GARDEN GROVE

A G E N D A

GARDEN GROVE PLANNING COMMISSION

APRIL 18, 2024 - 7:00 PM

COMMUNITY MEETING CENTER
11300 STANFORD AVENUE

Meeting Assistance: Any person requiring auxiliary aids and services, due to a disability, to address the Planning Commission, should contact the Community Development Department at (714) 741-5312 or email planning@ggcity.org 72 hours prior to the meeting to arrange for special accommodations. (Government Code §5494.3.2).

Agenda Item Descriptions: Are intended to give a brief, general description of the item. The Planning Commission may take legislative action deemed appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

Documents/Writings: Any revised or additional documents/writings related to an item on the agenda distributed to all or a majority of the Planning Commission within 72 hours of a meeting, are made available for public inspection at the same time (1) in the Planning Services Division Office at 11222 Acacia Parkway, Garden Grove, CA 92840, during normal business hours; and (1) at the Community Meeting Center at the time of the meeting.

Public Comments: Members of the public who attend the meeting in-person and would like to address the Planning Commission are requested to complete a yellow speaker card indicating their name and address, and identifying the subject matter they wish to address. This card should be given to the Recording Secretary before the meeting begins. General comments are made during "Oral Communications" and are limited to three (3) minutes and to matters the Planning Commission has jurisdiction over. Persons wishing to address the Planning Commission regarding a Public Hearing matter will be called to the podium at the time the matter is being considered. Members of the public who wish to comment on matters before the Commission, in lieu of doing so in person, may submit comments by emailing public-comment@ggcity.org no later than 3:00 p.m. the day of the meeting. The comments will be provided to the Commission as part of the meeting record.

PLEASE SILENCE YOUR CELL PHONES DURING THE MEETING.

REGULAR MEETING AGENDA

ROLL CALL: CHAIR LINDSAY, VICE CHAIR RAMIREZ
COMMISSIONERS ARBGAST, CUEVA, CUNNINGHAM, LARICCHIA, PAREDES

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

A. ORAL COMMUNICATIONS - PUBLIC

B. APPROVAL OF MINUTES – March 21, 2024

C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)

C.1. CONDITIONAL USE PERMIT NO. CUP-259-2024

APPLICANT: FREEDOMHOUSE OC (JOSIAH SILVA)
LOCATION: SOUTHWEST CORNER OF KATELLA AVENUE AND EUCLID STREET AT 10912 KATELLA AVENUE

REQUEST: A request for Conditional Use Permit approval to operate a new religious facility, including church services, an accredited bible college, and a child day care, all within an existing 46,287 square foot tenant space. The site is in the NMU (Neighborhood Mixed Use) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA).

STAFF RECOMMENDATION: Approval of Conditional Use Permit No. CUP-259-2024, pursuant to the recommended Conditions of Approval.

C.2. MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM
AMENDMENT NO. A-040-2024
PLANNED UNIT DEVELOPMENT NO. PUD-019-2024
SITE PLAN NO. SP-136-2024
VARIANCE NO. V-042-2024
VESTING TENTATIVE TRACT MAP NO. TT-19298

APPLICANT: OLSON URBAN HOUSING, LLC
LOCATION: EAST SIDE OF NEWHOPE STREET, NORTH OF GARDEN GROVE BOULEVARD, AT 12828 NEWHOPE STREET

REQUEST: A request that the Planning Commission recommend City Council approval of a zoning map amendment, residential Planned Unit Development, and related entitlements for a proposed 15-unit multiple-family residential project on an approximately 0.88-acre site. The specific land use entitlement approvals requested include the following: (i) zoning map amendment to re-zone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone; (ii) residential Planned Unit Development to facilitate the development of the project; (iii) Site Plan approval to construct fifteen (15) three-story detached homes along with associated site improvements; (iv) a Vesting Tentative Tract Map to create a one-lot subdivision for the purpose of selling each dwelling unit as a condominium; and (v) a Variance to deviate from the minimum property size to establish a residential Planned Unit Development.

The Planning Commission will also consider a recommendation that the City Council adopt a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the project.

STAFF RECOMMENDATION: Recommend adoption of the Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program, and approval of Amendment No. A-040-2024, Planned Unit Development No. PUD-019-2024, Site Plan No. SP-136-2024, Variance No. V-042-2024, and Vesting Tentative Tract Map No. TT-19298, to City Council, pursuant to the recommended Conditions of Approval.

D. MATTERS FROM COMMISSIONERS

E. MATTERS FROM STAFF

F. ADJOURNMENT

GARDEN GROVE PLANNING COMMISSION
Community Meeting Center
11300 Stanford Avenue, Garden Grove, CA 92840

Meeting Minutes
Thursday, March 21, 2024

CALL TO ORDER: 7:01 p.m.

ROLL CALL:

Commissioner Arbgast
Commissioner Cueva
Commissioner Cunningham
Commissioner Laricchia
Commissioner Lindsay
Commissioner Paredes
Commissioner Ramirez

Absent: Lindsay, Paredes

PLEDGE OF ALLEGIANCE: Led by Commissioner Cunningham

ORAL COMMUNICATIONS – PUBLIC – None

March 7, 2024 MINUTES:

Action: Received and filed.

Motion: Arbgast Second: Laricchia

Ayes: (5) Arbgast, Cueva, Cunningham, Laricchia, Ramirez
Noes: (0) None
Absent: (2) Lindsay, Paredes

PUBLIC HEARING – CONDITIONAL USE PERMIT NO. CUP-255-2024 AND INTERPRETATION OF USE NO. IOU-005-2024 FOR PROPERTY LOCATED WEST OF MAGNOLIA STREET, BETWEEN CHAPMAN AVENUE AND GARDEN GROVE BOULEVARD, AT 12191-12211 MAGNOLIA STREET

Applicant: SR. GRACE DUC LE
Date: March 21, 2024

Request: A request for Interpretation of Use approval to determine that Adult Day Services use, including Adult Day Program (ADP) and Adult Day Health Care (ADHC), is permitted in the R-1 (Single-Family Residential) zone district, subject to a Conditional Use Permit, and subject to the conditions that it is incidental to the operation of a Church and Other

Religious Center and is located along, and has access from, a major or primary arterial street. In conjunction with the Interpretation of Use request, the applicant also requests Conditional Use Permit approval to allow the continued operation of an existing religious facility, Lambertian Ministry Center, and an existing Preschool and Afterschool Program, and to introduce, and allow, the operation of a new Adult Day Health Care facility collectively on a property located at 12191-12211 Magnolia Street. The site is in the R-1 (Single-Family Residential) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA).

Action: Resolution No. 6084-24 was approved.

Motion: Cunningham Second: Arbgast

Ayes: (5) Arbgast, Cueva, Cunningham, Laricchia, Ramirez
Noes: (0) None
Absent: (2) Lindsay, Paredes

MATTERS FROM COMMISSIONERS: Vice Chair Ramirez mentioned that a remnant parcel on Gilbert Street, has weeds in the landscape setback, and asked staff to look into the matter as well as the fencing. Staff would contact Code Enforcement in regard to the issue.

MATTERS FROM STAFF: Staff noted the April 4th meeting would be cancelled and gave a brief description of the agenda items for the April 18th meeting.

ADJOURNMENT: At 7:23 p.m.

_____
Judith Moore
Recording Secretary

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1	**SITE LOCATION:** Southwest corner of Katella Avenue and Euclid Street, at 10912 Katella Avenue
HEARING DATE: April 18, 2024	**GENERAL PLAN:** Residential / Commercial Mixed Use 2 (RC2)
CASE NOS.: Conditional Use Permit No. CUP-259-2024	**ZONE:** Neighborhood Mixed Use (NMU)
APPLICANT: Freedomhouse OC	**APN:** 089-010-34
PROPERTY OWNER: GL Katella, LLC	**CEQA DETERMINATION:** Exempt – Existing Facilities – 15301

REQUEST:

A request for Conditional Use Permit Approval to operate a new religious facility, including, church services, an accredited bible college, and a child day care within an existing 46,287 square-foot tenant space, located at 10912 Katella Avenue. In conjunction with this request, City staff recommends the Planning Commission revoke all previous Conditional Use Permits governing the site.

BACKGROUND:

The subject property is located within a commercial shopping center on the southwest corner of Katella Avenue and Euclid Street, at 10912 Katella Avenue. The shopping center is comprised of multiple properties, totaling approximately 16 acres, with reciprocal access across the properties. The shopping center currently includes Gold's Gym, Auto Zone, McDonald's, Carl's Junior, Dollar Tree, and a variety of smaller, inline tenants. The property under consideration is approximately 4.99 acres at the southeast corner of the shopping center, and is currently improved with an approximately 46,287 square-foot building, 344 parking spaces, trash enclosures, landscaping, and other site features. The subject tenant space occupies the entirety of the 46,287 square-foot building.

The site has a General Plan Land Use Designation of RC2 (Residential/Commercial Mixed-Use 2) and is zoned NMU (Neighborhood Mixed Use). The subject site abuts R-3 (Multiple-Family Residential) zoned properties to the south, and NMU zoned properties to the west. To the north, across Katella Avenue, and to the east, across Euclid Street, the subject site is adjacent to commercial and residential properties located in the City of Anaheim.

The subject building was originally constructed in 1957, as a Food Giant supermarket. The building was subsequently occupied by a variety of grocery stores until 1979. In 1980, the building was remodeled to accommodate a Pep Boys auto service business on the eastern half of the building (Unit A). The western half of the building was subdivided into two (2) additional tenant spaces. Initially, one space was occupied by Leo's Stereo retail store (Unit C), and Peter Piper Pizza restaurant (Unit B).

In 1983, Conditional Use Permit No. CUP-120-83 was approved to allow for Peter Piper Pizza to operate as a restaurant/arcade.

In 1992, the City approved Conditional Use Permit No. CUP-128-92, to allow the operation of a new restaurant/arcade, PizzaCade, and to operate with an Alcoholic Beverage Control Type "41" (On-Sale, Beer and Wine) License in Unit B. Later, in 1993, the City approved Conditional Use Permit No. CUP-128-92, Revised 93 to expand the maximum allowable of video arcade games within the restaurant.

PizzaCade operated until 1997. In 1998, the City revoked Conditional Use Permit No. CUP-128-92, Revised 93.

Later in 1998, Conditional Use Permit No. CUP-422-98 was approved to allow the operation of a new family entertainment center, Nickel Nickel 5 Cent Games, in Unit B. Following a six-month trial period, the conditions of approval for CUP-422-98 were modified to allow for expanded operating hours.

In 2012, tenant improvement permits were issued to convert the entirety of the building into a Walmart Neighborhood Market grocery store. In 2013, Conditional Use Permit No. CUP-367-13 was approved to allow the existing grocery store to operate with a new original ABC Type "21" (Off-Sale, General) License. The grocery store operated until 2022. The building has since remained vacant.

The applicant is now requesting a new Conditional Use Permit to operate a religious facility with church services, within the subject building. In addition to church services, incidental activities and functions of the facility will include an accredited bible college, a child day care, a café, and a bookstore. Section 9.18.020.030 of the Municipal Code requires newly established religious facilities, daycares, and educational institutions to operate with a Conditional Use Permit in the NMU zone. Additionally, Conditional Use Permit Nos. CUP-120-83, CUP-422-98, and CUP-367-13, which previously governed the site, will be revoked, and become null and void.

CONDITIONAL USE PERMIT

"Church and Other Religious Centers," daycares, and educational institutions are conditionally permitted in the NMU zone. Additionally, "Church and Other Religious

Centers" are subject to Special Operating Conditions and Development Standards listed within Section 9.18.030.120 of the Municipal Code, which include: required setbacks, lighting, and lot frontage requirements. The existing building and subject site meet these requirements of the Municipal Code. A summary of these standards is provided in the table below.

Municipal Code Section 9.18.030.120 (Churches and Other Religious Centers)			
Standard	**Required**	**Provided**	**Meets Code?**
Front Yard Setback - Building	15'-0"	123'-6"	Yes
Front Yard Setback - Parking	15'-0"	15'-4"	Yes
Proximity to "R" Zoned Property	25'-0"	70'-0"	Yes
Site Frontage	120'-0"	App. 608'-6"	Yes
Lighting	Shield lighting from adjoining premises	All lighting shielded	Yes

There are no modifications to the overall footprint of the existing building as a part of this request. The project scope includes tenant improvements to convert the interior of the existing building from a retail use to the requested religious facility, and the conversion of existing outdoor storage space into an outdoor playground area. Included in the proposed floor plan is a lobby, a main auditorium, classrooms, daycare rooms, a kitchen, a dining hall, restrooms, and ancillary storage and office spaces.

The religious facility will feature a variety of activities, all operating as Freedomhouse OC. Freedomhouse OC currently operates two other religious facilities, one in Fullerton, and one in Irvine. The proposed facility will operate as a third location. A traditional church service function will occur at multiple times on Sundays, at 8:30 a.m. and 10:00 a.m. Services will be held in the main auditorium, which seats 1,032 attendees, toward the west side of the building. A bible study will occur on Wednesday nights from 7:00 p.m. to 9:00 p.m.

Also included in the operation of the facility, is the Freedomhouse Bible College. The bible college is an accredited three-year in-person and online program, offering Associates Degrees in Biblical Studies. The bible college will operate from Tuesday to Friday, between the hours of 6:30 p.m. and 9:00 p.m. Classes will be held in four (4) classrooms, toward the center of the building. Concurrent with the operating hours of the bible college is the café and bookstore in the main lobby, closest to the main entrance of the building. This space will operate from 5:00 p.m. to 9:30 p.m., Tuesday to Friday.

Freedomhouse OC will also operate a State-licensed daycare facility for children between the ages of 9 months and 5 years old. The daycare will operate between 7:00 a.m. to 5:30 p.m. Monday to Friday. The daycare features a lobby area for drop-off/pick-up, five (5) daycare rooms, restrooms, and associated storage areas,

all on the eastern side of the building. An outdoor playground area is adjacent to the daycare and features shade areas and play areas for children.

State laws applicable to child care centers, administered and regulated by the California Department of Social Services (CDSS), require a minimum amount of indoor and outdoor activity space. For indoor activity space, a minimum of 35 square foot per child is required. For outdoor activity space, a minimum of 75 square feet per child is required.

The applicant has proposed to operate the daycare with a maximum capacity of 75 children at any one time. Therefore, the minimum amount of indoor activity space is 2,625 square feet (35 square feet per child). The daycare will provide a total of 2,625 square feet of indoor activity space, meeting the minimum required by CDSS.

The minimum outdoor activity space required is 5,625 square feet (75 square feet per child). The daycare will provide a total of 2,364 square feet of outdoor activity space in an existing outdoor space that was previously used for storage, on the east side of the building. The outdoor space provided is less than the minimum required by CDSS. The applicant has coordinated with CDSS to obtain a waiver of the minimum outdoor activity space requirement. To allow the waiver, no more than thirty-one (31) children occupy the outdoor playground at any one time. The daycare will establish a staggered schedule of outdoor play times for all classrooms to comply with this requirement.

As part of the approval of Conditional Use Permit No. CUP-259-2024, a Condition of Approval (Condition No. 35) has been included to specify that the maximum enrollment capacity of 75 children, contemplated and approved under CUP-259-2024, is contingent upon the applicant obtaining final approval and acknowledgement in writing of a waiver from the California Department of Social Services (CDSS) for any indoor or outdoor activity space(s), including any other applicable requirements by CDSS, prior to commencement of operation of the daycare. Provided the applicant has successfully obtained the necessary waiver for indoor and/or outdoor activity space, along with the State license for the daycare facility, the facility is permitted a maximum enrollment capacity of 75 children, as proposed.

In the event that the applicant is unable to obtain approval of a waiver from CDSS from any applicable State law requirements, including those related to minimum indoor and/or outdoor activity spaces, that would preclude the proposed maximum enrollment capacity of 75 children, the applicant shall limit the maximum number of children for the daycare, as required and stipulated by the approved State license for the facility. At no time, nor under any circumstance, shall the facility exceed a maximum capacity of 75 children, unless the applicant has obtained necessary approval to modify the existing Conditional Use Permit or obtain approval of a new Conditional Use Permit, as determined by the Community Development Department and approved by the appropriate hearing body.

All of the proposed activities on-site will be incidental to the use of the property for "Church and Other Religious Centers," as classified by the Municipal Code. Should Freedomhouse OC ever cease church services, the associated activities, including the bible college, daycare, and bookstore/café shall also cease operations. The project has been conditioned as such. A weekly schedule of all Freedomhouse OC activities is provided below.

Freedomhouse OC Proposed Daily Operation		
Day	**Time**	**Activity**
Monday	7:00 a.m. to 5:30 p.m.	Daycare
Tuesday	7:00 a.m. to 5:30 p.m. 6:30 p.m. to 9:00 p.m. 5:00 p.m. to 9:30 p.m.	Daycare Bible College Café/Bookstore
Wednesday	7:00 a.m. to 5:30 p.m. 6:30 p.m. to 9:00 p.m. 7:00 p.m. to 9:00 p.m. 5:00 p.m. to 9:30 p.m.	Daycare Bible College Bible Study Café/Bookstore
Thursday	7:00 a.m. to 5:30 p.m. 6:30 p.m. to 9:00 p.m. 5:00 p.m. to 9:30 p.m.	Daycare Bible College Café/Bookstore
Friday	7:00 a.m. to 5:30 p.m. 6:30 p.m. to 9:00 p.m. 5:00 p.m. to 9:30 p.m.	Daycare Bible College Café/Bookstore
Saturday	N/A	N/A
Sunday	8:30 a.m. 10:00 a.m.	Church Service Church Service

California State Assembly Bill 2097 (AB 2097) became effective on January 1, 2023, and prohibits cities from imposing minimum parking requirements for commercial uses that are located within one-half (½) mile of a major transit stop. The subject project site is located within one-half (½) mile of the major transit stop at the intersection of Katella Avenue and Euclid Street. While the project proposes to maintain and utilize the existing 344 parking spaces for use by its patrons and to support its operation, the applicant is invoking the provisions of AB 2097, exempting the proposed facility from the minimum parking requirements of the City's Municipal Code. Therefore, the parking requirements of the State law are met.

Per Garden Grove Municipal Code Section 9.18.140.030, minimum parking requirements for religious facilities are based on a standard of one (1) parking space per three (3) fixed seats in sanctuary/assembly areas, plus one (1) space per 250 square feet of ancillary use areas. Based on these standards, the fixed seating area requires 344 parking spaces, and the ancillary use areas require 145 parking spaces, for a total of 489 parking spaces. The property currently provides 344 parking spaces, a 145 parking space (29.6%) deficiency.

As a goodwill gesture, the applicant hired KOA, a licensed traffic engineering firm, to conduct a parking demand study for the shopping center that includes the subject property. The subject property does feature reciprocal access to the parking lots on the adjacent properties to the west and the north. Based on the findings of the study, there is an anticipated surplus of 186 spaces on Sunday mornings, during church

service times. During weekdays, there is an anticipated 485-space surplus during the morning and afternoon hours, and 196-space surplus in the evening. While ineligible for a parking management plan by Municipal Code standards, and the project being exempt from the City's minimum parking requirements pursuant to AB 2097, the site is expected to have surplus parking available during all operating hours.

Based on City standards, a Transportation Study was also prepared by KOA. Based on the results of their findings, the project is not expected to have any significant impacts on traffic and/or adjacent roadways. The City's Engineering Division has also reviewed the report, and concurred with its findings.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA's Class 1 exemption applies to the operation, repair, maintenance, permitting, leasing, licensing, and minor alterations of existing facilities, with negligible or no expansion of use (CEQA Guidelines §15301.). The subject request for the operation of the religious facility does not involve any physical expansion of the existing building. The subject request does not involve any new building square footage, and the proposed construction involves only alterations to the interior of the existing building, and the creation of an exterior playground. Therefore, the proposed project is exempt from CEQA.

