.847	D	0.852	D	0.005	No	--	--
4. SR-55 NB Ramps at Fourth St/Irvine Blvd	D	AM	0.699	B	0.777	C	0.779	C	0.002	No	--	--
		PM	0.757	C	0.822	D	0.827	D	0.005	No	--	--

Notes:

- **Bold ICU/LOS** values indicate adverse service levels based on the Cities LOS standards.

9.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

9.1 Site Access

Vehicular access to the existing gas station at 325 N. Tustin Avenue is currently provided by one (1) right in-right out driveway on Tustin Avenue and four (4) right in-right out driveways on Fourth Street. Access to the existing restaurant at 301 N. Tustin Avenue is currently provided by one (1) full access driveway and one (1) right in-right out driveway on Tustin Avenue.

Vehicular access will remain generally similar to the current driveways with the exception of the removal of the one (1) right in-right out driveway at the existing restaurant along Tustin Avenue and the westerly right in-right out driveway along Fourth Street. A total of three (3) driveways will provide access to the proposed Project site.

Table 9-1 summarizes the intersection level of service results for the three (3) proposed Project driveways under near-term (Year 2019) traffic conditions at completion and full occupancy of the proposed Project. As shown, these key study intersections are forecast to operate at LOS C or better during the AM peak hour and PM peak hour.

Appendix D presents the near-term HCM/LOS calculations for the three (3) Project driveways.

9.2 Internal Circulation Evaluation

The on-site circulation was evaluated in terms of vehicle-pedestrian conflicts. Based on our review of the preliminary site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points and the driveway throating is sufficient such that access to parking spaces is not impacted by internal vehicle queuing/stacking. Curb return radii have been confirmed and are adequate for service/delivery trucks and trash trucks. The on-site circulation is very good based on our review of the proposed site plan, whereas the alignment, spacing, and throating of the Project driveways is adequate. The circulation around the buildings is adequate with sufficient sight distance along the drive aisles.

TABLE 9-1
PROJECT DRIVEWAY PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection		Intersection Control	Time Period	(1) Year 2019 Plus Project Traffic Conditions	
				Delay (s/v)	LOS
A.	Project Driveway 1 at Fourth Street	One-Way Stop	AM	23.3	C
			PM	21.7	C
B.	Tustin Avenue at Project Driveway 2	One-Way Stop	AM	12.6	B
			PM	16.5	C
C.	Tustin Avenue at Project Driveway 3	One-Way Stop	AM	14.6	B
			PM	25.0	C

Notes:

- **Bold Delay/LOS** values indicate adverse service levels based on the Cities LOS standards
- s/v = seconds per vehicle

10.0 RECOMMENDED INTERSECTION IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in unacceptable operating conditions, this report recommends (identifies) improvement measures that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) to specific approaches of a key intersection. The identified improvements are expected to:

- mitigate the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative project) traffic and
- improve Levels of Service to an acceptable range and/or to pre-project conditions.

10.1 Existing Plus Project Traffic Conditions

The results of the intersection capacity analysis presented previously in *Table 8-1* shows that the proposed Project will not significantly impact any of the four (4) key study intersections under the "Existing Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

10.2 Year 2019 Plus Project Traffic Conditions

The results of the intersection capacity analyses presented previously in *Table 8-2* shows that the proposed Project will not significantly impact any of the four (4) key study intersections under the "Year 2019 Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

11.0 CONGESTION MANAGEMENT PROGRAM (CMP) COMPLIANCE ASSESSMENT

This analysis is consistent with the requirements and procedures outlined in the current *Orange County Congestion Management Program (CMP).* The CMP requires that a traffic impact analysis be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System (HS). Per the CMP guidelines, this number is based on the desire to analyze any impacts that will be 3.0% or more of the existing CMP highway system facilities' capacity.

However, as noted in this focused traffic study, the proposed Project is expected to generate a net of 878 daily trips, and thus does not meet the criteria required for a CMP traffic analysis. Therefore, it is concluded that the proposed Project will not have any significant traffic impacts on the Congestion Management Program Highway System.