RECOMMENDATION:

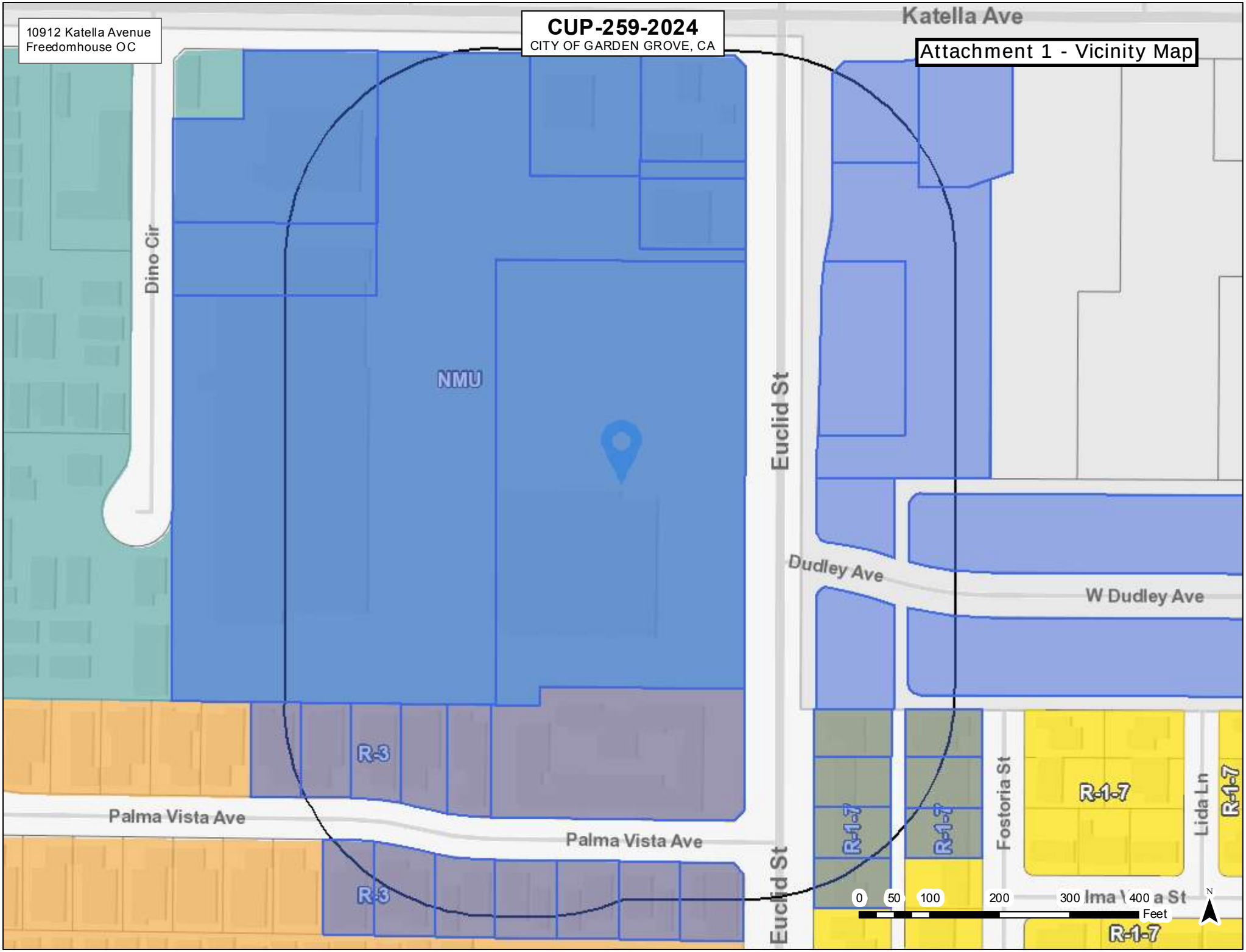
Staff recommends that the Planning Commission take the following action:

1. Adopt Resolution No. 6085-24 approving Conditional Use Permit No. CUP-259-2024, subject to the recommended Conditions of Approval, and revoking all previous Conditional Use Permits Governing use of the subject site.

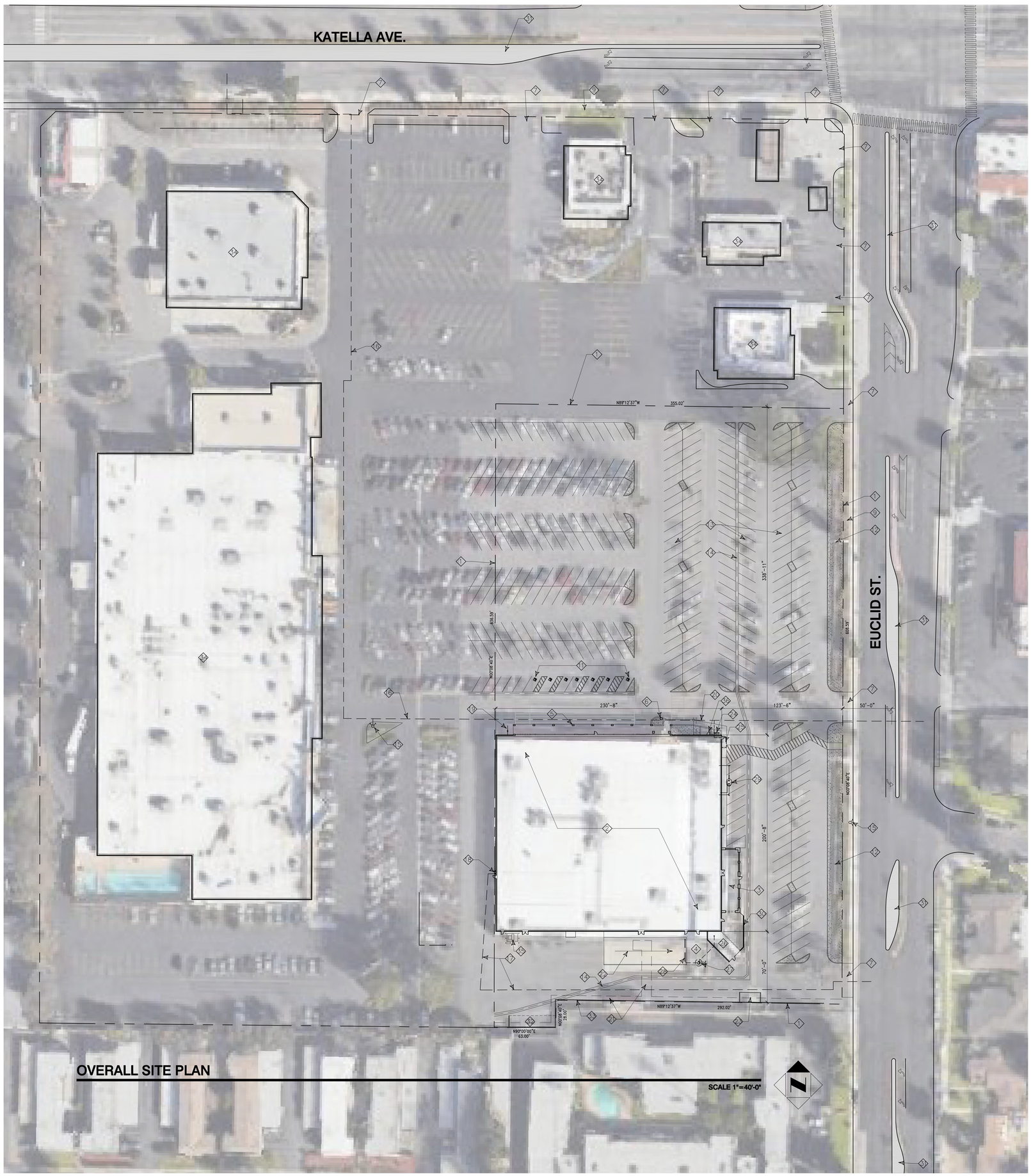
Maria Parra
Planning Services Manager

By: Priit Kaskla, AICP
Associate Planner

Attachment 1: Vicinity Map
Attachment 2: Plans
Attachment 3: Traffic and Parking Memo
Attachment 4: Transportation Study
Attachment 5: Resolution No. 6085-24 with Exhibit "A" – Conditions of Approval


10912 Katella Avenue
Freedomhouse OC
CUP-259-2024
CITY OF GARDEN GROVE, CA
Attachment 1 - Vicinity Map
Katella Ave
Dino Cir
NMU
Euclid St
Dudley Ave
W Dudley Ave
R-3
Palma Vista Ave
Palma Vista Ave
R-3
Euclid St
R-1-7
R-1-7
Fostoria St
R-1-7
Lida Ln
R-1-7
R-1-7
0
50
100
200
300
400
Feet
N


Attachment 1 - Vicinity Map
Euclid Street
Subject Parcel
Katella Avenue
NORTH



OVERALL SITE PLAN

SCALE 1"=40'-0"

OVERALL SITE PLAN KEYNOTES

1. PROPERTY LINE
2. EXISTING BUILDING
3. EXISTING OUTDOOR STORAGE AREA– TO BE CONVERTED TO PLAY AREA
4. EXISTING LOADING DOCK TO REMAIN
5. EXISTING COVERED PORTICO
6. EXISTING (3) COLUMNS FOR PYLON SIGN
7. EXISTING DRIVE APPROACH
8. EXISTING DRIVE AISLE
9. EXISTING SIDEWALK
10. EXISTING ACCESSIBLE PATH OF TRAVEL
11. EXISTING ACCESSIBLE PARKING STALLS
12. EXISTING LANDSCAPE AREA – TYPICAL
13. EXISTING STANDARD DIAGONAL PARKING STALL – TYP
14. EXISTING DRAINAGE SWALE
15. EXISTING FIRE HYDRANT
16. EXISTING 6" AC WATER PUBLIC LINE
17. EXISTING GAS LINE
18. EXISTING 3" GAS CONNECTION/METER
19. EXISTING SEWER CONNECTION
20. EXISTING DOMESTIC AND FIRE WATER POINT OF CONNECTION
21. EXISTING SOUTHERN CALIFORNIA EDISON POWER POLE EASEMENT
22. EXISTING LOADING DOCK RAMP DOWN– TO REMAIN
23. EXISTING TRASH ENCLOSURE TO REMAIN
24. EXISTING BACKFLOW PREVENTER
25. EXISTING SPRINKLER WATER ENTRY
26. EXISTING COMPACTOR ENCLOSURE TO REMAIN
27. EXISTING SUB–SURFACE SUMP PUMP
28. EXISTING LOADING DOCK DRAIN
29. EXISTING 1300 GALLON GREASE INTERCEPTOR TO REMAIN
30. EXISTING C.M.U. SCREEN WALL TO REMAIN
31. EXISTING STREET MEDIAN
32. EXISTING SHOPPING CART STORAGE AREA TO REMAIN
33. EXISTING C.M.U. WALL
34. EXISTING BUILDING– NOT A PART OF PROJECT
35. EXISTING TRANSFORMER TO REMAIN
36. PROPOSED NEW ENTRY

CRANE ARCHITECTURAL GROUP
Innovations in Architecture
110 E. WILSHIRE AVE., SUITE 300 714/525-0083
FULLERTON, CA 92832 FAX 714/525-9628

TITLE: OVERALL SITE PLAN

PROJECT: FREEDOM HOUSE CHURCH
13952 EUCLID AVE.
GARDEN GROVE, CA 92804

CLIENT: FREEDOM HOUSE CHURCH
484 W. COMMONWEALTH AVE.
FULLERTON, CA 92832

STAMP:

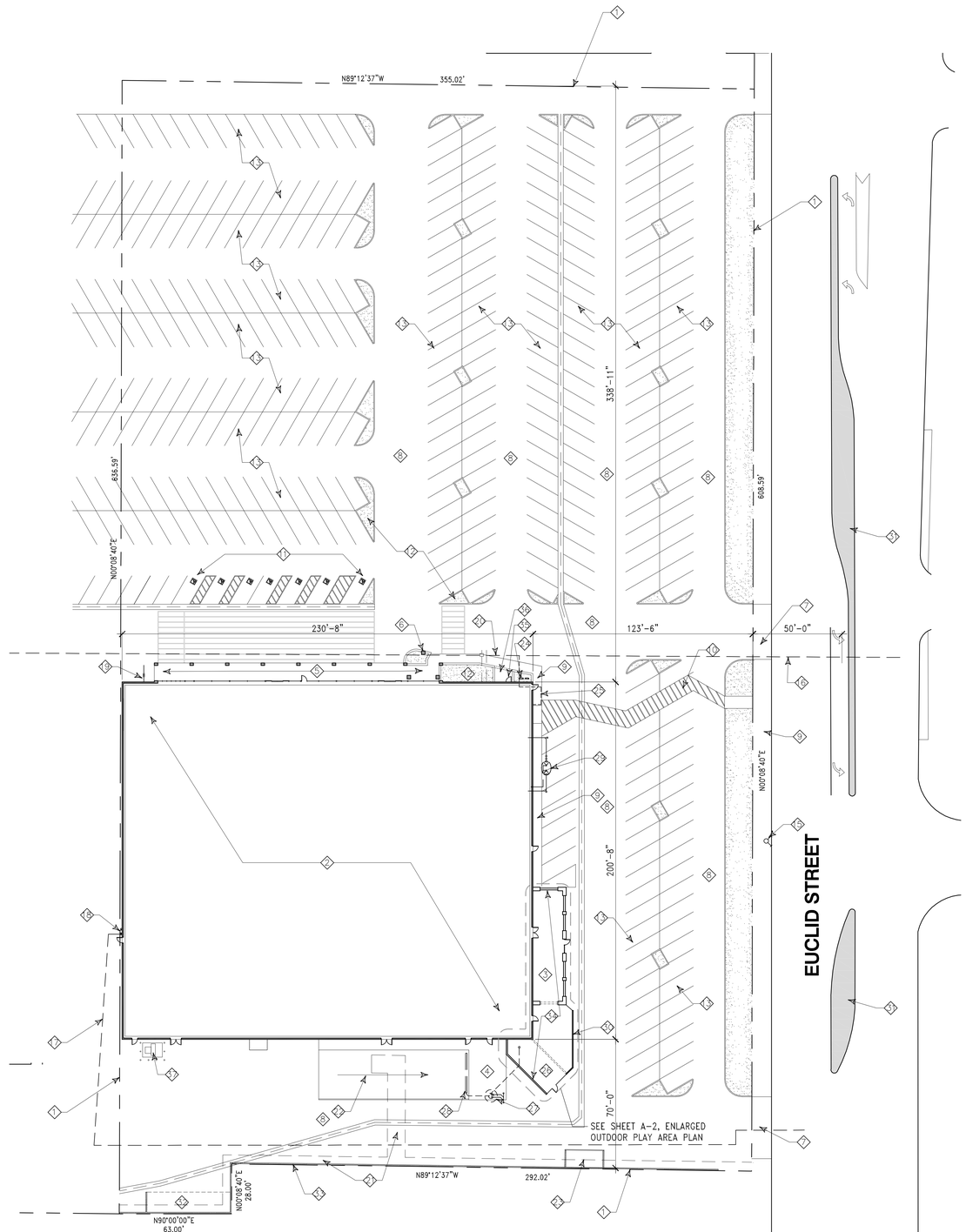
DRAWN: MTB
CHECKED:
DATE: 1/17/24
SCALE: AS NOTED
JOB NO.:
SHEET: SP-0.1
OF SHEETS

BUILDING DEPARTMENT NOTES

1. All proposed works, and/or proposed future uses of the building shall comply with the latest California Building Standards Code at the time of tenant improvement permit application.
2. A tenant improvement permit shall be required for the proposed change in use.
3. All changes in occupancy, additions, and/or alterations shall comply with the path of travel requirements as required by CBC Chapter 11B, Section 11B-202.4.
4. All rooms/spaces shall be accessible, and shall comply with CBC Chapter 11B.
5. A structural analysis is required per CBC Table 1604.5 using Risk Category III for structures whose primary occupancy is public assembly with an occupant load greater than 300.

WATER SERVICE DIVISION NOTES

1. The existing building is tied to a private sewer system onsite through a sewer lift station. It is the responsibility of the design engineer to determine whether the existing lift station and private sewer system on site has sufficient capacity for the proposed use. All onsite connections are under Building and Safety Division's jurisdiction. The public sewer main in Katella Ave, where the private sewer system connects, has sufficient sewer capacity.
2. New water service installations 0'-2" and smaller may be installed by the City of Garden Grove at the owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services 0'-3" and larger, shall be installed by developer/owner's contractor per City Standards.
3. Water meters shall be located within the City right-of-way or within a dedicated waterline easement. Fire services and large water services 0'-3" and larger shall be installed by contractor with a Class A or C-34 license, per City water standards, and inspected by approved Public Works inspection.
4. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have a RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards, and shall be tested by a certified backflow device tester immediately after installation. Cross-connection inspector shall be notified for inspection after the installation is completed. Owner shall have the RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to the Public Works Department, Water Services Division. Property owner must open a water account upon installation of RPPD device.
5. It shall be the responsibility of owner/developer to abandon any existing private water well(s) per Orange County Health Department requirements. Abandonment(s) shall be inspected by Orange County Health Department inspector after permits have been obtained.
6. A composite utility site plan shall be part of the water plan approval.
7. There is an existing 0'-6" water main onsite. Provide a title report to confirm the existence of a water easement. If no easement is found, the developer is required to prepare a water easement document for City's review to be recorded with the County.
8. There shall be a minimum 15'-0" clearance of building footings from water main. Clearances less than 15'-0" shall be reviewed and approved by Water Engineering.
9. There shall be no structures or utilities built on, or crossing, water main easement.
10. New utilities shall have a minimum 5'-0" horizontal and a minimum 1'-0" vertical clearance from water main and appurtenances.
11. There shall be a minimum clearance from sewer main and water main of 10'-0" from outside of pipe to outside of pipe.
12. Any new or existing water valve located within a new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
13. City shall determine if existing water services(s) is/are usable, and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.
14. All fire service shall have above-ground backflow device with a double check valve assembly. Device shall be tested immediately after installation, and once a year thereafter, by a certified backflow device tester, and the results to be submitted to the Public Works Department, Water Services Division. Device shall be on private property, and is the responsibility of the property owner. The above-ground assembly shall be screened from public view, as required by the Planning Services Division.
15. No permanent structures, trees, or deep-rooted plants shall be placed over water main.
16. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority (OCFA).
17. If needed, owner shall install a new sewer lateral with clean out connecting to existing private sewer system onsite. It is the responsibility of the owner to install an appropriately sized sewer lateral.
18. Contractor shall abandon any existing unused sewer lateral(s) on the property owner's side in accordance with California Plumbing Code.
19. All perpendicular crossings of the sewer, including laterals, shall maintain a minimum vertical separation of 12" below the water main, outer diameter to outer diameter. All exceptions to the above require a variance from the State Water Resources Control Board.
20. If a water main is exposed during installation of sewer lateral, a 20'-0" section of the water main shall be replaced with 20'-0" PVC C-900 DR-14 class 305 water pipe, size in kind, and centered at the crossing.



SITE PLAN

SCALE 1"=30'-0"

SITE PLAN KEYNOTES

1. PROPERTY LINE
2. EXISTING BUILDING
3. EXISTING OUTDOOR STORAGE AREA– TO BE CONVERTED TO DAYCARE PLAY AREA
4. EXISTING LOADING DOCK– TO REMAIN
5. EXISTING COVERED PORTICO
6. EXISTING (3) COLUMNS FOR PYLON SIGN
7. EXISTING DRIVE APPROACH
8. EXISTING DRIVE AISLE
9. EXISTING SIDEWALK
10. EXISTING ACCESSIBLE PATH OF TRAVEL
11. EXISTING ACCESSIBLE PARKING STALLS
12. EXISTING LANDSCAPE AREA – TYPICAL
13. EXISTING STANDARD DIAGONAL PARKING STALL – TYP
14. EXISTING DRAINAGE SWALE
15. EXISTING FIRE HYDRANT
16. EXISTING 6" AC WATER PUBLIC LINE
17. EXISTING GAS LINE
18. EXISTING 3" GAS CONNECTION/METER
19. EXISTING SEWER CONNECTION
20. EXISTING DOMESTIC AND FIRE WATER POINT OF CONNECTION
21. EXISTING SOUTHERN CALIFORNIA EDISON POWER POLE EASEMENT
22. EXISTING LOADING DOCK RAMP DOWN– TO REMAIN
23. EXISTING TRASH ENCLOSURE TO REMAIN
24. EXISTING BACKFLOW PREVENTER
25. EXISTING SPRINKLER WATER ENTRY
26. EXISTING COMPACTOR ENCLOSURE– TO BE CONVERTED TO DAYCARE PLAY AREA
27. EXISTING SUB-SURFACE SUMP PUMP
28. EXISTING LOADING DOCK DRAIN
29. EXISTING 1300 GALLON GREASE INTERCEPTOR TO REMAIN
30. EXISTING C.M.U. SCREEN WALL TO REMAIN
31. EXISTING STREET MEDIAN
32. EXISTING SHOPPING CART STORAGE AREA TO REMAIN
33. EXISTING C.M.U. WALL
34. PROPOSED DAYCARE PLAY AREA WITH AMENITIES AND SHADE PER TITLE 22, DIVISION 12 (2,264 S.F.)
35. NEW DOOR
36. PORTION OF EXISTING PLANTER TO BE REMOVED
37. EXISTING TRANSFORMER TO REMAIN

PROJECT DATA

ADDRESS:	10912 KATELLA AVE., GARDEN GROVE
OWNER:	FREEDOM HOUSE CHURCH 464 WEST COMMONWEALTH AVE. FULLERTON, CA 92832
SITE AREA:	217,826 S.F. (5.00 ACRES)
TOTAL BUILDING AREA/ TENANT SPACE SQUARE FOOTAGE:	46,287 S.F.
TOTAL NUMBER OF PARKING SPACES:	344 PARKING STALLS

PARKING

REQUIRED

Table 7 – Project Parking Requirements

Land Use	Size		Parking Rate	Parking Spaces Required
Sunday (8:30AM & 10:00AM Service)				
Church	1,032	Seats	1 space per 3 seats	344
	36,091	Sq.Ft. Ancillary Use	1 space per 250 sq. ft. GFA	145
Total (Sunday)				**489**

PROVIDED

7 ADA
337 STANDARD
344 TOTAL

CRANE ARCHITECTURAL GROUP
Innovations in Architecture
110 E. WILSHIRE AVE., SUITE 300 714/525-0063
FULLERTON, CA 92832 FAX 714/525-9628

TITLE: SITE PLAN

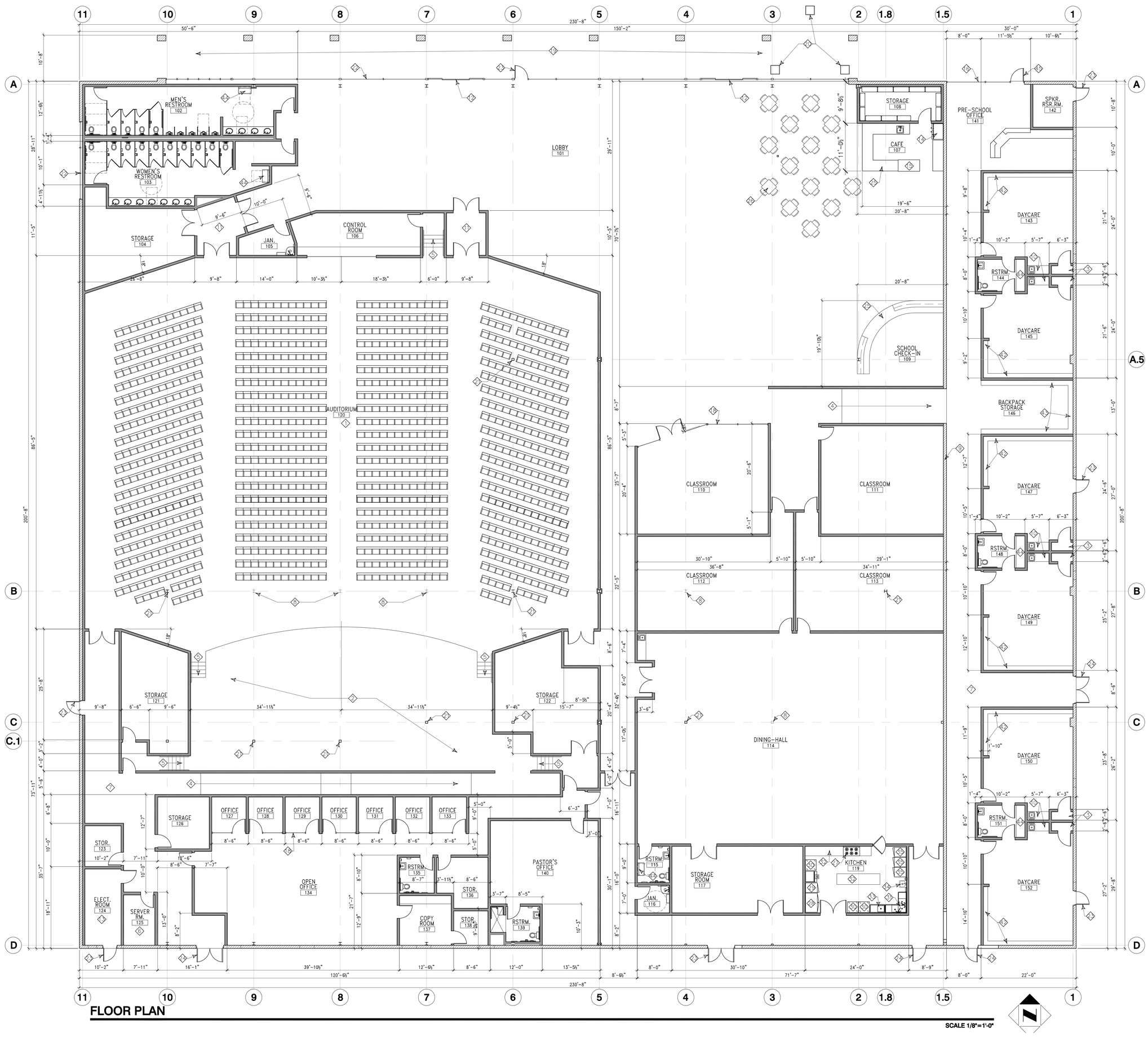
PROJECT: FREEDOM HOUSE CHURCH
10912 KATELLA AVE.
GARDEN GROVE, CA 92804

CLIENT: FREEDOM HOUSE CHURCH
464 W. COMMONWEALTH AVE.
FULLERTON, CA 92832

STAMP:

DRAWN: MTB
CHECKED:
DATE: 1/17/24
SCALE: AS NOTED
JOB NO.
SHEET: SP-1
OF SHEETS

Attachment 2 - Plans



FLOOR PLAN

SCALE 1/8"=1'-0"

FLOOR PLAN KEYNOTES

1. PROPOSED AUDITORIUM FIXED SEATING (1,032 SEATS)
2. 32" HIGH PLATFORM
3. STORAGE CLOSET
4. RAMP UP
5. STEPS UP
6. EXISTING COMPUTER SERVER ROOM TO REMAIN
7. HALLWAY
8. COLUMN TO BE REMOVED
9. EXISTING MASONRY WALL TO REMAIN (W/ OPENINGS CREATED FOR CLASSROOM DOORS)
10. COUNTER W/ CABINET AND SINK
11. VESTIBULE
12. EXISTING AUTOMATIC SLIDING DOOR ENTRY
13. EXISTING ELECTRICAL ROOM TO REMAIN
14. REFRIGERATOR
15. DISPLAY CASE
16. NEW STOREFRONT WINDOW & DOOR WITHIN EXISTING WINDOW OPENING
17. NOT USED
18. KNOCK-DOWN WINDOW WALL SYSTEM - TYP
19. EXISTING COVERED PORTICO TO REMAIN
20. EXISTING COLUMNS FOR PYLON SIGN
21. EXISTING COLUMN TO REMAIN
22. EXISTING STOREFRONT WINDOW SYSTEM
23. EXISTING DOOR
24. PROPOSED DOOR
25. PROPOSED SERVICE COUNTER
26. PROPOSED CAFE SEATING
27. PROPOSED KITCHEN RANGE AND HOOD
28. PROPOSED REFRIGERATOR
29. PROPOSED FREEZER
30. PROPOSED STORAGE RACK
31. PROPOSED 3-COMPARTMENT SINK
32. PROPOSED WORK TABLE
33. PROPOSED PREP. SINK
34. PROPOSED HAND SINK
35. PROPOSED WARMING OVEN
36. NOT USED
37. NOT USED
38. NOT USED
39. PROPOSED FENCE WITH GATE
40. EXISTING CMU SCREEN WALL TO REMAIN
41. NOT USED
42. BOOKSHELVES
43. CUBE STORAGE
44. CHANGING TABLE
45. PROPOSED STOREFRONT ENTRY DOOR

CRANE ARCHITECTURAL GROUP
Innovations in Architecture
110 E. WILSHIRE AVE., SUITE 300 714/525-0363
FULLERTON, CA 92832 FAX 714/525-9628

TITLE: FLOOR PLAN

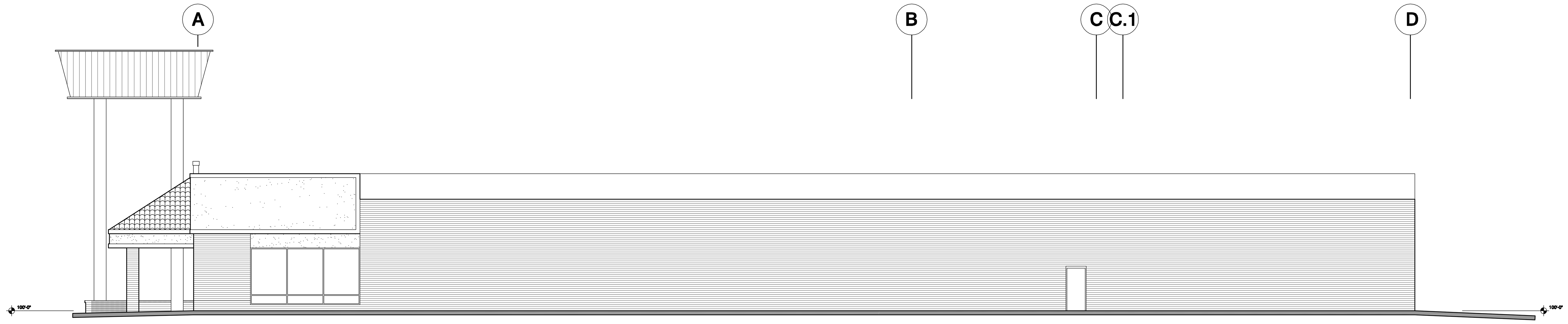
PROJECT:
FREEDOM HOUSE CHURCH
9351 KATELLA AVE.
GARDEN GROVE, CA 92804

CLIENT:
FREEDOM HOUSE CHURCH
484 W. COMMONWEALTH AVE.
FULLERTON, CA 92832

STAMP:

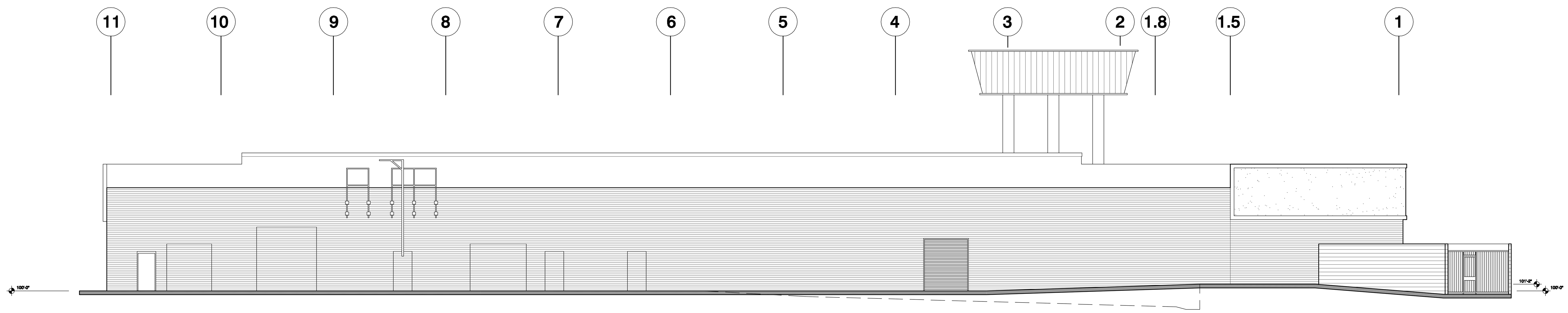
DRAWN: MTB
CHECKED:
DATE: 1/17/24
SCALE: AS NOTED
JOB NO.
SHEET: A-1
OF SHEETS

Attachment 2 - Plans



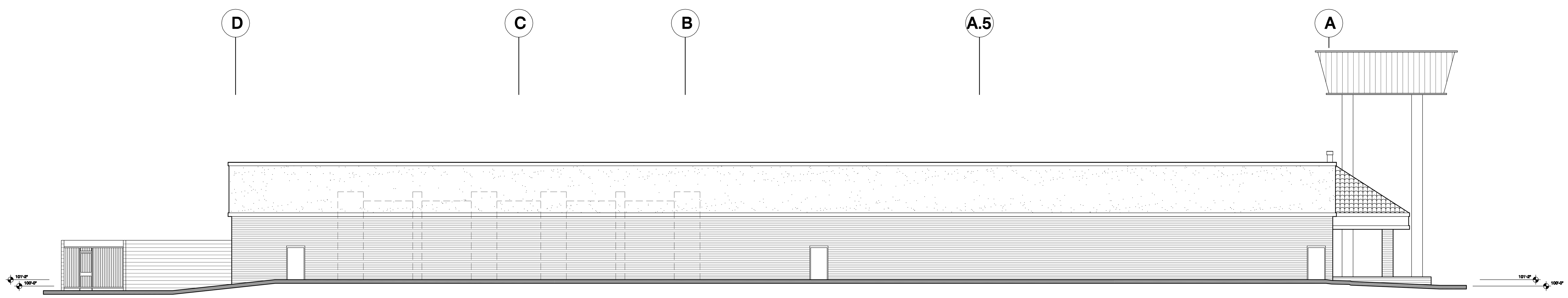
WEST ELEVATION

SCALE 1"=10'-0"



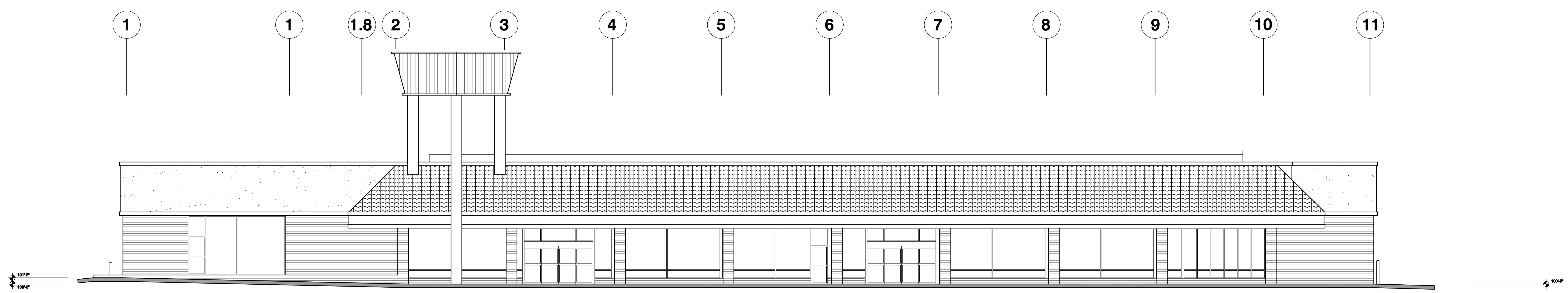
SOUTH ELEVATION

SCALE 1"=10'-0"



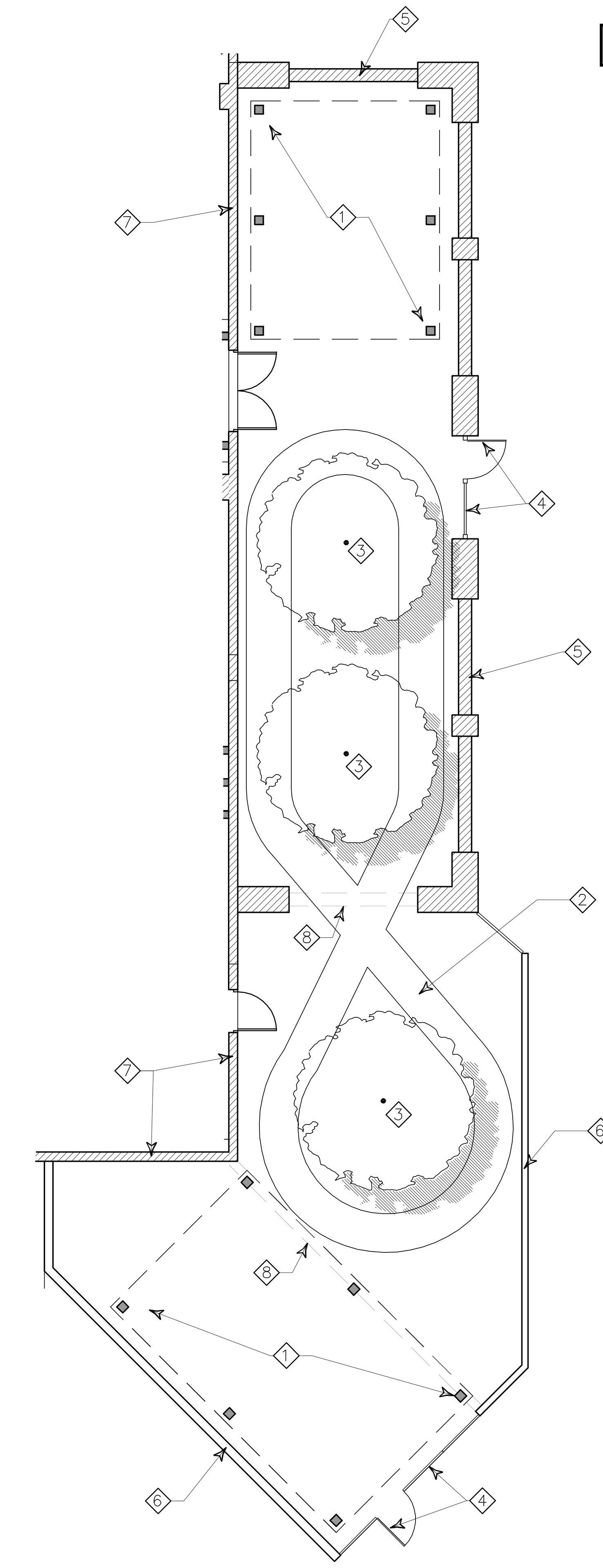
EAST ELEVATION

SCALE 1"=10'-0"



NORTH ELEVATION

SCALE 1"=10'-0"



ENLARGED OUTDOOR PLAY AREA FLOOR PLAN

SCALE 1/8"=1'-0"

PLAY AREA PLAN KEYNOTES

1. PROPOSED SHADE CANOPY
2. PROPOSED TRICYCLE TRACK
3. PROPOSED TREE
4. PROPOSED W.I. EMERGENCY EXIT & FENCE
5. EXISTING MASONRY WALL WITH BREEZE BLOCK TO REMAIN
6. EXISTING MASONRY WALL TO REMAIN
7. EXISTING MASONRY BUILDING WALL TO REMAIN
8. EXISTING MASONRY WALL TO BE REMOVED

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714/525-0363
FAX 714/525-9826

TITLE:
ELEVATIONS &
ENLARGED OUTDOOR PLAY AREA PLAN

PROJECT:
FREEDOM HOUSE CHURCH
10912 KATELLA AVE.
GARDEN GROVE, CA 92804

CLIENT:
FREEDOM HOUSE CHURCH
464 W. COMMONWEALTH AVE.
FULLERTON, CA 92832

STAMP:

DRAWN: MTB
CHECKED:
DATE: 1/17/24
SCALE: AS NOTED
JOB NO.:
SHEET: A-2
OF SHEETS

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MONTEREY PARK ORANGE ONTARIO SAN DIEGO CULVER CITY

TECHNICAL MEMORANDUM

Date: January 15, 2023

To: Pastor Josiah Silva – Freedomhouse Church

From: Jonathan Louie, P.E., Project Manager I

Subject: Traffic and Parking Analysis for Proposed Freedomhouse Church at 10912 Katella Avenue, City of Garden Grove

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KOA Corporation (KOA) is pleased to submit this revised technical memorandum to document the traffic and parking analyses listed below for the captioned Project, which are required from the City of Garden Grove's Engineering and Planning Department. The technical memorandum has been revised based on comments received on October 13, 2023 from the City of Garden Grove.

1. Trip generation analysis that documents the number of vehicle trips generated by the proposed project;
2. Vehicle Miles Travelled (VMT) screening assessment to determine if a full VMT study is required for the proposed project;
3. Left-turn pocket queuing analysis at two site driveway intersection locations along Euclid Street and for the northbound approach at the intersection of Katella Avenue and Euclid Street; and
4. Parking demand study to verify the availability of on-site parking including the proposed use in accordance with the City of Garden Grove's Municipal Code.

PROJECT DESCRIPTION

The proposed Freedomhouse Church project site is located on the west side of Euclid Street and south of Katella Avenue. The site address is 10912 Katella Avenue, Garden Grove, CA 92840.

The proposed project would occupy a currently vacant big box store building that was previously a Walmart Neighborhood Market. The total existing building area is approximately 46,287 square feet on an approximate 217,826 square foot lot located within a commercial center as illustrated in **Figure 1**. Parking is shared within the commercial center. The total number of parking spaces provided on the project site is 344 parking stalls. The project site is shown in **Figure 2**.

The proposed project will consist of a 1,032-seat church that will have two Sunday services at 8:30 AM and 10:00 AM. The church will also be used for Bible College that will be held Tuesday through Friday from 6:30 PM to 9:00 PM as well as for Bible Studies that will be held on Wednesday starting at 7:00 PM till approximately 9:00 PM. Additionally, the 'Daycare' classrooms of the church building will be used as a daycare with 75 students and 15 staff that will operate Monday through

Friday from 7:00 AM to 5:30 PM. **Figure 3** illustrates the proposed project building. The proposed project opening year is anticipated to be 2024.