12.0 STATE OF CALIFORNIA (CALTRANS) METHODOLOGY

In conformance with the current Caltrans *Guide for the Preparation of Traffic Impact Studies*, existing and projected AM and PM peak hour operating conditions at the two (2) state-controlled study intersections within the study area have been evaluated using the *Highway Capacity Manual 6th Edition* operations method of analysis. These state-controlled locations include the following intersections:

3. SR- 55 Ramps at Fourth Street
4. SR-55 NB Ramps at Fourth St/Irvine Blvd

Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities"; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the project impacts at the state-controlled study intersections.

12.1 Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)

AM and PM peak hour operating conditions for the key study intersections were evaluated using the methodology outlined in *Chapter 19 of the Highway Capacity Manual 6 (HCM 6)* for signalized intersections. Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in ***Table 12-1***.

TABLE 12-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)[10]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq$ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and $\leq$ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and $\leq$ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and $\leq$ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and $\leq$ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	$\geq$ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

[10] Source: *Highway Capacity Manual 6*, Chapter 19: Signalized Intersections.

12.2 Existing Plus Project Traffic Conditions – Caltrans Methodology

Table 12-2 summarizes the existing plus project peak hour HCM level of service results at the two (2) state-controlled study intersections within the study area. The first column (1) of HCM/LOS values in *Table 12-2* presents a summary of existing traffic conditions. The second column (2) presents existing plus project traffic conditions. The third column (3) indicates whether the traffic associated with the Project will have an impact based on the LOS standards defined in this report. The fourth column (4) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

12.2.1 *Existing Traffic Conditions*

Review of column (1) of *Table 12-2* indicates that all two (2) state-controlled study intersections currently operate an acceptable LOS C or better during the AM and PM peak hours.

12.2.2 *Existing Plus Project Traffic Conditions*

Review of columns (2) and (3) of *Table 12-2* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the two (2) state-controlled study intersections, when compared to the LOS standards and significant impact criteria specified in this report.

Appendix E presents the Caltrans level of service calculation worksheets for the two (2) state-controlled study intersections.

12.3 Year 2019 Traffic Conditions – Caltrans Methodology

Table 12-3 summarizes the Year 2019 peak hour HCM level of service results at the two (2) state-controlled study intersections within the study area. The first column (1) of HCM/LOS values in *Table 12-3* presents a summary of existing traffic conditions. The second column (2) presents Year 2019 cumulative traffic conditions based on existing intersection geometry, but without any project generated traffic. The third column (3) presents future forecast traffic conditions with the addition of Project traffic. Column four (4) indicates whether the traffic associated with the Project will have an impact based on the LOS standards defined in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

12.3.1 *Year 2019 Cumulative Traffic Conditions*

An analysis of future (Year 2019) cumulative traffic conditions indicates that with the addition of ambient traffic growth and related projects traffic, both state-controlled study intersections currently operate an acceptable LOS C or better during the AM and PM peak hours.

12.3.2 *Year 2019 Cumulative Plus Project Traffic Conditions*

Review of columns (3) and (4) of *Table 12-3* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the two (2) state-controlled study intersections, when compared to the LOS standards and significant impact criteria specified in this report.

Appendix E presents the Caltrans level of service calculation worksheets for the two (2) state-controlled study intersections.

TABLE 12-2

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS - CALTRANS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Impact	(4) Existing Plus Project Plus Improvements Traffic Conditions	
		HCM (s/v)	HCM (s/v)	HCM (s/v)	LOS	Yes/No	HCM (s/v)	LOS
3. SR-55 SB Ramps at Fourth Street	AM	25.8	C	26.0	C	No	--	--
	PM	22.3	C	22.4	C	No	--	--
4. SR-55 NB Ramps at Fourth Street/Irvine Blvd	AM	22.6	C	22.7	C	No	--	--
	PM	21.0	C	21.2	C	No	--	--

Notes:

- s/v = seconds per vehicle

TABLE 12-3

YEAR 2019 PEAK HOUR INTERSECTION CAPACITY ANALYSIS - CALTRANS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2019 Cumulative Traffic Conditions		(3) Year 2019 Cumulative Plus Project Traffic Conditions		(4) Impact	(5) Year 2019 Cumulative Plus Project Plus Improvements Traffic Conditions	
		HCM (s/v)	LOS	HCM (s/v)	LOS	HCM (s/v)	LOS	Yes/No	HCM	LOS
3. SR-55 SB Ramps at Fourth Street	AM	25.8	C	32.7	C	32.8	C	No	--	--
	PM	22.3	C	25.0	C	25.8	C	No	--	--
4. SR-55 NB Ramps at Fourth Street/Irvine Blvd	AM	22.6	C	26.9	C	27.0	C	No	--	--
	PM	21.0	C	27.0	C	27.4	C	No	--	--