Figure 1 – Project Site Location

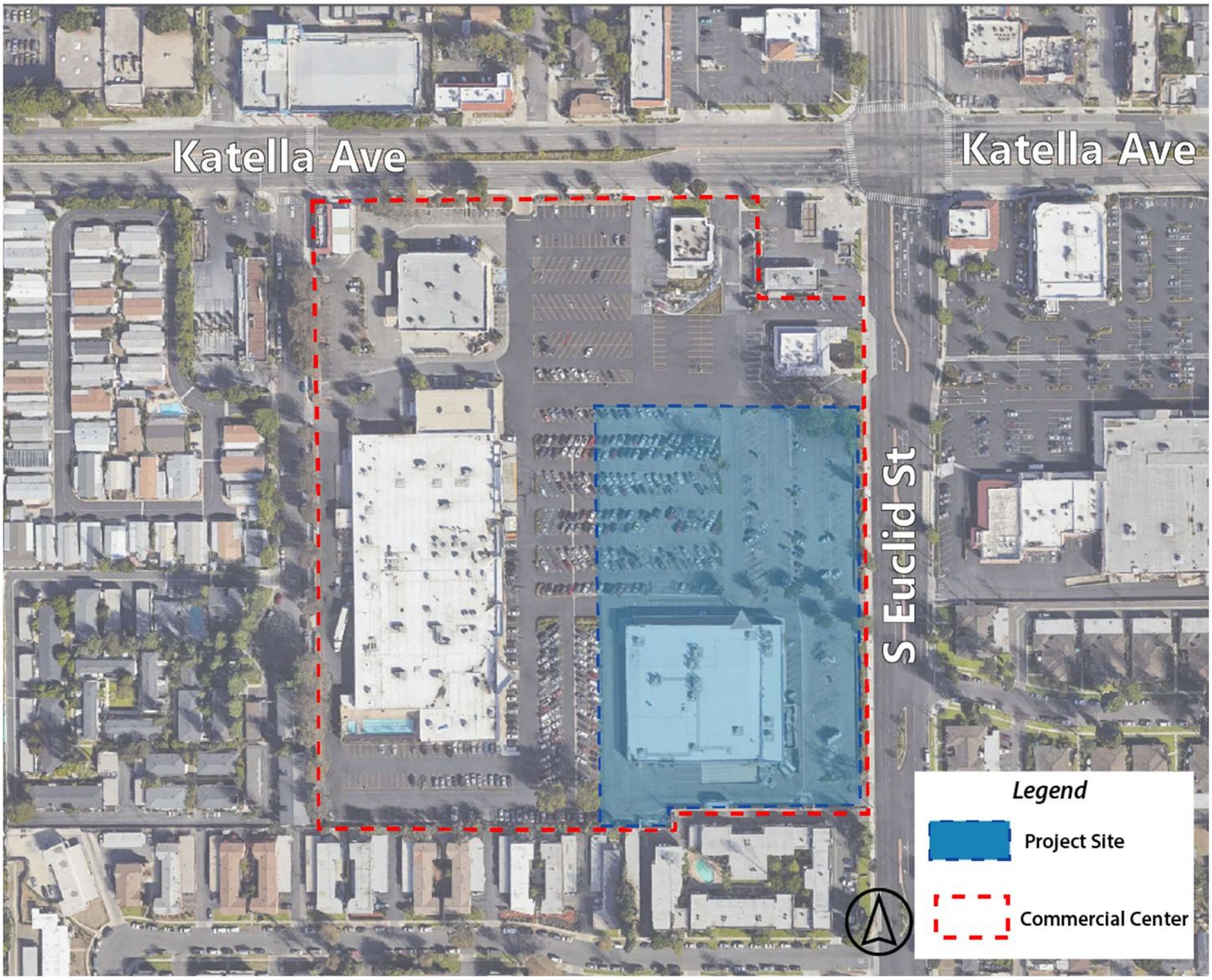


Figure 2 – Project Site

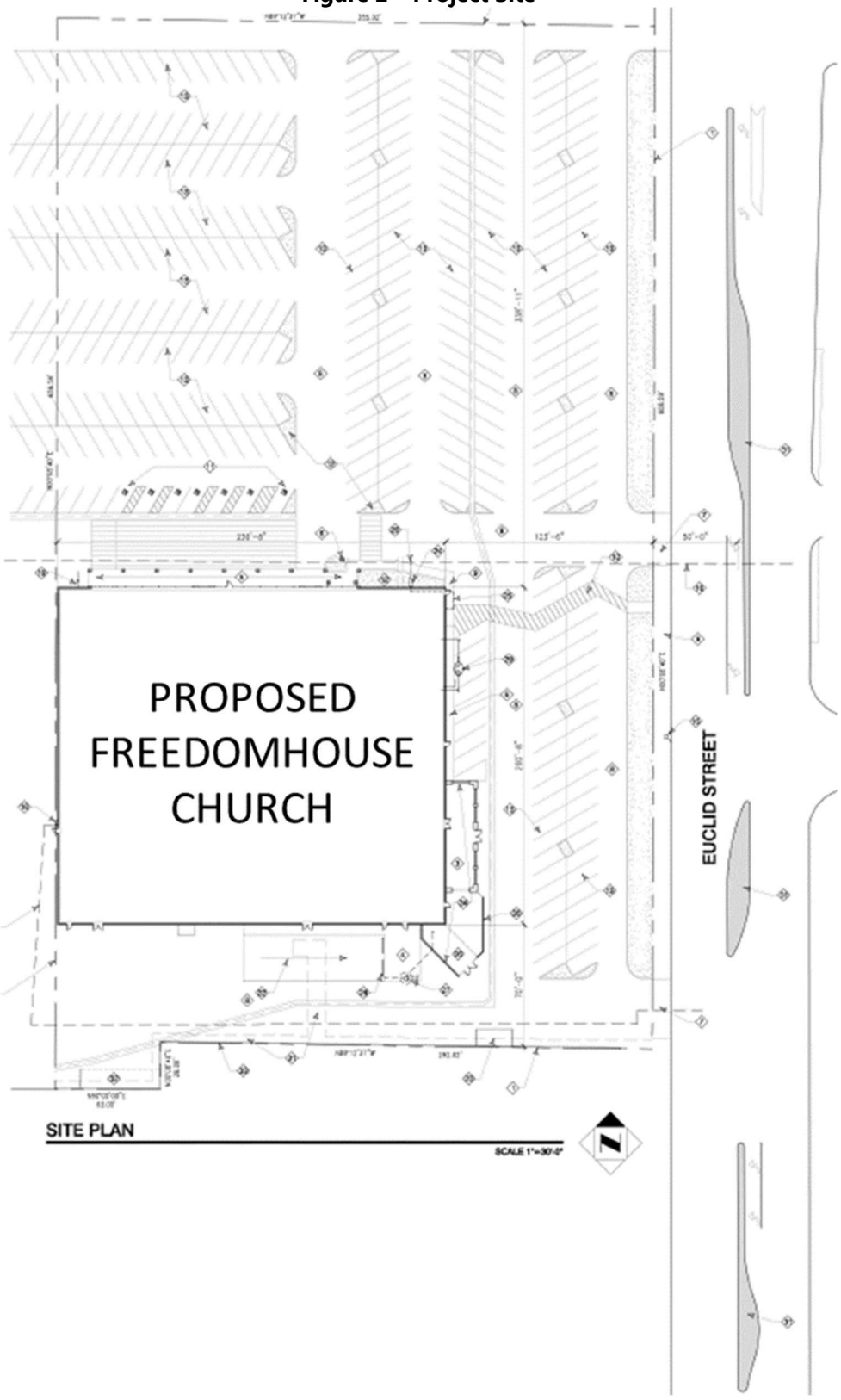
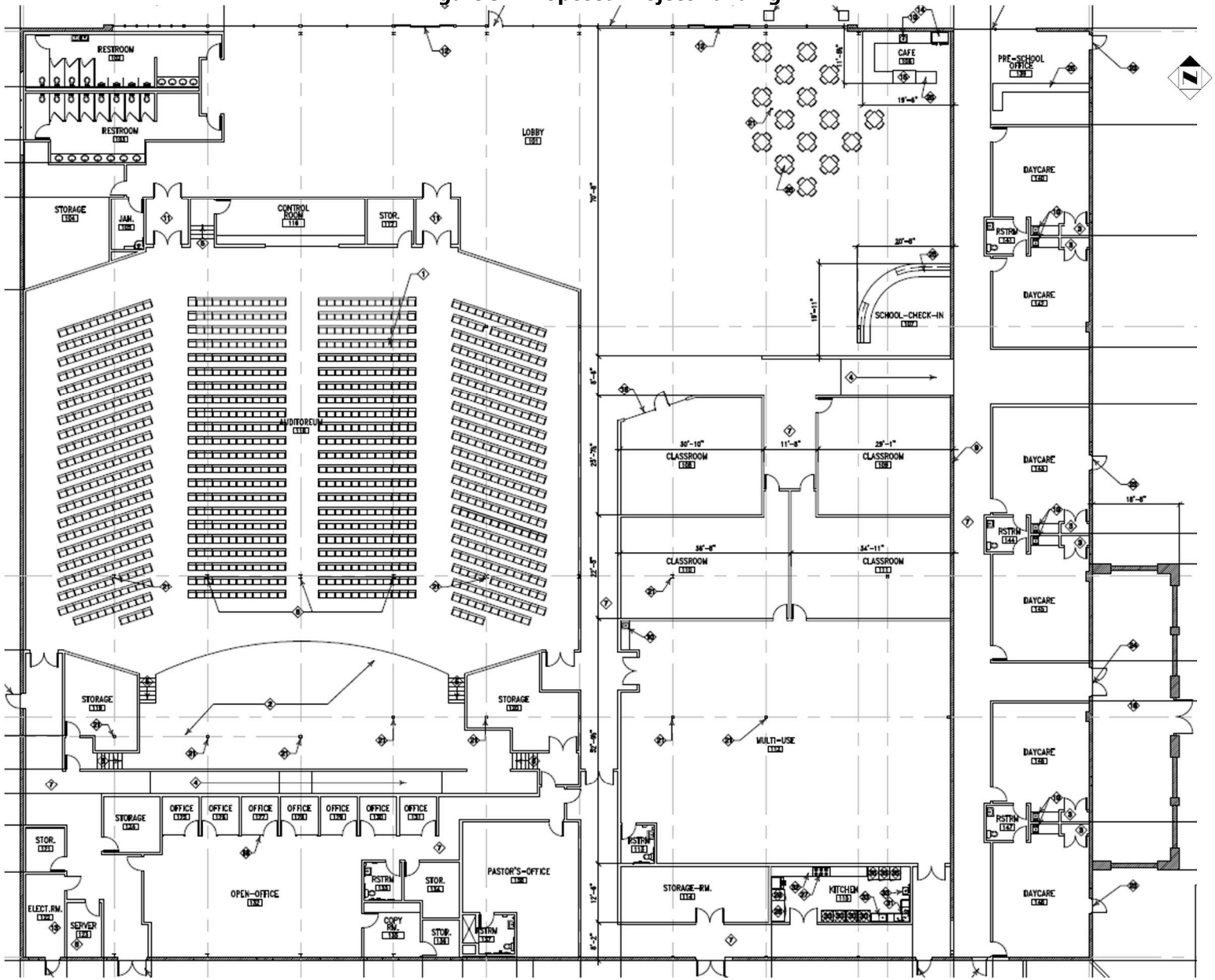


Figure 3 – Proposed Project Building



PROJECT TRIP GENERATION

A trip generation analysis was conducted for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on the ITE land use descriptions, trip rates for ITE Land Use Code 560 (Church), 565 (Day Care Center), and 850 (Supermarket) were used for the analysis.

Table 1 summarizes the ITE trip generation rates and the associated project trip generation for Sunday. As shown in this table, the proposed project is anticipated to result in a net decrease of approximately 2,460 daily vehicle trips including a net increase of 115 trips (40 inbound and 75 outbound) during the Sunday peak hour. It should be noted that existing trip discount has been applied for the Walmart Neighborhood Market that previously occupied the project site. As the trip generation for Sunday peak hour is expected to exceed 50 vehicle trips, a traffic impact study is therefore required per the City of Garden Grove Traffic Impact Analysis Guidelines. The traffic impact study was conducted under a separate traffic report.

Table 1 – Sunday Project Trip Generation

ITE Code	ITE Trip Rate [1]			Daily (2-Way)	Peak Hour [2]		
					In	Out	Total
560	Church	Trips/Seat		2.21	49%	51%	0.51
850	Supermarket	Trips/ 1,000 Sq Ft		102.42	53%	47%	8.88
Trip Generation							
Church [A]		1,032	Seats	2,281	258	268	526
Walmart Neighborhood Market (previous land use to be removed) [B]		*46,287*	*Sq. Ft.*	*(4,741)*	*(218)*	*(193)*	*(411)*
Net Total ([A] - [B])				**(2,460)**	**40**	**75**	**115**

[1] *Source: Institute of Transportation Engineers Trip Generation, 11th Edition*

[2] *The trip rates are based on the peak hour of generator.*

Note: *Numbers in parentheses denote negative trips.*

Table 2 summarizes the ITE trip generation rates and the associated project trip generation for the weekday. As noted previously, the church building will also be partially used as a daycare center on weekdays. Additionally, the removal of the Walmart Neighborhood Market results in a decrease in overall trips. Therefore, the project trip generation for the weekday is based on both church and daycare uses, with existing trip discount applied for the Walmart Neighborhood Market that previously occupied the project site. As summarized in **Table 2**, the proposed project is anticipated to generate a net decrease of approximately 3,108 daily vehicle trips including a net decrease of approximately 1 trip (decrease of 4 inbound and increase of 3 outbound) during the AM peak hour and a net decrease of 252 trips (decrease of 133 inbound and decrease of 119 outbound) during the PM peak hour. It should be noted that the trip generation for the peak hours are based on ITE trip rates for the peak hour of adjacent street traffic, which is typically applicable for estimating the project trip generation during the morning and afternoon peak commuting periods.

Table 2 – Weekday Project Trip Generation (Based on Peak Hour of Adjacent Street Traffic)

ITE Code	ITE Trip Rate [1]			Daily (2-Way)	AM Peak Hour [2]			PM Peak Hour [2]		
					In	Out	Total	In	Out	Total
560	Church	Trips/Seat		0.90	60%	40%	0.07	45%	55%	0.10
565	Day Care Center	Trips/Student		4.09	53%	47%	0.78	47%	53%	0.79
850	Supermarket	Trips/ 1,000 Sq Ft		93.84	59%	41%	2.86	50%	50%	8.95
Trip Generation										
Church		1,032	Seats	929	43	29	72	46	57	103
Day Care Center		75	Students	307	31	28	59	28	31	59
Total (Proposed Land Uses) [A]				**1,236**	**74**	**57**	**131**	**74**	**88**	**162**
Walmart Neighborhood Market (previous land use to be removed) [B]		*46,287*	*Sq. Ft.*	*(4,344)*	*(78)*	*(54)*	*(132)*	*(207)*	*(207)*	*(414)*
Net Total ([A] - [B])				**(3,108)**	**(4)**	**3**	**(1)**	**(133)**	**(119)**	**(252)**

[1] *Source: Institute of Transportation Engineers Trip Generation, 11th Edition*

[2] *The trip rates are based on the Peak Hour of Adjacent Street Traffic.*

Note: *Numbers in parentheses denote negative trips.*

VEHICLE MILES TRAVELLED SCREENING ASSESSMENT

As of July 1, 2020, all land use projects within the State of California are required to prepare a VMT analysis. In August 2020, the City of Garden Grove developed the *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (the "TIA Guidelines") under which the transportation-related impacts of development projects are to be analyzed to comply with the updated California Environmental Quality Act (CEQA) guidelines. The City's TIA Guidelines provide three screening criteria to be used to determine if a VMT analysis would be required for a development project. The three screening criteria are listed below:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

These screening criteria were used to determine whether further analysis would be required to evaluate the project's VMT impact, as discussed below.

Transit Priority Area (TPA) Screening

Per the TIA Guidelines, projects located within a TPA may be presumed to have a less-than-significant VMT impact based on their access to transit options. A TPA is defined as within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor which are defined by the California Public Resources Code:

- § Pub. Resources Code, § 21064.3: *A "major transit stop" means a site containing any of the following: (a) an existing rail or bus rapid transit station, (b) a ferry terminal served by either a bus or rail transit service, (C) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.*
- § Pub. Resources Code, § 21155: *For the purposes of this section, a high-quality transit corridor means a corridor with fixed-route bus service with service intervals of no longer than 15 minutes during peak commute hours.*

However, the TIA Guidelines also attach certain stipulations in order for a project to qualify for TPA screening:

- The project must have a Floor Area Ratio (FAR) of 0.75 or higher;
- The project must include no more parking for residents, customers, or employees than required by the City;

- The project must be consistent with the SCAG RTP/SCS;
- The project must not replace existing affordable residential units with a fewer number or moderate or high-income residential units.

Per the Site Plan in **Figure 2**, the FAR of the Project is approximately 0.2, which does not satisfy the FAR requirement of 0.75 or higher.

The City of Garden Grove Municipal Code 9.18.140.030 requires one parking space per 3 fixed seats for places of worship. The Project meets and does not exceed this requirement as it contains 1,032 fixed seats and 344 parking spaces. The Project is consistent with the SCAG RTP/SCS and does not replace or add residential units. Due to the Project not meeting FAR requirements, the Project cannot screen out of VMT analysis through TPA.

Low VMT Area Screening

The TIA Guidelines state that projects located with a low VMT-generating area may be presumed to have a less-than-significant impact if there is nothing unique about the project that would otherwise be misrepresented by travel demand model data. The City has provided a map of low VMT areas, which is included in **Attachment 1**. The City-provided map considers a location to be low VMT-generating the VMT per service population is lower than 15% below the County average. The map shows that the Project is located in a low VMT area, as the area has a VMT per service population that is lower than 15% below the County average.

Project Type Screening

The TIA Guidelines provide a list of project types that can be considered local serving, and therefore can be presumed to reduce VMT. The land use types below are those identified in the City's Guidelines as being local-serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping Center
- Local-serving hotels (e.g., non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Projects generating less than 110 daily vehicle trips
    - This generally corresponds to the following "typical" development potentials:
        - 11 single family housing units
        - 16 multi-family, condominiums, or townhouse housing units
        - 10,000 sq. ft. of office
        - 15,000 sq. ft. of light industrial
        - 63,000 sq. ft. of warehousing

- 79,000 sq. ft. of high cube transload and short-term storage warehouse

As discussed previously, the proposed project uses consist of a 1,032-seat church, which will hold two Sunday services, as well as associated Bible College, Bible Study, and daycare programming throughout the week. Since the proposed project is expected to serve residents of the Garden Grove and surrounding community, the proposed assembly (place of worship) and daycare uses can be considered to be local-serving. The parent organization, Freedomhouse Church, currently operates campuses in nearby Fullerton and Irvine. Thus, the proposed project uses will provide congregation members in Garden Grove and the surrounding communities with a more proximate location for attending worship services and other associated religious activities. Therefore, the proposed uses meet the Project Type Screening criterion outlined in the City's TIA Guidelines and the project can be presumed to have a less-than-significant VMT impact.

VMT Screening Analysis Conclusion

Per the TIA Guidelines, additional VMT analysis is not required when a project meets one or more of the following screening criterion: TPA Screening, Low-VMT Screening, or Project Type Screening. This VMT Screening Analysis finds that the Project meets the Low VMT Area Screening criteria and the Project Type Screening criteria. Therefore, no further analysis of VMT impacts will be required for the project.

LEFT-TURN POCKET QUEUING ANALYSIS

KOA conducted a vehicle queuing analysis at northbound left-turn pockets located at three intersections on Euclid Street as required by the City of Garden Grove. The locations of the three left-turn pockets are shown in **Figure 4**.

Figure 4 – Locations of Study Left-Turn Pockets

The vehicle queuing analysis was conducted for the two left turn pockets at Intersections #2 and #3 to determine if the existing pocket lengths will be adequate to accommodate the additional inbound traffic associated with the proposed project. As required by the City of Garden Grove, the northbound left-turn pocket located at the intersection of Katella Avenue and Euclid Street (Intersection #1) was also evaluated as some project trips may make a U-turn in the northbound direction at this location if the northbound left turn lanes at Intersections #2 and #3 are heavily utilized during the peak periods.

Vehicle traffic counts were collected at the three subject intersections on Sunday, August 27, 2023 from 8:00 AM to 12:00 PM and on a typical weekday on Thursday, August 24, 2023 from 6:30AM to 9:00AM and from 4:00PM to 7:00PM. These time periods correspond to the church services on Sundays and the morning and afternoon peak periods on weekdays. The traffic count sheets are provided in **Attachment 2**. The existing traffic volumes for the Sunday morning peak hour, weekday AM peak hour, and weekday PM peak hour were determined based on the total four highest consecutive 15-minute traffic counts at each of the intersections. The existing traffic volumes are shown in **Attachment 3**.

The project trip generation for the Sunday peak hour is summarized above in **Table 1**. As shown in this table, the proposed church would generate 526 peak hour trips on Sunday including 258 inbound and 268 outbound trips. These peak hour trips, which are associated with the proposed church, are used for the left-turn queuing analysis.

For the project trip generation on a weekday, the ITE trip rates based on the 'peak hour of generator' were assumed. The AM and PM peak hours of generator reflect trips for the highest peak hour during the AM and PM peak periods. Therefore, the project trip generation based on the 'peak hour of generator' provides a conservative estimate of project trips for purpose of the left-turn queuing analysis. **Table 3** summarizes the ITE trip rates and the associated weekday project trip generation for the church and day care center. As summarized in this table, the proposed project is anticipated to generate approximately 1,236 weekday daily vehicle trips including 173 trips (77 inbound and 96 outbound) during the weekday AM peak hour and 226 trips (128 inbound and 98 outbound) during the weekday PM peak hour.

Table 3 – Weekday Project Trip Generation (Based on Peak Hour of Generator)

ITE Code	ITE Trip Rate [1]			Daily (2-Way)	AM Peak Hour [2]			PM Peak Hour [2]		
					In	Out	Total	In	Out	Total
560	Church	Trips/Seat		0.90	40%	60%	0.11	60%	40%	0.16
565	Day Care Center	Trips/Student		4.09	53%	47%	0.79	47%	53%	0.81
Trip Generation										
Church		1,032	Seats	929	46	68	114	99	66	165
Day Care Center		75	Students	307	31	28	59	29	32	61
Total (Proposed Land Uses)				**1,236**	**77**	**96**	**173**	**128**	**98**	**226**

[1] *Source: Institute of Transportation Engineers Trip Generation, 11th Edition*

[2] *The trip rates are based on the peak hour of generator in order to be conservative for purpose of the left-turn queuing assessment.*

For the proposed project, the trip distribution takes into account the population characteristics in the project vicinity and the project site location relative to the regional local roadway network. **Attachment 4** depicts the project trip distribution percentages at the intersections along Euclid Street and Katella Avenue that provide access to the project site.

The project traffic volumes at the three subject left-turn pocket intersection locations are determined by multiplying the project trip generation as described above in the Left-Turn Pocket Queuing Analysis section and the project trip distribution percentages from **Attachment 4**. The project traffic volumes at the three left-turn pocket intersection locations are shown in **Attachment 5**. A summary of the traffic volume calculations is provided in **Attachment 6**.

The Opening Year 2024 With-Project traffic volumes at the three subject intersections were estimated by applying a two percent ambient traffic growth rate that accounts for the traffic growth in the project area to the existing peak hour traffic volumes shown in **Attachment 3**. The project peak hour traffic volumes shown in **Attachment 5** were then added to the "Existing plus Ambient Growth" traffic volumes. **Attachment 7** shows the Opening Year 2024 With-Project traffic volumes for the Sunday, Weekday AM Peak Hour and Weekday PM peak hour.

The queuing analysis of the northbound left-turn pocket at the intersection of Euclid Street and Katella Avenue (Intersection #1), which is a signalized intersection, was based on one foot in the left-turn lane that is needed for every peak hour vehicle trip. For the two non-signalized intersections (Intersections #2 and #3), the queuing analysis was based on the Highway Capacity Manual (HCM) 6th Edition methodology using the Synchro program. The Synchro worksheets for both the Existing conditions and Opening Year 2024 With-Project conditions are provided in **Attachment 8**.

The queuing analysis is summarized below in **Table 4**. For Intersection #1, the analysis compares the total northbound left-turn pocket storage capacity to the total left-turn traffic volumes. For Intersections #2 and #3, the analysis compares the northbound left-turn pocket storage capacities to the 95th percentile queues based on the Synchro analysis. As shown in this table, all of the existing northbound left-turn pocket storage capacities are greater than the left-turn volumes for Intersection #1 and the 95th percentile queues for Intersection #2 and #3. Therefore, it is concluded that the northbound left-turn pockets at the three subject intersections will be adequate to accommodate the project traffic volumes associated with the proposed project. It should be noted that the information for the other non-northbound left-turns found in **Table 4** is for reference only.

Table 4 – Left-Turn Queuing Analysis Summary

No.	Intersection	Turning Movement	No. Lanes	Storage Length Per Lane (Feet)	Total Storage Length (Feet)	Existing					
						Sunday Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
						Volume (Veh)	Adequate Storage?	Volume (Veh)	Adequate Storage?	Volume (Veh)	Adequate Storage?
1	Euclid St and Katella Ave	NBL	2	140	280	179	Yes	134	Yes	182	Yes
		SBL	2	200	400	187	Yes	211	Yes	241	Yes
		EBL	2	220	440	209	Yes	196	Yes	246	Yes
		WBL	2	190	380	161	Yes	176	Yes	216	Yes

No.	Intersection	Turning Movement	No. Lanes	Estimated Storage Capacity (Feet)	Total Storage Length (Feet)	Opening Year (2024) With Project					
						Sunday Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
						Volume (Veh)	Adequate Storage?	Volume (Veh)	Adequate Storage?	Volume (Veh)	Adequate Storage?
1	Euclid St and Katella Ave	NBL	2	140	280	191	Yes	139	Yes	190	Yes
		SBL	2	200	400	191	Yes	215	Yes	246	Yes
		EBL	2	220	440	267	Yes	219	Yes	271	Yes
		WBL	2	190	380	229	Yes	199	Yes	252	Yes

Table 4 (Cont.) – Left-Turn Queuing Analysis Summary

No.	Intersection	Turning Movement	No. Lanes	Storage Length Per Lane (Feet)	Total Storage Length (Feet)	Existing								
						Sunday Peak Hour			Weekday AM Peak Hour			Weekday PM Peak Hour		
						95th Percentile Queue (Veh)	95th Percentile Queue (Feet)	Adequate Storage?	95th Percentile Queue (Veh)	95th Percentile Queue (Feet)	Adequate Storage?	95th Percentile Queue (Veh)	95th Percentile Queue (Feet)	Adequate Storage?
2	Euclid St and Project Driveway #1*	NBL	1	75	75	0.6	13	Yes	0.7	15	Yes	1.2	26	Yes
		SBL	1	50	50	0.3	7	Yes	0.2	4	Yes	0.3	7	Yes
3	Euclid St and Project Driveway #2*	NBL	1	50	50	0.2	4	Yes	0.8	18	Yes	0.8	18	Yes

* The 95th percentile queue for the northbound left-turn movements are reported in number of vehicles. The 95th percentile queue is converted to feet based on 22 feet per vehicle.

No.	Intersection	Turning Movement	No. Lanes	Storage Length Per Lane (Feet)	Total Storage Length (Feet)	Opening Year (2024) With Project								
						Sunday Peak Hour			Weekday AM Peak Hour			Weekday PM Peak Hour		
						95th Percentile Queue (Veh)	95th Percentile Queue (Feet)	Adequate Storage?	95th Percentile Queue (Veh)	95th Percentile Queue (Feet)	Adequate Storage?	95th Percentile Queue (Veh)	95th Percentile Queue (Feet)	Adequate Storage?
2	Euclid St and Project Driveway #1*	NBL	1	75	75	1.1	24	Yes	1.0	22	Yes	1.9	42	Yes
		SBL	1	50	50	0.3	7	Yes	0.2	4	Yes	0.3	7	Yes
3	Euclid St and Project Driveway #2*	NBL	1	50	50	0.5	11	Yes	1.1	24	Yes	1.1	24	Yes

* The 95th percentile queue for the northbound left-turn movements are reported in number of vehicles. The 95th percentile queue is converted to feet based on 22 feet per vehicle.

PARKING DEMAND ANALYSIS

A parking demand analysis was conducted to determine if the existing on-site parking of the commercial center can accommodate the additional parking demand associated with the proposed project. A parking inventory and occupancy survey was conducted on Sunday, August 27, 2023 and Thursday, August 24, 2023 at the hours listed below, which reflect the peak parking demand periods of the proposed project.

DAY	TIME PERIOD
Sunday	8:00 AM to 12:00 PM
Weekday	6:30 AM to 9:00 AM
	2:00 PM to 10:00 PM

The parking occupancy survey was conducted in one-hour intervals during the survey periods as summarized in **Table 5** for Sunday and **Table 6** for weekday. On Sunday during the survey period, the existing peak parking occupancy is 217 spaces, which occurred from 11:00 AM to 12:00 PM. For the weekday during the survey periods, the existing peak parking occupancy is 364 spaces, which occurred from 6:00 PM to 7:00 PM. Based on the surveys, there is currently a surplus of a minimum of 697 spaces on Sunday and 550 spaces on weekdays.

Table 5 – Existing Parking Occupancy of Commercial Center - Sunday

Time	Total Parking Utilization		Parking Supply	Parking Surplus
8:00 AM	130		914	784
9:00 AM	169			745
10:00 AM	162			752
11:00 AM	**217**	*		**697**
12:00 PM	206			708

* Maximum parking utilization

Table 6 – Existing Parking Occupancy of Commercial Center - Weekday

Time	Total Parking Utilization		Parking Supply	Parking Surplus
6:30 AM	115			799
7:00 AM	141			773
8:00 AM	155			759
9:00 AM	256			658
2:00 PM	258			656
3:00 PM	256			658
4:00 PM	284		914	630
5:00 PM	353			561
6:00 PM	**364**	*		**550**
7:00 PM	269			645
8:00 PM	259			655
9:00 PM	205			709
10:00 PM	151			763

* Maximum parking utilization

Per the City of Garden Grove Municipal Code, churches/religious facilities are to have one parking space per three fixed seats. All ancillary areas shall provide one space for each 250 square feet of gross floor area. For day care use, one parking space per six children plus one parking space per care provider and staff member are required. **Table 7** summarizes the parking requirements for the church and day care. As shown in this table, the church, which will have two Sunday morning services, will require 489 parking spaces on Sunday. On the weekdays, the daycare, which will operate from 7:00 AM to 5:30 PM, will require 28 parking spaces. On the weekday evenings when activities associated with the Bible College and Bible Studies will occur, a total of 317 parking spaces are required.

Table 7 – Project Parking Requirements

Land Use	Size		Parking Rate	Parking Spaces Required
Sunday (8:30AM & 10:00AM Service)				
Church	1,032	Seats	1 space per 3 seats	344
	36,091	Sq.Ft. Ancillary Use	1 space per 250 sq. ft. GFA	145
Total (Sunday)				**489**
Monday - Friday, 7:00AM to 5:30PM				
Daycare	75	Students	1 space per 6 children	13
	15	Staff	1 space per staff	15
Total (Weekday 7:00AM to 5:30PM)				**28**
Tuesday - Friday, 6:30PM to 9:00PM				
Bible College / Bible Studies*	6,637	Sq.Ft. [B]	1 space per 21 sq. ft. of area designated for assembly purposes	**317**

* The Bible College will be held Tuesday through Friday from 6:30 PM to 9:00 PM. The Bible Studies will be held on Wednesdays starting at 7:00 PM till approximately 9:00 PM. The Bible College and Bible Studies are anticipated to use up to a total of 6,637 sq. ft. of church space including 3,035 sq. ft. of classrooms (i.e., Room No. 108 to 111) and the 3,602 sq. ft. multi-use room for assembly purpose.

As shown in **Table 8**, the maximum existing parking utilization of the commercial center on Sunday from 8:00 AM to 12:00 PM is 217 spaces. Per the City of Garden Grove parking requirements, a 10% increase in the minimum number of spaces shall be added to the peak demand calculation to allow for future changes in the types of uses proposed in the original development plan. Therefore, an additional 22 parking spaces, which is 10% of 217, are also required. As the proposed church would require 489 parking spaces during this period, the total number of parking spaces required on Sunday is 728 spaces. The parking capacity of the commercial center is 914 spaces. Therefore, there would be a parking surplus of approximately 186 spaces with the addition of the parking demand associated with the proposed project.

Table 8 – Parking Demand Analysis Summary - Sunday

Time	Existing Parking Utilization	10% Parking Contingency	Church Parking Requirement	Total Parking Required	Parking Supply	Parking Surplus
8:00 AM	130	22	489	728	914	**186**
9:00 AM	169					
10:00 AM	162					
11:00 AM	**217**					
12:00 PM	206					

Table 9 summarizes the parking demand analysis for weekdays. As shown in this table, the maximum existing parking utilization of the commercial center on weekdays in the morning and evening periods from 6:30 AM to 9:00 AM and 2:00 PM to 10:00 PM is 364 spaces. Per the City of Garden Grove parking requirements, a 10% increase in the minimum number of spaces shall be added to the peak demand calculation to allow for future changes in the types of uses proposed in the original development plan. Therefore, an additional 37 parking spaces, which is 10% of 364, are also required. As the proposed daycare requires 28 parking spaces during the weekday morning and afternoon periods, the total number of parking spaces required during these periods is 429 spaces. For the Bible College and Bible Studies, 317 parking spaces are required during weekday evenings. The total number of parking spaces required during weekday evenings is therefore 718 spaces. As the parking capacity of the commercial center is 914 spaces, there would be a parking surplus of approximately 485 spaces on weekday mornings and afternoons and a parking surplus of approximately 196 spaces on weekday evenings with the addition of the parking demand associated with the proposed project. Therefore, it is concluded that the existing parking supply of the commercial center will be adequate to accommodate the additional parking demand associated with the proposed project.

Table 9 – Parking Demand Analysis Summary - Weekday

Time	Existing Parking Utilization	10% Parking Contingency	Parking Requirement		Total Parking Required	Parking Supply	Parking Surplus
			Daycare	Bible College/ Bible Studies			
6:30 AM	115	37	28	-	429	914	**485**
7:00 AM	141			-			
8:00 AM	155			-			
9:00 AM	256			-			
2:00 PM	258			-			
3:00 PM	256			-			
4:00 PM	284			-			
5:00 PM	353			-			
6:00 PM	**364**		-	317	718		**196**
7:00 PM	269		-				
8:00 PM	259		-				
9:00 PM	205		-				
10:00 PM	151		-				

CONCLUSIONS

Trip Generation

The proposed project, with consideration of existing trip discount associated with the removal of the Walmart Neighborhood Market, is anticipated to generate a net decrease of approximately 2,460 daily trips on a Sunday including a net increase of 115 trips (40 inbound and 75 outbound) during the Sunday peak hour. On the weekdays, the proposed project is anticipated to generate a net decrease of approximately 3,108 daily vehicle trips including a net decrease of approximately 1 trip (decrease of 4 inbound and increase of 3 outbound) during the AM peak hour and a net decrease of 252 trips (decrease of 133 inbound and decrease of 119 outbound) during the PM peak hour.

As the net trip generation for Sunday peak hour is expected to exceed 50 vehicle trips, a traffic impact study is therefore required per the City of Garden Grove Traffic Impact Analysis Guidelines. The traffic impact study was conducted under a separate traffic report.

VMT Screening Assessment

The proposed project uses consist of a 1,032-seat church, which will hold two Sunday services, as well as associated Bible College, Bible Study, and daycare programming throughout the week. Since the proposed project is expected to serve residents of the Garden Grove and surrounding community, the proposed assembly (place of worship) and daycare uses can be considered to be local serving. The parent organization, Freedomhouse Church, currently operates campuses in nearby Fullerton and Irvine. Thus, the proposed project uses will provide congregation members in Garden Grove and the surrounding communities with a more proximate location for attending worship services and other

associated religious activities. Therefore, the proposed uses meet the Project Type Screening criterion outlined in the City's TIA Guidelines. Additionally, the Project is located in a Low-VMT Area as designated by the City of Garden Grove, shown in **Attachment 2**. As the Project meets two screening criteria, no further analysis of VMT impacts will be required.

Left-Turn Pocket Queuing Analysis

Based on the vehicle queuing analysis, it was determined that all of the existing northbound left-turn pocket storage capacities are greater than the total projected northbound left-turn queuing lengths that are needed at the intersection of Euclid Street and Katella Avenue (Intersection #1) and greater than the 95th percentile northbound left-turn queues at the two key site-adjacent intersections on Euclid Street (Intersections #2 and #3) during Sunday morning, weekday morning, and weekday afternoon peak-hour periods for the Opening Year 2024 With-Project conditions. Therefore, it is concluded that the northbound left-turn pockets at the three subject intersections will be adequate to accommodate the traffic volumes associated with the proposed project.

Parking Demand Analysis

Based on a parking demand analysis conducted for the Sunday morning and weekday morning, afternoon, and evening periods, there would be a parking surplus of approximately 186 spaces on Sunday mornings with the addition of the parking demand associated with the proposed project. On weekdays, there would be a parking surplus of a minimum of approximately 485 spaces in the morning and afternoon and a parking surplus of a minimum of 196 spaces in the evening with the addition of the parking demand associated with the proposed project. Therefore, it is concluded that the existing parking supply of the commercial center will be adequate to accommodate the additional parking demand associated with the proposed project.

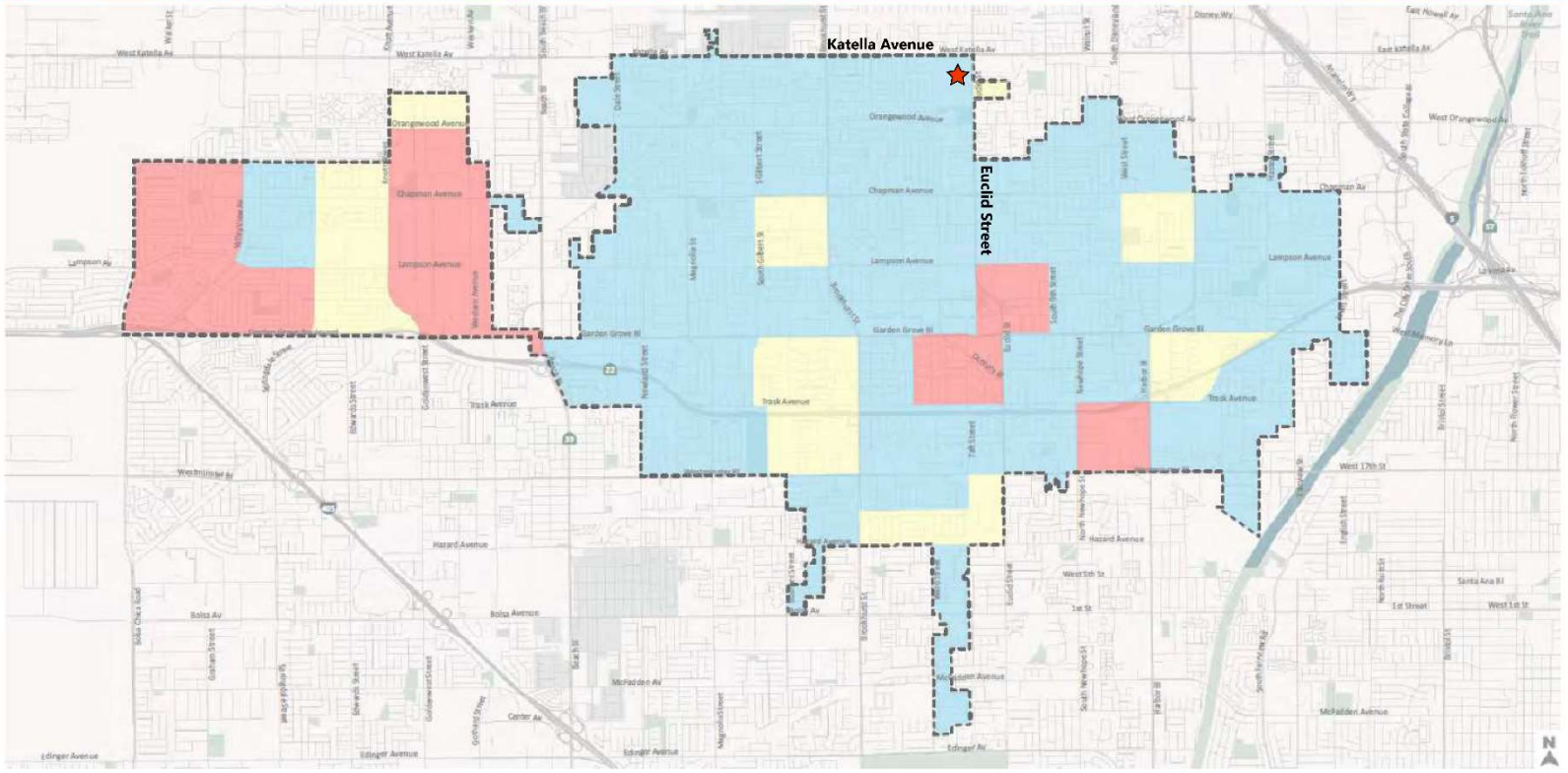
Should you have any questions or would like to discuss the Traffic and Parking Analysis, please contact me at JLouie@HWLochner.com or at (714) 923-6269.