Notes:

- s/v = seconds per vehicle

12.4 Recommended Improvements – Caltrans Methodology

12.4.1 *Existing Plus Project Traffic Conditions*

The results of the Caltrans assessment presented previously in *Table 12-2* shows that the proposed Project will not significantly impact either of the two (2) key study intersections under the "Existing Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

12.4.2 *Year 2019 Plus Project Traffic Conditions*

The results of the Caltrans assessment presented previously in *Table 12-3* shows that the proposed Project will not significantly impact either of the two (2) key study intersections under the "Year 2019 Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

13.0 ROADWAY SEGMENT EVALUATION

Per City of Santa Ana requirements, this section of the report analyzes the daily operating conditions of the key roadway segment within the vicinity of the proposed Project. One (1) key roadway segment within the City of Santa Ana has been selected for evaluation and is listed below:

A. Tustin Avenue, between Fourth Street and First Street (Santa Ana)

13.1 Roadway Link Capacities

Daily operating conditions for the one (1) key roadway segment (links) identified above have been investigated according to the daily volume-to-capacity (V/C) of each link. The daily V/C relationship is used to estimate the LOS of the roadway segment with the volume based on 24-hour traffic count data and the capacity based on the Orange County Master Plan of Arterial Highways (MPAH) street classifications. The daily and peak hour roadway link capacity of each street classification according to the Orange County MPAH is presented in ***Table 13-1***, along with the six corresponding service levels and associated V/C ratios.

13.2 Roadway Link Level of Service Criteria

According to the City of Santa Ana, LOS D is the minimum acceptable condition that should be maintained for roadway segments. However, the City of Santa Ana has defined exceptions to this criteria in major development areas where LOS E is considered acceptable.

LOS "D" Requirements
A. Tustin Avenue, between Fourth Street and First Street

If the daily roadway V/C ratio results in unacceptable LOS conditions, a peak hour link analysis is conducted to determine if the roadway operates at a satisfactory service level during the peak hours.

TABLE 13-1

ROADWAY LINK CAPACITIES[11]

Facility Type	Number of Lanes	Level of Service Criteria With Associated Roadway Capacity						
		Daily Values (VPD)						Peak Hour Capacity (VPH)[12]
		Level of Service (LOS)						
		A	B	C	D	E	F	
Principal	8-lanes divided	45,000	52,500	60,000	67,500	75,000	--	7,500
Major	6-lanes divided	33,900	39,400	45,000	50,600	56,300	--	5,630
Primary	4-lanes divided	22,500	26,300	30,000	33,800	37,500	--	3,750
Divided Collector	2-lanes divided	9,000	12,000	15,000	20,000	22,000	--	2,200
Secondary	4-lanes undivided	15,000	17,500	20,000	22,500	25,000	--	2,500
Commuter	2-lanes undivided	7,500	8,800	10,000	11,300	12,500	--	1,250
V/C Ratio		≤ 0.600	0.601-0.700	0.701-0.800	0.801-0.900	0.901-1.000	≥ 1.01	

Notes:

- VPD = vehicles per day
- VPH = vehicles per hour

[11] Source: Most current Orange County Master Plan of Arterial Highways.

[12] Peak hour capacity based on 10% of the daily LOS "E" capacity.

13.3 Roadway Link Analysis Results

13.3.1 *Existing Plus Project Analysis*

Table 13-2 summarizes the results of the Existing Plus Project daily analysis for the one (1) key roadway segment. The first column (1) shows the number of lanes, the second column (2) shows the arterial classification and the third column (3) shows the existing LOS "E" capacity. The fourth column (4) shows the daily volume, V/C ratio and resulting level of service for "Existing" traffic conditions. The fifth column (5) shows the daily volume, V/C ratio and resulting level of service for "Existing Plus Project" traffic conditions and indicates whether the traffic associated with the Project will have an impact based on the LOS standards defined in this report.

Existing Traffic Conditions

Review of column (4) of *Table 13-2* indicates that the one (1) key roadway segment currently operates at LOS A.

Existing Plus Project Traffic Conditions

Review of column (5) of *Table 13-2* indicates that the one (1) key roadway segment is forecast to continue to operate at an acceptable service level on a daily basis with the addition of Project generated traffic to existing traffic and will not have a significant impact.