Sincerely,

Jonathan Louie, P.E.
Project Manager I

ATTACHMENT 1 - LOW VMT AREAS AND PROJECT LOCATION

Garden Grove Low VMT Areas
15% Below Countywide Comparison



ATTACHMENT 2 - TRAFFIC COUNT SHEETS

INTERSECTION TURNING MOVEMENT COUNTS

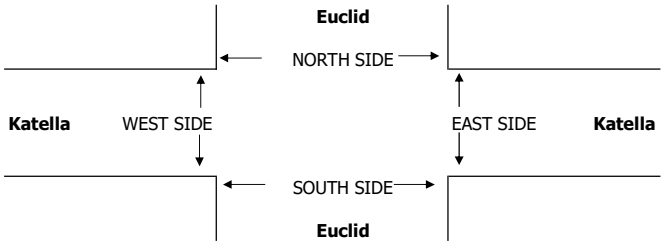
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Garden Grove	PROJECT #:	SC4159
Thu, Aug 24, 23	NORTH & SOUTH:	Euclid	LOCATION #:	1
	EAST & WEST:	Katella	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Katella			WESTBOUND Katella				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	15	97	18	29	118	17	33	184	29	19	57	12	628	0	0	4	0	4
	6:45 AM	16	124	34	33	156	11	22	183	20	25	76	23	723	1	1	2	1	5
	7:00 AM	20	110	30	38	149	15	30	190	17	19	70	20	708	0	4	5	1	10
	7:15 AM	17	133	19	45	214	22	36	268	36	33	74	30	927	0	1	4	0	5
	7:30 AM	24	163	38	72	212	22	33	265	34	31	91	25	1,010	1	5	4	1	11
	7:45 AM	25	164	35	62	225	25	46	280	49	52	100	25	1,088	0	2	5	1	8
	8:00 AM	37	203	49	62	184	28	57	250	39	51	113	36	1,109	2	2	3	2	9
	8:15 AM	39	160	33	38	196	33	42	263	59	39	109	58	1,069	0	3	6	4	13
	8:30 AM	33	205	27	49	170	35	51	231	50	34	111	56	1,052	1	4	9	2	16
	8:45 AM	33	158	16	39	159	35	52	197	44	46	114	38	931	4	2	8	3	17
	VOLUMES	259	1,517	299	467	1,783	243	402	2,311	377	349	915	323	9,245	9	24	50	15	98
	APPROACH %	12%	73%	14%	19%	72%	10%	13%	75%	12%	22%	58%	20%						
	APP/DEPART	2,075	/	2,216	2,493	/	2,503	3,090	/	3,068	1,587	/	1,458	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	134	732	144	211	775	121	196	1,024	197	176	433	175	4,318					
	APPROACH %	13%	72%	14%	19%	70%	11%	14%	72%	14%	22%	55%	22%						
	PEAK HR FACTOR		0.874			0.887			0.945			0.951		0.973					
	APP/DEPART	1,010	/	1,091	1,107	/	1,142	1,417	/	1,377	784	/	708	0					
PM	4:00 PM	37	217	29	52	180	22	63	223	50	48	221	43	1,185	1	10	6	3	20
	4:15 PM	48	271	27	55	185	41	58	207	36	56	231	58	1,273	1	1	7	5	14
	4:30 PM	27	228	31	41	172	33	64	218	30	55	232	79	1,210	2	1	5	4	12
	4:45 PM	47	290	40	34	193	32	56	189	44	54	249	60	1,288	0	1	3	5	9
	5:00 PM	45	232	27	58	177	47	61	223	31	63	238	75	1,277	1	2	2	6	11
	5:15 PM	48	262	28	41	241	42	53	223	39	61	290	72	1,400	2	1	6	1	10
	5:30 PM	40	274	20	68	223	36	62	206	37	49	280	94	1,389	0	6	11	3	20
	5:45 PM	48	236	37	61	208	38	65	241	44	59	284	76	1,397	2	8	4	5	19
	6:00 PM	46	266	21	71	194	45	66	238	35	47	215	58	1,302	0	7	8	2	17
	6:15 PM	34	234	31	48	189	37	74	217	46	67	236	73	1,286	0	2	11	4	17
	6:30 PM	39	314	29	44	179	39	49	165	43	38	197	65	1,201	2	3	9	0	14
	6:45 PM	40	203	30	64	178	29	84	159	32	51	177	44	1,091	4	5	14	1	24
	VOLUMES	499	3,027	350	637	2,319	441	755	2,509	467	648	2,850	797	15,299	15	47	86	39	187
	APPROACH %	13%	78%	9%	19%	68%	13%	20%	67%	13%	15%	66%	19%						
	APP/DEPART	3,876	/	4,540	3,397	/	3,410	3,731	/	3,488	4,295	/	3,861	0					
	BEGIN PEAK HR		5:15 PM																
	VOLUMES	182	1,038	106	241	866	161	246	908	155	216	1,069	300	5,488					
	APPROACH %	14%	78%	8%	19%	68%	13%	19%	69%	12%	14%	67%	19%						
	PEAK HR FACTOR		0.981			0.969			0.935			0.937		0.980					
	APP/DEPART	1,326	/	1,577	1,268	/	1,230	1,309	/	1,244	1,585	/	1,437	0					



INTERSECTION TURNING MOVEMENT COUNTS

T319

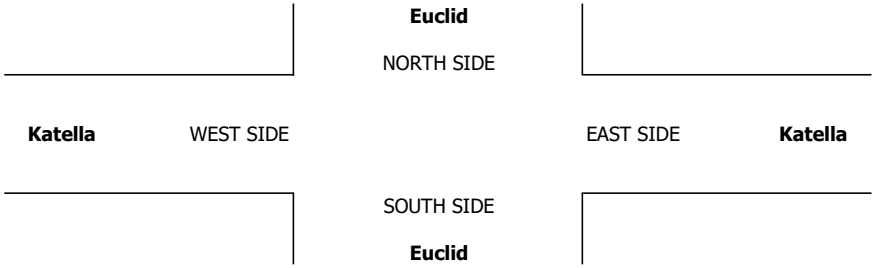
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Sun, Aug 27, 23	LOCATION:	Garden Grove	PROJECT #:	SC4159
	NORTH & SOUTH:	Euclid	LOCATION #:	1
	EAST & WEST:	Katella	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Katella			WESTBOUND Katella				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
08:00 AM	18	61	11	24	93	18	30	92	11	34	55	15	462	0	3	15	1	19
8:15 AM	17	77	13	35	85	9	28	105	23	19	52	16	479	2	5	8	3	18
8:30 AM	21	103	13	24	137	13	23	90	21	30	80	30	585	0	2	0	1	3
8:45 AM	23	115	19	34	133	14	38	103	25	37	66	26	633	0	5	6	1	12
9:00 AM	20	104	11	32	122	24	45	98	32	41	65	25	619	3	3	8	3	17
9:15 AM	22	113	22	29	114	25	43	121	31	31	80	30	661	0	4	9	3	16
9:30 AM	22	130	19	35	145	22	36	151	41	34	84	27	746	5	1	5	4	15
9:45 AM	23	125	26	44	180	27	41	152	26	38	116	32	830	0	2	5	4	11
10:00 AM	39	145	32	38	152	27	45	112	32	43	86	24	775	2	4	10	2	18
10:15 AM	33	141	15	52	186	29	42	148	34	51	111	37	879	0	7	3	3	13
10:30 AM	31	157	24	43	157	24	54	167	26	45	105	31	864	4	4	12	4	24
10:45 AM	27	166	28	67	156	37	35	153	27	41	88	38	863	0	6	2	2	10
11:00 AM	32	143	17	41	139	28	50	146	29	50	143	29	847	2	5	2	6	15
11:15 AM	52	157	34	53	181	29	51	148	24	25	117	36	907	6	4	9	5	24
11:30 AM	50	136	29	52	130	28	51	170	31	42	167	54	940	2	4	4	2	12
11:45 AM	45	158	36	41	175	28	57	182	34	44	128	36	964	1	4	11	6	22
PM VOLUMES	475	2,031	349	644	2,285	382	669	2,138	447	605	1,543	486	12,054	27	63	109	50	249
APPROACH %	17%	71%	12%	19%	69%	12%	21%	66%	14%	23%	59%	18%						
APP/DEPART	2,855	/	3,140	3,311	/	3,314	3,254	/	3,118	2,634	/	2,482	0					
BEGIN PEAK HR		11:00 AM																
VOLUMES	179	594	116	187	625	113	209	646	118	161	555	155	3,658					
APPROACH %	20%	67%	13%	20%	68%	12%	21%	66%	12%	18%	64%	18%						
PEAK HR FACTOR		0.915			0.879			0.891			0.828		0.949					
APP/DEPART	889	/	949	925	/	896	973	/	951	871	/	862	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Aug 24, 23

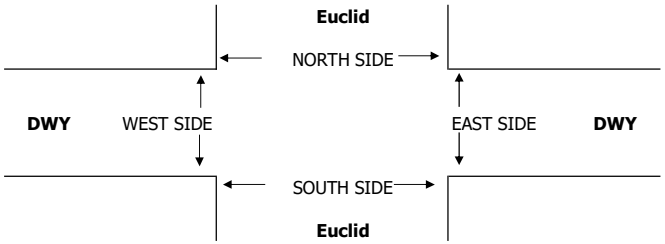
LOCATION: Garden Grove
NORTH & SOUTH: Euclid
EAST & WEST: DWY

PROJECT #: SC4159
LOCATION #: 2
CONTROL: STOP E/W

NOTES: Queue NB PM

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND DWY			WESTBOUND DWY				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0.5	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	6	145	5	6	142	5	1	0	5	0	0	2	317	2	2	0	0	4
	6:45 AM	7	172	5	2	209	6	0	1	3	2	1	0	408	2	2	0	0	4
	7:00 AM	6	149	10	4	168	3	0	0	3	1	0	2	346	1	1	0	0	2
	7:15 AM	8	176	9	4	255	6	0	0	10	7	0	3	478	2	3	0	0	5
	7:30 AM	14	208	14	7	283	3	1	0	14	2	0	4	550	1	1	0	0	2
	7:45 AM	11	223	13	6	309	7	1	0	18	5	0	6	599	1	1	0	0	2
	8:00 AM	16	274	12	2	266	12	0	0	15	1	0	4	602	2	0	0	0	2
	8:15 AM	8	241	19	4	270	10	0	0	10	2	1	3	568	0	1	0	0	1
	8:30 AM	18	263	16	5	234	14	1	0	12	2	1	5	571	3	2	0	0	5
	8:45 AM	13	187	13	4	237	16	0	1	11	3	2	4	491	3	2	0	0	5
	VOLUMES	107	2,038	116	44	2,373	82	4	2	101	25	5	33	4,930	17	15	0	0	32
	APPROACH %	5%	90%	5%	2%	95%	3%	4%	2%	94%	40%	8%	52%						
	APP/DEPART	2,261	/	2,090	2,499	/	2,516	107	/	147	63	/	177	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	53	1,001	60	17	1,079	43	2	0	55	10	2	18	2,340					
	APPROACH %	5%	90%	5%	1%	95%	4%	4%	0%	96%	33%	7%	60%						
	PEAK HR FACTOR		0.922			0.884			0.750			0.682		0.972					
	APP/DEPART	1,114	/	1,025	1,139	/	1,150	57	/	73	30	/	92	0					
PM	4:00 PM	18	269	20	3	247	13	0	0	8	6	1	19	604	2	2	0	0	4
	4:15 PM	18	305	30	4	246	20	0	0	15	5	0	20	663	5	0	0	0	5
	4:30 PM	28	288	24	8	237	15	0	0	11	5	3	20	639	10	0	0	0	10
	4:45 PM	13	345	25	3	270	16	1	0	13	5	1	16	708	1	2	0	0	3
	5:00 PM	21	294	33	7	246	17	1	0	6	8	1	13	647	4	1	0	0	5
	5:15 PM	21	319	25	6	300	26	1	0	8	6	0	14	726	3	1	0	0	4
	5:30 PM	20	321	26	4	293	18	2	0	12	5	5	16	722	9	0	0	0	9
	5:45 PM	26	299	35	5	261	12	0	0	11	7	1	11	668	4	0	0	0	4
	6:00 PM	17	320	22	4	286	14	2	0	12	3	0	17	697	3	2	0	0	5
	6:15 PM	14	284	29	13	263	22	0	0	14	6	0	18	663	0	1	0	0	1
	6:30 PM	20	293	30	2	235	16	3	0	9	11	3	17	639	3	2	0	0	5
	6:45 PM	22	257	35	4	247	12	0	1	9	6	1	22	616	3	0	0	0	3
	VOLUMES	238	3,594	334	63	3,131	201	10	1	128	73	16	203	7,992	47	11	0	0	58
	APPROACH %	6%	86%	8%	2%	92%	6%	7%	1%	92%	25%	5%	70%						
	APP/DEPART	4,166	/	3,818	3,395	/	3,379	139	/	387	292	/	408	0					
	BEGIN PEAK HR		5:15 PM																
	VOLUMES	84	1,259	108	19	1,140	70	5	0	43	21	6	58	2,813					
	APPROACH %	6%	87%	7%	2%	93%	6%	10%	0%	90%	25%	7%	68%						
	PEAK HR FACTOR		0.988			0.925			0.857			0.817		0.969					
	APP/DEPART	1,451	/	1,325	1,229	/	1,223	48	/	124	85	/	141	0					



INTERSECTION TURNING MOVEMENT COUNTS

T319

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sun, Aug 27, 23

LOCATION: Garden Grove
NORTH & SOUTH: Euclid
EAST & WEST: DWY

PROJECT #: SC4159
LOCATION #: 2
CONTROL: STOP E/W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND DWY			WESTBOUND DWY				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0.5	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
PM	08:00 AM	5	86	14	8	116	3	1	0	1	2	1	7	244	0	0	0	0	0
	8:15 AM	6	100	13	4	109	2	0	1	5	4	1	4	249	1	0	0	0	1
	8:30 AM	9	124	8	6	163	11	0	0	4	4	0	8	337	0	1	0	0	1
	8:45 AM	11	144	17	10	177	14	2	0	4	3	0	12	394	1	3	0	0	4
	9:00 AM	9	120	17	2	163	15	2	0	8	7	3	12	358	2	1	0	0	3
	9:15 AM	19	144	15	5	161	14	3	2	8	4	0	7	382	4	1	0	0	5
	9:30 AM	15	151	18	6	204	9	2	1	7	9	3	10	435	1	3	0	0	4
	9:45 AM	10	172	26	5	218	6	3	0	6	2	3	6	457	2	0	0	0	2
	10:00 AM	12	208	19	5	214	10	0	0	9	12	5	9	503	2	1	0	0	3
	10:15 AM	10	184	15	7	214	12	0	2	11	6	3	8	472	1	1	0	0	2
	10:30 AM	15	220	26	2	196	17	1	1	4	9	0	14	505	5	1	0	0	6
	10:45 AM	14	179	28	9	184	8	2	0	7	8	3	12	454	3	1	0	0	4
	11:00 AM	17	198	23	9	196	11	0	2	8	8	2	11	485	7	2	0	0	9
	11:15 AM	15	199	37	6	200	9	0	0	8	12	1	19	506	2	0	0	0	2
	11:30 AM	20	208	30	7	188	13	0	1	12	6	1	16	502	7	1	0	0	8
	11:45 AM	13	213	35	9	211	18	1	0	11	10	3	21	545	2	0	0	0	2
	VOLUMES	200	2,650	341	100	2,914	172	17	10	113	106	29	176	6,828	40	16	0	0	56
	APPROACH %	6%	83%	11%	3%	91%	5%	12%	7%	81%	34%	9%	57%						
	APP/DEPART	3,191	/	2,859	3,186	/	3,173	140	/	435	311	/	361	0					
	BEGIN PEAK HR		11:00 AM																
	VOLUMES	65	818	125	31	795	51	1	3	39	36	7	67	2,038					
	APPROACH %	6%	81%	12%	4%	91%	6%	2%	7%	91%	33%	6%	61%						
	PEAK HR FACTOR		0.966			0.921			0.827			0.809		0.935					
	APP/DEPART	1,008	/	889	877	/	888	43	/	156	110	/	105	0					

Euclid

NORTH SIDE

DWY WEST SIDE EAST SIDE **DWY**

SOUTH SIDE

Euclid

INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Aug 24, 23

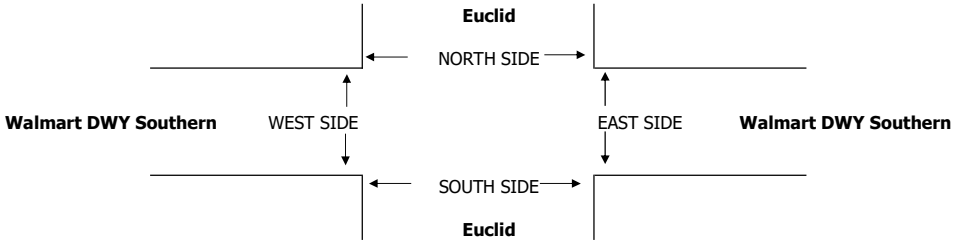
LOCATION: Garden Grove
NORTH & SOUTH: Euclid
EAST & WEST: Walmart DWY Southern

PROJECT #: SC4159
LOCATION #: 3
CONTROL: STOP E

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Walmart DWY Southern			WESTBOUND Walmart DWY Southern				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	6	145	0	0	149	2	0	0	5	0	0	0	307	0	0	0	0	0
	6:45 AM	5	169	0	0	207	0	0	0	3	0	0	0	384	0	0	0	0	0
	7:00 AM	9	155	0	0	168	1	0	0	5	0	0	0	338	1	0	0	0	1
	7:15 AM	5	184	0	0	265	3	0	0	7	0	0	0	464	0	0	0	0	0
	7:30 AM	2	214	0	0	300	0	1	0	3	0	0	0	520	1	0	0	0	1
	7:45 AM	8	238	0	0	342	1	1	0	7	0	0	0	597	0	0	0	0	0
	8:00 AM	13	292	0	0	271	2	2	0	7	0	0	0	587	1	0	0	0	1
	8:15 AM	17	252	0	0	273	4	0	0	8	0	0	0	554	1	0	0	0	1
	8:30 AM	12	271	0	0	245	1	0	0	6	0	0	0	535	0	0	0	0	0
	8:45 AM	6	210	0	0	236	2	0	0	3	0	0	0	457	0	0	0	0	0
	VOLUMES	83	2,130	0	0	2,456	16	4	0	54	0	0	0	4,743	4	0	0	0	4
	APPROACH %	4%	96%	0%	0%	99%	1%	7%	0%	93%	0%	0%	0%						
	APP/DEPART	2,213	/	2,134	2,472	/	2,514	58	/	0	0	/	95	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	50	1,053	0	0	1,131	8	3	0	28	0	0	0	2,273					
	APPROACH %	5%	95%	0%	0%	99%	1%	10%	0%	90%	0%	0%	0%						
	PEAK HR FACTOR		0.904			0.830			0.861			0.000		0.952					
	APP/DEPART	1,103	/	1,056	1,139	/	1,161	31	/	0	0	/	56	0					
PM	4:00 PM	10	310	0	0	257	0	1	0	7	0	0	0	585	0	0	0	0	0
	4:15 PM	18	328	0	0	253	0	1	0	13	0	0	0	613	1	0	0	0	1
	4:30 PM	17	325	0	0	249	5	1	0	10	0	0	0	607	0	0	0	0	0
	4:45 PM	8	371	0	0	259	6	2	0	5	0	0	0	651	0	0	0	0	0
	5:00 PM	13	335	0	0	270	1	1	0	8	0	0	0	628	0	0	0	0	0
	5:15 PM	13	347	0	0	297	7	1	0	5	0	0	0	670	0	0	0	0	0
	5:30 PM	13	362	0	0	315	2	2	0	8	0	0	0	702	0	0	0	0	0
	5:45 PM	12	351	0	0	281	1	0	0	4	0	0	0	649	0	0	0	0	0
	6:00 PM	22	346	0	0	282	7	4	0	13	0	0	0	674	1	0	0	0	1
	6:15 PM	13	324	0	0	284	4	5	0	7	0	0	0	637	0	0	0	0	0
	6:30 PM	9	314	0	0	230	1	0	0	11	0	0	0	565	1	0	0	0	1
	6:45 PM	13	305	0	0	280	0	2	0	14	0	0	0	614	0	0	0	0	0
	VOLUMES	161	4,018	0	0	3,257	34	20	0	105	0	0	0	7,595	3	0	0	0	3
	APPROACH %	4%	96%	0%	0%	99%	1%	16%	0%	84%	0%	0%	0%						
	APP/DEPART	4,179	/	4,038	3,291	/	3,365	125	/	0	0	/	192	0					
	BEGIN PEAK HR		5:15 PM																
	VOLUMES	60	1,406	0	0	1,175	17	7	0	30	0	0	0	2,695					
	APPROACH %	4%	96%	0%	0%	99%	1%	19%	0%	81%	0%	0%	0%						
	PEAK HR FACTOR		0.977			0.940			0.544			0.000		0.960					
	APP/DEPART	1,466	/	1,413	1,192	/	1,206	37	/	0	0	/	76	0					



INTERSECTION TURNING MOVEMENT COUNTS

T319

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sun, Aug 27, 23

LOCATION: Garden Grove
NORTH & SOUTH: Euclid
EAST & WEST: Walmart DWY Southern

PROJECT #: SC4159
LOCATION #: 3
CONTROL: STOP E

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Walmart DWY Southern			WESTBOUND Walmart DWY Southern				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
PM	08:00 AM	5	102	0	1	121	0	0	0	6	0	0	0	235	1	1	0	0	2
	8:15 AM	5	105	0	0	116	2	0	0	1	0	0	0	229	1	0	0	0	1
	8:30 AM	6	131	0	0	161	4	1	0	3	0	0	0	306	0	0	0	0	0
	8:45 AM	3	159	0	0	179	1	1	0	6	0	0	0	349	0	0	0	0	0
	9:00 AM	10	141	0	0	180	1	1	0	4	0	0	0	337	0	0	0	0	0
	9:15 AM	10	163	0	0	171	2	1	0	2	0	0	0	349	1	0	0	0	1
	9:30 AM	5	177	0	0	207	0	0	0	5	0	0	0	394	1	0	0	0	1
	9:45 AM	13	197	0	0	231	0	2	0	10	0	0	0	453	0	0	0	0	0
	10:00 AM	10	220	0	0	218	4	2	0	6	0	0	0	460	0	0	0	0	0
	10:15 AM	5	198	0	0	233	2	1	0	4	0	0	0	443	0	0	0	0	0
	10:30 AM	12	247	0	0	212	5	1	0	3	0	0	0	480	0	0	0	0	0
	10:45 AM	10	210	0	0	197	5	1	0	7	0	0	0	430	0	0	0	0	0
	11:00 AM	6	234	0	0	215	3	0	0	4	0	0	0	462	0	0	0	0	0
	11:15 AM	7	228	0	0	200	2	0	0	8	0	0	0	445	0	0	0	0	0
	11:30 AM	8	249	0	0	231	1	3	0	8	0	0	0	500	0	0	0	0	0
	11:45 AM	8	253	0	0	215	3	1	0	5	0	0	0	485	0	0	0	0	0
	VOLUMES	123	3,014	0	1	3,087	35	15	0	82	0	0	0	6,357	4	1	0	0	5
	APPROACH %	4%	96%	0%	0%	99%	1%	15%	0%	85%	0%	0%	0%						
	APP/DEPART	3,137	/	3,030	3,123	/	3,173	97	/	0	0	/	154	0					
	BEGIN PEAK HR		11:00 AM																
	VOLUMES	29	964	0	0	861	9	4	0	25	0	0	0	1,892					
	APPROACH %	3%	97%	0%	0%	99%	1%	14%	0%	86%	0%	0%	0%						
	PEAK HR FACTOR		0.951			0.938			0.659			0.000		0.946					
	APP/DEPART	993	/	968	870	/	886	29	/	0	0	/	38	0					

Euclid

NORTH SIDE

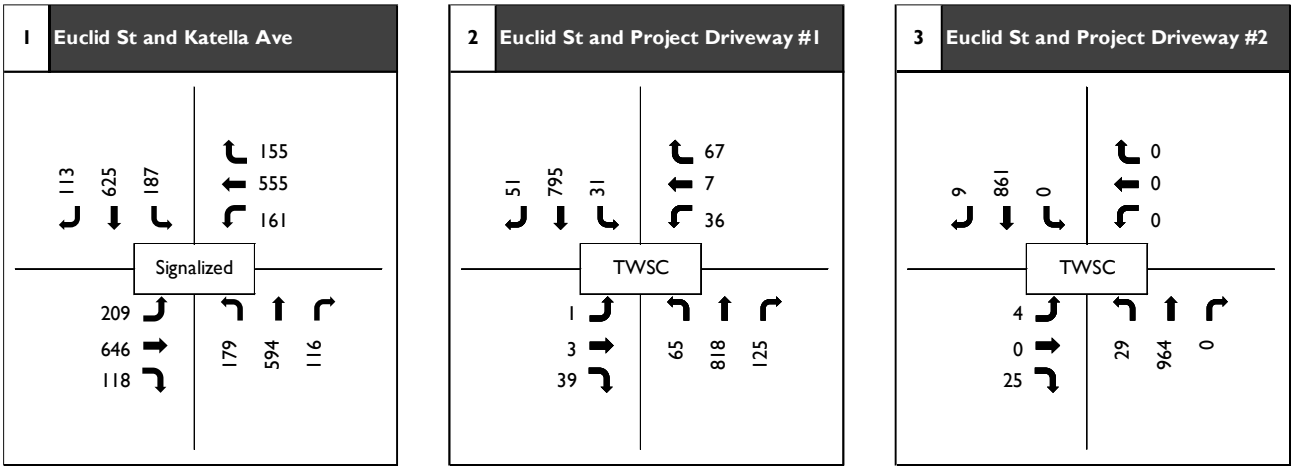
Walmart DWY Southern WEST SIDE EAST SIDE **Walmart DWY Southern**

SOUTH SIDE

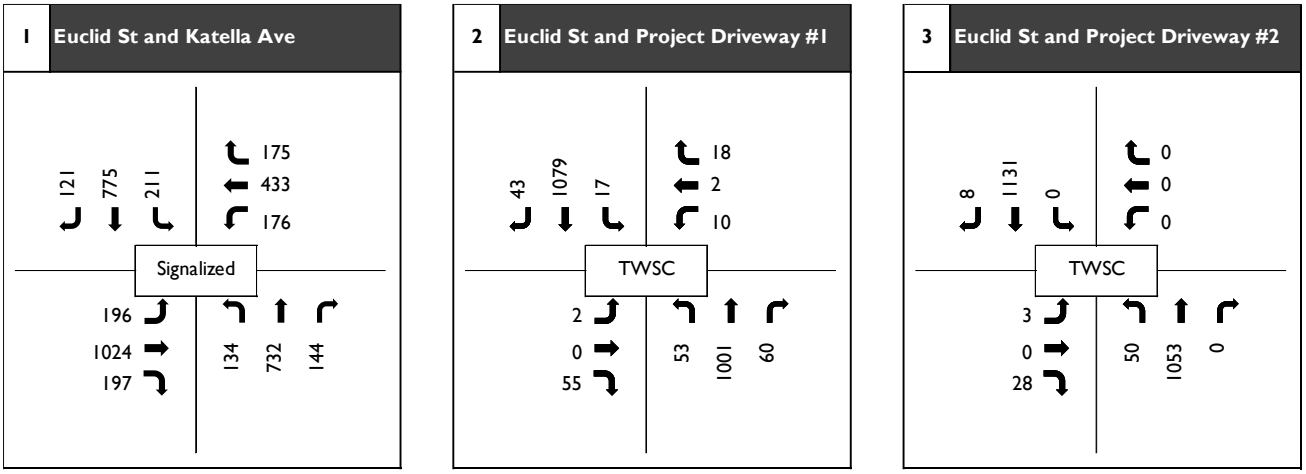
Euclid

ATTACHMENT 3 - EXISTING TRAFFIC VOLUMES

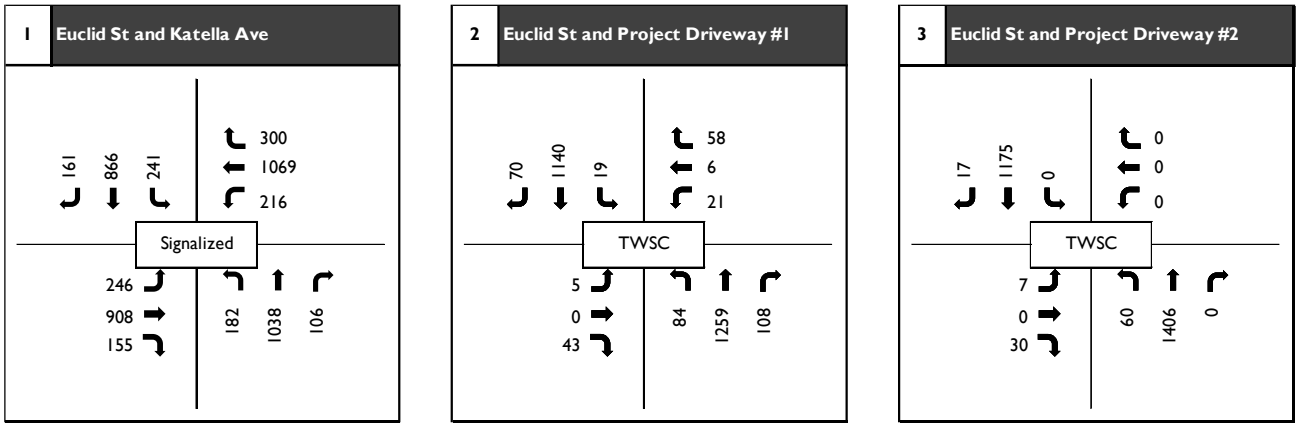
SUNDAY PEAK HOUR



WEEKDAY AM PEAK HOUR



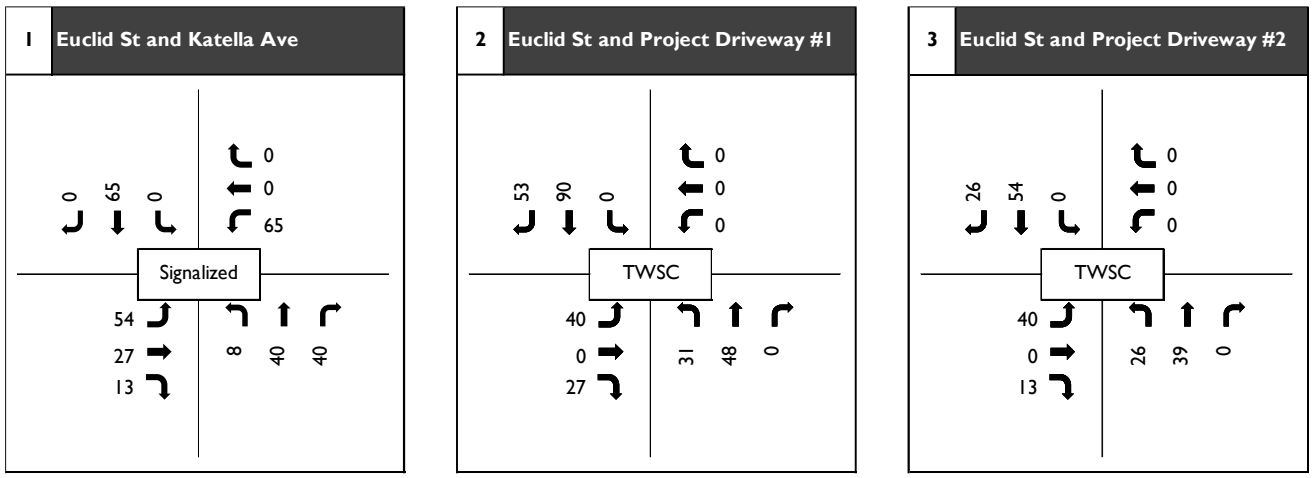
WEEKDAY PM PEAK HOUR



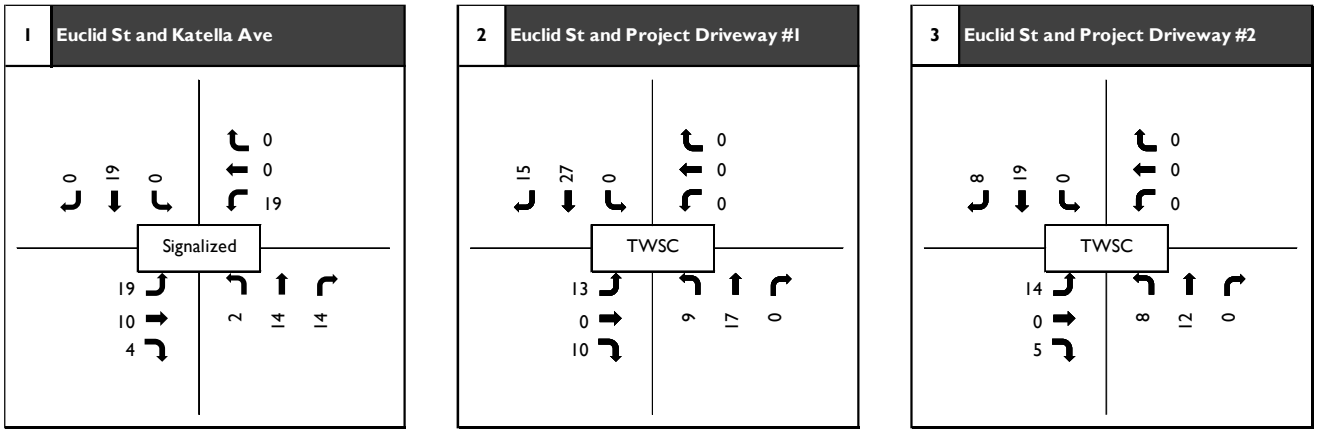
ATTACHMENT 4 - PROJECT TRIP DISTRIBUTION

ATTACHMENT 5 - PROJECT TRAFFIC VOLUMES

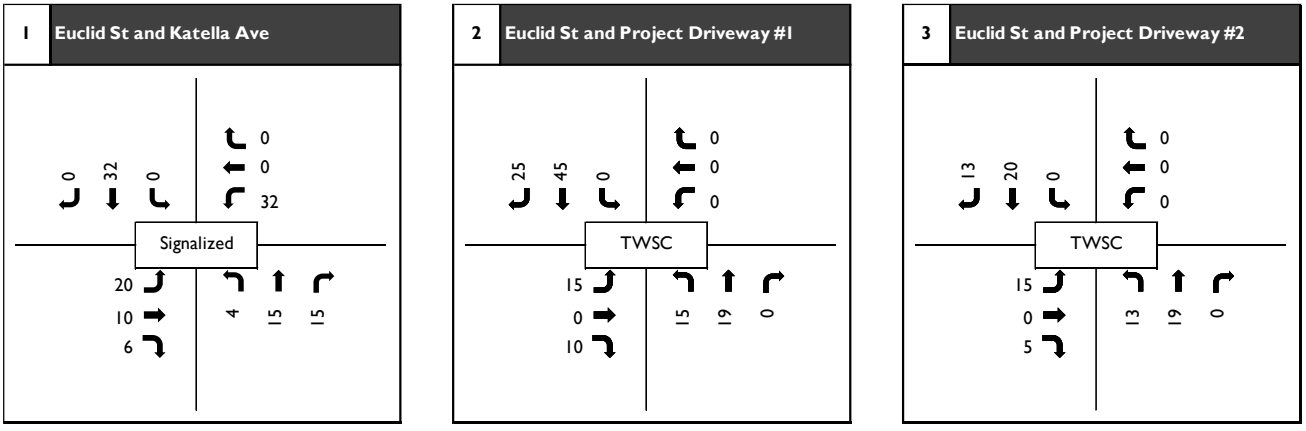
SUNDAY PEAK HOUR



WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



ATTACHMENT 6
TRAFFIC VOLUME CALCULATION SUMMARY

Existing Traffic Volumes

		Sunday AM Peak Hour												Weekday AM Peak Hour												Weekday PM Peak Hour											
		NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
No.	Intersection	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid St and Katella Ave	179	594	116	187	625	113	209	646	118	161	555	155	134	732	144	211	775	121	196	1,024	197	176	433	175	182	1,038	106	241	866	161	246	908	155	216	1,069	300
2	Euclid St and Project Driveway #1	65	818	125	31	795	51	1	3	39	36	7	67	53	1,001	60	17	1,079	43	2	0	55	10	2	18	84	1,259	108	19	1,140	70	5	0	43	21	6	58
3	Euclid St and Project Driveway #2	29	964	0	0	861	9	4	0	25	0	0	0	50	1,053	0	0	1,131	8	3	0	28	0	0	0	60	1,406	0	0	1,175	17	7	0	30	0	0	0

Existing + Ambient Traffic Volumes

		Sunday AM Peak Hour												Weekday AM Peak Hour												Weekday PM Peak Hour											
		NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
No.	Intersection	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid St and Katella Ave	183	606	118	191	638	115	213	659	120	164	566	158	137	747	147	215	791	123	200	1044	201	180	442	179	186	1059	108	246	883	164	251	926	158	220	1090	306
2	Euclid St and Project Driveway #1	66	834	128	32	811	52	1	3	40	37	7	68	54	1021	61	17	1101	44	2	0	56	10	2	18	86	1284	110	19	1163	71	5	0	44	21	6	59
3	Euclid St and Project Driveway #2	30	983	0	0	878	9	4	0	26	0	0	0	51	1074	0	0	1154	8	3	0	29	0	0	0	61	1434	0	0	1199	17	7	0	31	0	0	0

Project Trip Distribution %

		Sunday AM Peak Hour (INBOUND)												Weekday AM Peak Hour (INBOUND)												Weekday PM Peak Hour (OUTBOUND)											
		NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
No.	Intersection	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid St and Katella Ave	3%				25%				5%	25%			3%				25%				5%	25%			3%				25%				5%	25%		
2	Euclid St and Project Driveway #1	12%	3%			35%	20%							12%	3%			35%	20%							12%	3%			35%	20%						
3	Euclid St and Project Driveway #2	10%	15%				10%							10%	15%				10%							10%	15%				10%						

Project Trip Distribution % Project Trip Distribution %

		Sunday AM Peak Hour (OUTBOUND)												Weekday AM Peak Hour (OUTBOUND)												Weekday PM Peak Hour (OUTBOUND)											
		NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
No.	Intersection	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid St and Katella Ave	0%	15%	15%				20%	10%					0%	15%	15%				20%	10%					0%	15%	15%				20%	10%				
2	Euclid St and Project Driveway #1		15%					15%		10%					15%					15%		10%					15%					15%		10%			
3	Euclid St and Project Driveway #2					20%		15%		5%								20%		15%		5%								20%		15%		5%			

Project Traffic Volumes

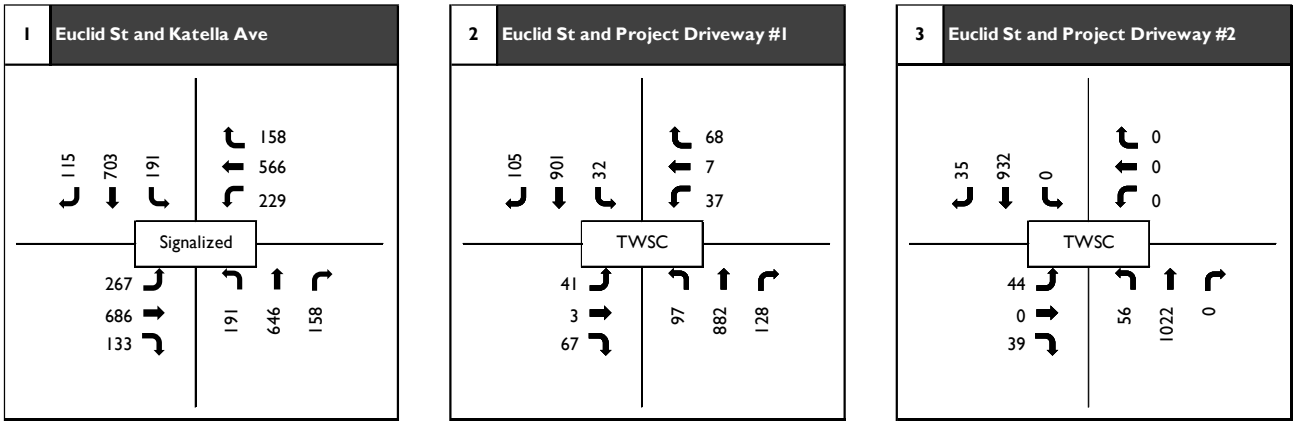
											In	Out											In	Out											In	Out	
											258	268											77	96											128	98	
		Sunday AM Peak Hour												Weekday AM Peak Hour												Weekday PM Peak Hour											
		NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
No.	Intersection	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid St and Katella Ave	8	40	40	0	65	0	54	27	13	65	0	0	2	14	14	0	19	0	19	10	4	19	0	0	4	15	15	0	32	0	20	10	6	32	0	0
2	Euclid St and Project Driveway #1	31	48	0	0	90	53	40	0	27	0	0	0	9	17	0	0	27	15	13	0	10	0	0	0	15	19	0	0	45	25	15	0	10	0	0	0
3	Euclid St and Project Driveway #2	26	39	0	0	54	26	40	0	13	0	0	0	8	12	0	0	19	8	14	0	5	0	0	0	13	19	0	0	20	13	15	0	5	0	0	0

Opening Year 2024 With-Project

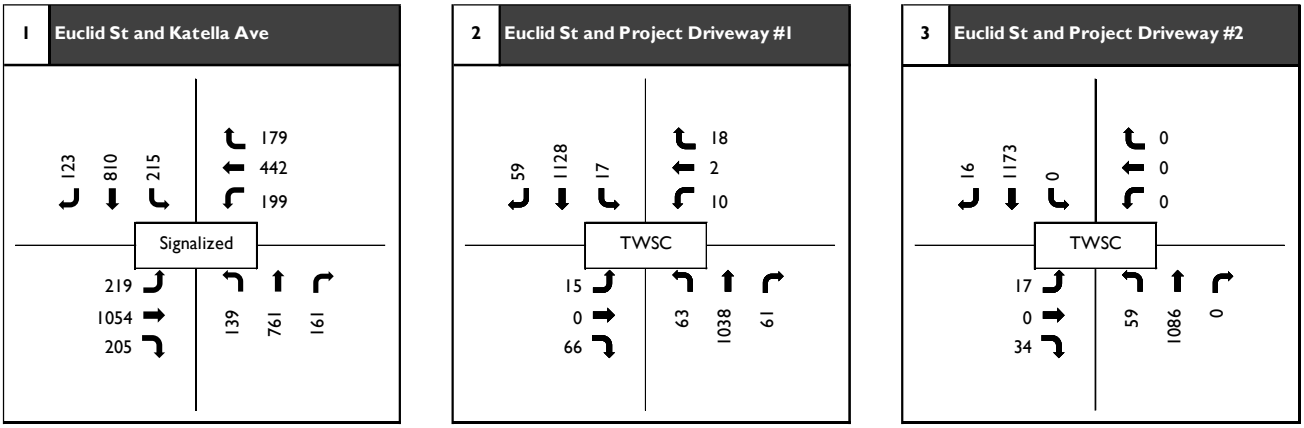
		Sunday AM Peak Hour												Weekday AM Peak Hour												Weekday PM Peak Hour											
		NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
No.	Intersection	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid St and Katella Ave	191	646	158	191	703	115	267	686	133	229	566	158	139	761	161	215	810	123	219	1054	205	199	442	179	190	1074	123	246	915	164	271	936	164	252	1090	306
2	Euclid St and Project Driveway #1	97	882	128	32	901	105	41	3	67	37	7	68	63	1038	61	17	1128	59	15	0	66	10	2	18	101	1303	110	19	1208	96	20	0	54	21	6	59
3	Euclid St and Project Driveway #2	56	1022	0	0	932	35	44	0	39	0	0	0	59	1086	0	0	1173	16	17	0	34	0	0	0	74	1453	0	0	1219	30	22	0	36	0	0	0