TABLE 13-2

EXISTING PLUS PROJECT ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment	(1) No. of Existing Lanes	(2) Arterial Classification	(3) Existing Capacity at LOS "E"	(4) Existing Traffic Conditions			(5) Existing Plus Project Traffic Conditions				
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Impact (Yes/No)
A. Tustin Avenue, between Fourth Street and First Street	5D	Major	46,900[13]	17,315	0.369	A	17,923	0.382	A	0.013	No

[13] Major 5-lane LOS E capacity was interpolated between Major 6-lane and Primary 4-lane arterials.

13.3.2 *Year 2019 Plus Project Analysis*

Table 13-3 summarizes the results of the Year 2019 Plus Project daily analysis for the one (1) key roadway segment. The first column (1) shows the number of lanes, the second column (2) shows the arterial classification and the third column (3) shows the existing LOS "E" capacity. The fourth column (4) shows the daily volume, V/C ratio and resulting level of service for "Year 2019 Cumulative" traffic conditions. The fifth column (5) shows the daily volume, V/C ratio and resulting level of service for "Year 2019 Cumulative Plus Project" traffic conditions and indicates whether the traffic associated with the Project will have an impact based on the LOS standards defined in this report.

Year 2019 Cumulative Traffic Conditions

An analysis of future (Year 2019) background traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic ***will not*** adversely impact the one (1) key roadway segment. The one (1) key study roadway segment is forecast to continue to operate at acceptable LOS A on a daily basis with the addition of ambient traffic growth and cumulative projects traffic.

Year 2019 Cumulative Plus Project Traffic Conditions

Review of column (5) of *Table 13-3* indicates that traffic associated with the proposed Project ***will not*** significantly impact the one (1) key roadway segment, when compared to the LOS standards specified in this report. The one (1) key roadway segment is forecast to continue to operate at an acceptable LOS with the addition of project generated traffic in the Year 2019.

TABLE 13-3

YEAR 2019 CUMULATIVE PLUS PROJECT ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment	(1) No. of Existing Lanes	(2) Arterial Classification	(3) Existing Capacity at LOS "E"	(4) Year 2019 Cumulative Traffic Conditions			(5) Year 2019 Cumulative Plus Project Traffic Conditions				
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Impact (Yes/No)
A. Tustin Avenue, between Fourth Street and First Street	5D	Major	46,900[14]	22,716	0.484	A	23,324	0.497	A	0.013	No

[14] Major 5-lane LOS E capacity was interpolated between Major 6-lane and Primary 4-lane arterials.

14.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The Project site is comprised of two parcels and is currently occupied by an existing gas station building and car wash at 325 N. Tustin Avenue and a sit-down restaurant at 301 N. Tustin Avenue. The site is generally located south of Fourth Street and east of Tustin Avenue. Both properties are located in the Professional (P) zoning district. 301 N. Tustin Avenue has a General Plan land use designation of Professional & Administrative Office (PAO) and 325 N. Tustin has the General Plan land use designation of General Commercial (GC). As proposed, the Project requires approval of a general plan amendment to change the land use designation from PAO to GC, zone change from P to Commercial General (C2).

  The Project will include the development of an express car wash and a gas station convenience store at 301 and 325 N. Tustin Avenue, respectively. The Project would include construction of a 118.5-foot express car wash tunnel to replace a 4,200 SF sit-down restaurant and a 12 pump gas service station with a 3,040 SF convenience store to replace the existing gas station building and car wash. Please note that the proposed Project will provide internal access between the two parcels.

- ***Study Scope*** – The following four (4) key study intersections and one (1) key roadway segment were selected for detailed peak hour and daily V/C / level of service analyses under Existing Traffic Conditions, Existing Plus Project Traffic Conditions, Year 2019 Cumulative Traffic Conditions and Year 2019 Cumulative plus Project:

  Key Study Intersections

  1. Tustin Avenue at Fourth Street (Santa Ana)
  2. Tustin Avenue at First Street (Tustin)
  3. SR-55 SB Ramps at Fourth Street (Santa Ana/Caltrans)
  4. Sr-55 NB Ramps at Fourth Street/Irvine Boulevard (Tustin/Caltrans)

  Key roadway segment

  A. Tustin Avenue, between Fourth Street and First Street (Santa Ana)

- ***Existing Traffic Conditions*** – Three (3) of the four (4) key study intersections currently operate at an acceptable level of service during the AM and PM peak hours for the Existing traffic conditions. The exception is SR-55 SB Ramps at Fourth Street, which currently operates at unacceptable LOS E during the AM peak hour.

- ***Project Trip Generation*** – With the application of existing trip credits, the proposed Project is forecast to generate a new of 978 daily trips, a net of 50 (27 inbound, 23 outbound) AM peak hour trips, and a net of 86 (39 inbound, 47 outbound) PM peak hour trips.

- ***Cumulative Projects Traffic Characteristics*** – Twenty-four (24) cumulative projects were considered as part of the cumulative background setting. The twenty-four (24) cumulative projects are forecast to generate 30,720 daily trips, with 2,501 trips (1,176 inbound, 1,325

outbound) anticipated during the AM peak hour and 2,962 trips (1,506 inbound, 1,456 outbound) produced during the PM peak hour.

- ***Existing Plus Project Traffic Conditions*** – The proposed Project ***will not*** significantly any of the four (4) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of SR-55 SB Ramps at Fourth Street is forecast to operate at LOS E during the AM peak hour with the addition of Project traffic, the proposed Project is expected to add less than 0.010 to the ICU value. The remaining three (3) intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic under the Existing Plus Project traffic conditions.

- ***Year 2019 Cumulative Traffic Conditions Plus Project*** –Traffic associated with the proposed Project ***will not*** significantly impact any of the four (4) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. SR-55 SB Ramps at Fourth Street is forecast to operate at LOS E during the AM peak hour with the addition of Project traffic, the proposed Project is expected to add less than 0.010 to the ICU value. The remaining three (3) key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic in the Year 2019.

- ***Site Access Assessment –*** The three (3) proposed Project driveways under near-term (Year 2019) traffic conditions at completion and full occupancy of the proposed Project. As shown, these key study intersections are forecast to operate at LOS C or better during the AM peak hour and PM peak hour.

- ***Internal Circulation Evaluation –*** The on-site circulation was evaluated in terms of vehicle-pedestrian conflicts. Based on our review of the preliminary site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points and the driveway throating is sufficient such that access to parking spaces is not impacted by internal vehicle queuing/stacking. Curb return radii have been confirmed and are adequate for service/delivery trucks and trash trucks. The on-site circulation is very good based on our review of the proposed site plan, whereas the alignment, spacing, and throating of the Project driveways is adequate. The circulation around the buildings is adequate with sufficient sight distance along the drive aisles.

- ***CMP Compliance Assessment –*** The proposed Project is expected to generate a net of 878 daily trips, and thus does not meet the criteria required for a CMP traffic analysis. Therefore, it is concluded that the proposed Project will not have any significant traffic impacts on the Congestion Management Program Highway System.

- ***State of California (Caltrans) Analysis for Existing Plus Project Traffic Conditions***– Based on the evaluation using Caltrans criteria, the proposed Project ***will not*** significantly impact either of the two (2) state-controlled study intersections. Both intersections are forecast to continue to operate at acceptable LOS C with the addition of project generated traffic under the Existing Plus Project traffic conditions.

- ***State of California (Caltrans) Analysis for Year 2019 Plus Project Traffic Conditions***– Based on the evaluation using Caltrans criteria, the proposed Project ***will not*** significantly impact either of the two (2) state-controlled study intersections. Both intersections are forecast to continue to operate at acceptable LOS C with the addition of project generated traffic under the Year 2019 Plus Project traffic conditions.

- ***Existing Roadway Segment Evaluation*** – The one (1) key roadway segment currently operates at LOS A under Existing traffic conditions.

- ***Existing Plus Project Roadway Segment Evaluation*** – The one (1) key roadway segment is forecast to continue to operate at an acceptable service level on a daily basis with the addition of Project generated traffic to existing traffic and will not have a significant impact.

- ***Year 2019 Cumulative Plus Project Roadway Segment Evaluation*** – The proposed Project ***will not*** significantly impact the one (1) key roadway segment, when compared to the LOS standards specified in this report. The one (1) key roadway segment is forecast to continue to operate at an acceptable LOS with the addition of project generated traffic in the Year 2019.

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