ATTACHMENT 7
OPENING YEAR 2024 WITH-PROJECT TRAFFIC VOLUMES

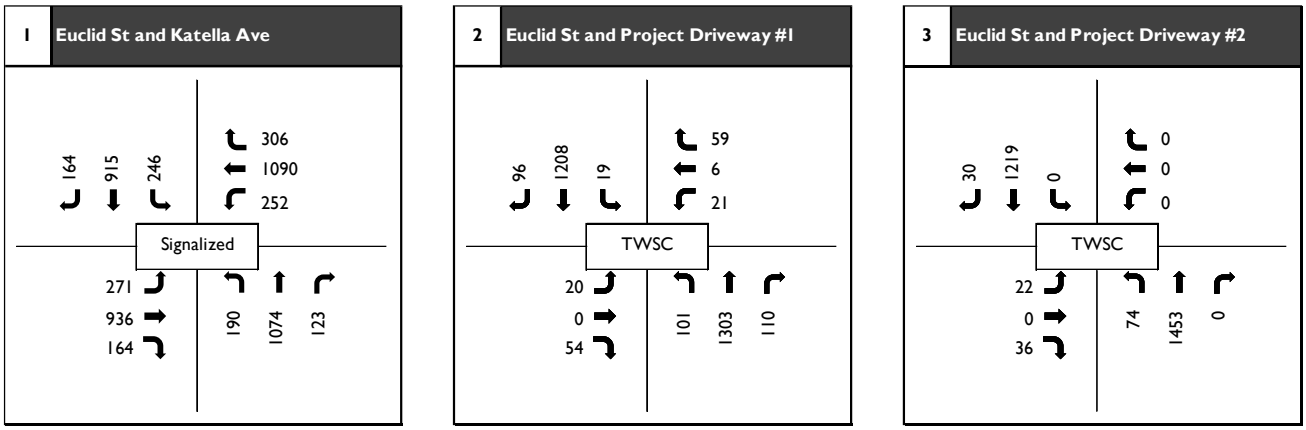
SUNDAY PEAK HOUR



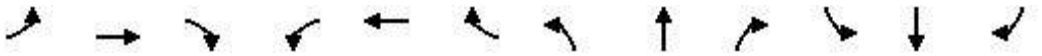
WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



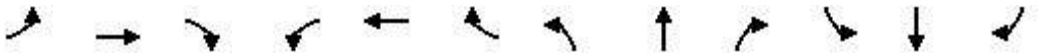
ATTACHMENT 8
LEFT-TURN QUEUING ANALYSIS WORKSHEETS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	646	118	161	555	155	179	594	116	187	625	113
Future Volume (vph)	209	646	118	161	555	155	179	594	116	187	625	113
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	190		310	140		205	200		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		921			1334			372			331	
Travel Time (s)		15.7			22.7			6.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.92	0.92	0.92	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	859	0	194	669	187	195	646	126	213	710	128
Act Effct Green (s)	18.1	48.6		14.1	44.6	44.6	14.2	43.6	43.6	15.0	44.4	44.4
Actuated g/C Ratio	0.13	0.35		0.10	0.32	0.32	0.10	0.31	0.31	0.11	0.32	0.32
v/c Ratio	0.59	0.55		0.62	0.46	0.32	0.62	0.45	0.24	0.65	0.49	0.24
Control Delay	63.8	37.6		69.7	39.7	6.5	69.6	40.3	7.2	69.4	40.4	7.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	37.6		69.7	39.7	6.5	69.6	40.3	7.2	69.4	40.4	7.0
LOS	E	D		E	D	A	E	D	A	E	D	A
Approach Delay		43.3			39.3			41.9			42.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	104	221		88	176	0	88	171	0	96	189	0
Queue Length 95th (ft)	153	290		123	216	43	135	232	50	141	247	47
Internal Link Dist (ft)		841			1254			292			251	
Turn Bay Length (ft)	220			190		310	140		205	200		200
Base Capacity (vph)	563	1567		475	1456	580	519	1423	530	519	1450	538
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.55		0.41	0.46	0.32	0.38	0.45	0.24	0.41	0.49	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 139.3			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 41.7		Intersection LOS: D	

Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	1024	197	176	433	175	134	732	144	211	775	121
Future Volume (vph)	196	1024	197	176	433	175	134	732	144	211	775	121
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	190		310	140		205	200		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		921			1334			372			331	
Travel Time (s)		15.7			22.7			6.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	1285	0	185	456	184	154	841	166	237	871	136
Act Effct Green (s)	11.2	38.5		18.2	45.5	45.5	11.0	35.5	35.5	18.0	42.5	42.5
Actuated g/C Ratio	0.09	0.30		0.14	0.35	0.35	0.09	0.28	0.28	0.14	0.33	0.33
v/c Ratio	0.77	0.95		0.42	0.28	0.30	0.58	0.67	0.32	0.55	0.58	0.24
Control Delay	76.6	58.0		53.9	30.5	5.3	65.8	44.5	7.1	56.5	37.5	6.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	58.0		53.9	30.5	5.3	65.8	44.5	7.1	56.5	37.5	6.1
LOS	E	E		D	C	A	E	D	A	E	D	A
Approach Delay		60.6			30.1			41.9			37.7	
Approach LOS		E			C			D			D	
Queue Length 50th (ft)	88	380		73	100	0	64	230	0	95	221	0
Queue Length 95th (ft)	#145	#486		112	131	51	97	270	49	137	266	45
Internal Link Dist (ft)		841			1254			292			251	
Turn Bay Length (ft)	220			190		310	140		205	200		200
Base Capacity (vph)	275	1355		443	1614	621	299	1259	512	466	1507	560
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.95		0.42	0.28	0.30	0.52	0.67	0.32	0.51	0.58	0.24

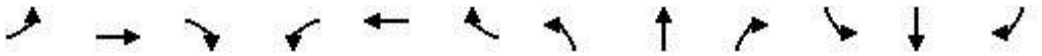
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 128.3			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 44.7		Intersection LOS: D	

Intersection Capacity Utilization 70.2% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	246	908	155	216	1069	300	182	1038	106	241	866	161
Future Volume (vph)	246	908	155	216	1069	300	182	1038	106	241	866	161
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	190		310	140		205	200		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		921			1334			372			331	
Travel Time (s)		15.7			22.7			6.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.98	0.98	0.98	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	262	1131	0	230	1137	319	186	1059	108	248	893	166
Act Effct Green (s)	15.8	46.3		15.0	45.5	45.5	13.6	43.5	43.5	14.5	44.4	44.4
Actuated g/C Ratio	0.12	0.34		0.11	0.33	0.33	0.10	0.32	0.32	0.11	0.32	0.32
v/c Ratio	0.74	0.75		0.69	0.75	0.50	0.61	0.73	0.21	0.77	0.61	0.29
Control Delay	72.4	43.5		70.0	45.1	11.1	68.3	45.8	9.5	76.0	41.9	6.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	43.5		70.0	45.1	11.1	68.3	45.8	9.5	76.0	41.9	6.6
LOS	E	D		E	D	B	E	D	A	E	D	A
Approach Delay		48.9			42.1			46.0			43.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	119	326		105	339	40	85	316	8	113	249	1
Queue Length 95th (ft)	168	392		149	399	129	123	373	53	#163	313	55
Internal Link Dist (ft)		841			1254			292			251	
Turn Bay Length (ft)	220			190		310	140		205	200		200
Base Capacity (vph)	391	1516		391	1508	641	414	1442	514	347	1471	569
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.75		0.59	0.75	0.50	0.45	0.73	0.21	0.71	0.61	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 137.3			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 45.1		Intersection LOS: D	

Intersection Capacity Utilization 76.0% ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	3	39	36	7	67	65	818	125	31	795	51
Future Vol, veh/h	1	3	39	36	7	67	65	818	125	31	795	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	81	81	81	97	97	97	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	4	47	44	9	83	67	843	129	34	864	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1436	2066	460	1458	2029	486	919	0	0	972	0	0
Stage 1	960	960	-	1042	1042	-	-	-	-	-	-	-
Stage 2	476	1106	-	416	987	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	141	54	469	136	57	451	428	-	-	404	-	-
Stage 1	212	333	-	186	305	-	-	-	-	-	-	-
Stage 2	492	284	-	535	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	42	469	95	44	451	428	-	-	404	-	-
Mov Cap-2 Maneuver	81	42	-	95	44	-	-	-	-	-	-	-
Stage 1	179	305	-	157	257	-	-	-	-	-	-	-
Stage 2	327	239	-	436	297	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.4	53.1	1	0.5
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	428	-	-	258	80	451	404	-	-
HCM Lane V/C Ratio	0.157	-	-	0.201	0.664	0.183	0.083	-	-
HCM Control Delay (s)	15	-	-	22.4	112.8	14.8	14.7	-	-
HCM Lane LOS	B	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0.7	3.1	0.7	0.3	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	55	10	2	18	53	1001	60	17	1079	43
Future Vol, veh/h	2	0	55	10	2	18	53	1001	60	17	1079	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	68	68	68	92	92	92	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	73	15	3	26	58	1088	65	19	1226	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1842	2558	638	1765	2550	577	1275	0	0	1153	0	0
Stage 1	1289	1289	-	1237	1237	-	-	-	-	-	-	-
Stage 2	553	1269	-	528	1313	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	80	26	359	89	26	394	288	-	-	330	-	-
Stage 1	125	232	-	136	246	-	-	-	-	-	-	-
Stage 2	442	238	-	458	226	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	20	359	57	20	394	288	-	-	330	-	-
Mov Cap-2 Maneuver	54	20	-	57	20	-	-	-	-	-	-	-
Stage 1	100	219	-	109	197	-	-	-	-	-	-	-
Stage 2	324	190	-	343	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	62.3	1	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	288	-	-	300	44	394	330	-	-
HCM Lane V/C Ratio	0.2	-	-	0.253	0.401	0.067	0.059	-	-
HCM Control Delay (s)	20.6	-	-	21	133.5	14.8	16.6	-	-
HCM Lane LOS	C	-	-	C	F	B	C	-	-
HCM 95th %tile Q(veh)	0.7	-	-	1	1.4	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	43	21	6	58	84	1259	108	19	1140	70
Future Vol, veh/h	5	0	43	21	6	58	84	1259	108	19	1140	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	82	82	82	99	98	98	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	50	26	7	71	85	1285	110	20	1226	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1992	2869	651	2040	2851	698	1301	0	0	1395	0	0
Stage 1	1304	1304	-	1510	1510	-	-	-	-	-	-	-
Stage 2	688	1565	-	530	1341	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	64	16	352	60	17	328	279	-	-	251	-	-
Stage 1	122	229	-	87	181	-	-	-	-	-	-	-
Stage 2	366	170	-	457	219	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	18	10	352	37	11	328	279	-	-	251	-	-
Mov Cap-2 Maneuver	18	10	-	37	11	-	-	-	-	-	-	-
Stage 1	85	211	-	60	126	-	-	-	-	-	-	-
Stage 2	188	118	-	361	201	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.7	189	1.3	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	279	-	-	120	24	328	251	-	-
HCM Lane V/C Ratio	0.304	-	-	0.465	1.372	0.216	0.081	-	-
HCM Control Delay (s)	23.4	-	-	58.7$	554.3	19	20.6	-	-
HCM Lane LOS	C	-	-	F	F	C	C	-	-
HCM 95th %tile Q(veh)	1.2	-	-	2.1	4.1	0.8	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	25	29	964	861	9
Future Vol, veh/h	4	25	29	964	861	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	95	95	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	38	31	1015	916	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1491	463	926	0	-	0
Stage 1	921	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	141	467	425	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	467	425	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	425	-	345	-	-
HCM Lane V/C Ratio	0.072	-	0.127	-	-
HCM Control Delay (s)	14.1	-	17	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	28	50	1053	1131	8
Future Vol, veh/h	3	28	50	1053	1131	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	33	55	1157	1363	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2057	687	1373	0	-	0
Stage 1	1368	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	64	334	257	-	-	-
Stage 1	146	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	334	257	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	115	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	257	-	216	-	-
HCM Lane V/C Ratio	0.214	-	0.167	-	-
HCM Control Delay (s)	22.8	-	25	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.8	-	0.6	-	-

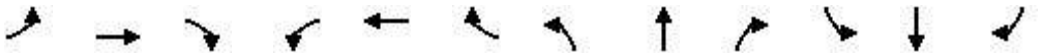
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	30	60	1406	1175	17
Future Vol, veh/h	7	30	60	1406	1175	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	98	98	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	56	61	1435	1250	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2099	634	1268	0	-	0
Stage 1	1259	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	61	362	290	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	362	290	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.6	0.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	290	-	162	-	-
HCM Lane V/C Ratio	0.211	-	0.423	-	-
HCM Control Delay (s)	20.7	-	42.6	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.8	-	1.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	267	686	133	229	566	158	191	646	158	191	703	115
Future Volume (vph)	267	686	133	229	566	158	191	646	158	191	703	115
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	190		310	140		205	200		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		921			1334			372			331	
Travel Time (s)		15.7			22.7			6.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.92	0.92	0.92	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	300	920	0	276	682	190	208	702	172	217	799	131
Act Effct Green (s)	21.7	48.6		17.7	44.6	44.6	15.0	43.6	43.6	15.4	44.0	44.0
Actuated g/C Ratio	0.15	0.34		0.12	0.31	0.31	0.10	0.30	0.30	0.11	0.31	0.31
v/c Ratio	0.65	0.60		0.73	0.48	0.33	0.65	0.51	0.31	0.66	0.57	0.25
Control Delay	64.5	40.8		72.7	42.1	6.7	71.8	43.3	7.0	71.7	44.4	7.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	40.8		72.7	42.1	6.7	71.8	43.3	7.0	71.7	44.4	7.5
LOS	E	D		E	D	A	E	D	A	E	D	A
Approach Delay		46.6			43.6			43.0			45.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	137	254		129	189	0	97	198	0	102	230	1
Queue Length 95th (ft)	193	325		169	227	43	144	261	58	146	291	49
Internal Link Dist (ft)		841			1254			292			251	
Turn Bay Length (ft)	220			190		310	140		205	200		200
Base Capacity (vph)	547	1524		461	1415	571	504	1384	550	504	1397	525
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.60		0.60	0.48	0.33	0.41	0.51	0.31	0.43	0.57	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 143.3			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 44.7		Intersection LOS: D	

Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1054	205	199	442	179	139	761	161	215	810	123
Future Volume (vph)	219	1054	205	199	442	179	139	761	161	215	810	123
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	190		310	140		205	200		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		921			1334			372			331	
Travel Time (s)		15.7			22.7			6.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	1325	0	209	465	188	160	875	185	242	910	138
Act Effct Green (s)	11.5	38.5		18.5	45.5	45.5	11.2	35.5	35.5	18.2	42.5	42.5
Actuated g/C Ratio	0.09	0.30		0.14	0.35	0.35	0.09	0.28	0.28	0.14	0.33	0.33
v/c Ratio	0.84	0.98		0.47	0.29	0.30	0.60	0.70	0.35	0.56	0.61	0.25
Control Delay	83.9	64.1		54.9	30.7	5.3	66.4	45.4	7.0	56.8	38.3	6.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.9	64.1		54.9	30.7	5.3	66.4	45.4	7.0	56.8	38.3	6.1
LOS	F	E		D	C	A	E	D	A	E	D	A
Approach Delay		67.1			31.0			42.4			38.3	
Approach LOS		E			C			D			D	
Queue Length 50th (ft)	100	397		84	102	0	67	242	0	98	234	0
Queue Length 95th (ft)	#172	#511		125	134	51	101	282	51	141	280	46
Internal Link Dist (ft)		841			1254			292			251	
Turn Bay Length (ft)	220			190		310	140		205	200		200
Base Capacity (vph)	274	1351		441	1608	622	298	1255	524	465	1502	560
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.98		0.47	0.29	0.30	0.54	0.70	0.35	0.52	0.61	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 128.7			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 47.1		Intersection LOS: D	

Intersection Capacity Utilization 72.5% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	271	936	164	252	1090	306	190	1074	123	246	915	164
Future Volume (vph)	271	936	164	252	1090	306	190	1074	123	246	915	164
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	190		310	140		205	200		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		921			1334			372			331	
Travel Time (s)		15.7			22.7			6.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.98	0.98	0.98	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	288	1170	0	268	1160	326	194	1096	126	254	943	169
Act Effct Green (s)	16.4	45.9		16.0	45.5	45.5	14.0	43.5	43.5	14.7	44.2	44.2
Actuated g/C Ratio	0.12	0.33		0.12	0.33	0.33	0.10	0.31	0.31	0.11	0.32	0.32
v/c Ratio	0.79	0.78		0.75	0.77	0.51	0.62	0.76	0.24	0.78	0.65	0.30
Control Delay	75.6	45.4		73.4	46.2	12.3	68.5	47.2	9.9	77.1	43.4	7.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.6	45.4		73.4	46.2	12.3	68.5	47.2	9.9	77.1	43.4	7.8
LOS	E	D		E	D	B	E	D	A	E	D	A
Approach Delay		51.3			44.0			46.8			45.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	132	348		122	350	49	88	332	11	117	269	6
Queue Length 95th (ft)	#186	409		172	409	142	127	390	61	#173	335	62
Internal Link Dist (ft)		841			1254			292			251	
Turn Bay Length (ft)	220			190		310	140		205	200		200
Base Capacity (vph)	389	1496		389	1499	635	411	1434	520	345	1456	562
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.78		0.69	0.77	0.51	0.47	0.76	0.24	0.74	0.65	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 138.1			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 46.7		Intersection LOS: D	

Intersection Capacity Utilization 78.4% ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	27.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	3	67	37	7	68	97	882	128	32	901	105
Future Vol, veh/h	41	3	67	37	7	68	97	882	128	32	901	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	81	81	81	97	97	97	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	4	81	46	9	84	100	909	132	35	979	114

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1674	2347	547	1639	2338	521	1093	0	0	1041	0	0
Stage 1	1106	1106	-	1175	1175	-	-	-	-	-	-	-
Stage 2	568	1241	-	464	1163	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	101	36	412	106	36	428	353	-	-	374	-	-
Stage 1	168	284	-	150	264	-	-	-	-	-	-	-
Stage 2	433	245	-	501	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 43	23	412	55	23	428	353	-	-	374	-	-
Mov Cap-2 Maneuver	~ 43	23	-	55	23	-	-	-	-	-	-	-
Stage 1	120	257	-	108	189	-	-	-	-	-	-	-
Stage 2	238	176	-	360	242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 358.9	145	1.7	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	353	-	-	89	45	428	374	-	-
HCM Lane V/C Ratio	0.283	-	-	1.503	1.207	0.196	0.093	-	-
HCM Control Delay (s)	19.2	-	-	-$ 358.9	$ 345.2	15.5	15.6	-	-
HCM Lane LOS	C	-	-	F	F	C	C	-	-
HCM 95th %tile Q(veh)	1.1	-	-	10.4	5.1	0.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	66	10	2	18	63	1038	61	17	1128	59
Future Vol, veh/h	15	0	66	10	2	18	63	1038	61	17	1128	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	68	68	68	92	92	92	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	88	15	3	26	68	1128	66	19	1282	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1943	2684	675	1848	2684	597	1349	0	0	1194	0	0
Stage 1	1354	1354	-	1297	1297	-	-	-	-	-	-	-
Stage 2	589	1330	-	551	1387	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	69	22	340	79	22	382	265	-	-	315	-	-
Stage 1	112	216	-	123	230	-	-	-	-	-	-	-
Stage 2	421	222	-	444	208	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	15	340	45	15	382	265	-	-	315	-	-
Mov Cap-2 Maneuver	42	15	-	45	15	-	-	-	-	-	-	-
Stage 1	83	203	-	91	171	-	-	-	-	-	-	-
Stage 2	286	165	-	309	196	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	77.8	86.5	1.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	265	-	-	147	34	382	315	-	-
HCM Lane V/C Ratio	0.258	-	-	0.735	0.519	0.069	0.061	-	-
HCM Control Delay (s)	23.3	-	-	77.8	193.6	15.1	17.2	-	-
HCM Lane LOS	C	-	-	F	F	C	C	-	-
HCM 95th %tile Q(veh)	1	-	-	4.4	1.7	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	54	21	6	59	101	1303	110	19	1208	96
Future Vol, veh/h	20	0	54	21	6	59	101	1303	110	19	1208	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	82	82	82	99	98	98	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	63	26	7	72	102	1330	112	20	1299	103

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2131	3037	701	2150	3032	721	1402	0	0	1442	0	0
Stage 1	1391	1391	-	1590	1590	-	-	-	-	-	-	-
Stage 2	740	1646	-	560	1442	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	53	13	327	51	13	317	249	-	-	238	-	-
Stage 1	106	207	-	76	166	-	-	-	-	-	-	-
Stage 2	340	155	-	438	196	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	7	327	26	~ 7	317	249	-	-	238	-	-
Mov Cap-2 Maneuver	-	7	-	26	~ 7	-	-	-	-	-	-	-
Stage 1	63	190	-	45	98	-	-	-	-	-	-	-
Stage 2	144	91	-	324	180	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 322.1	1.9	0.3
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	-	16	317	238	-	-
HCM Lane V/C Ratio	0.41	-	-	-	2.058	0.227	0.086	-	-
HCM Control Delay (s)	29.1	-	-	-$	982.8	19.7	21.5	-	-
HCM Lane LOS	D	-	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	1.9	-	-	-	4.7	0.9	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	39	56	1022	932	35
Future Vol, veh/h	44	39	56	1022	932	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	95	95	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	59	59	1076	991	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1666	514	1028	0	-	0
Stage 1	1010	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	111	433	379	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	433	379	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	96.1	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	379	-	149	-	-
HCM Lane V/C Ratio	0.156	-	0.844	-	-
HCM Control Delay (s)	16.2	-	96.1	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	5.6	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	34	59	1086	1173	16
Future Vol, veh/h	17	34	59	1086	1173	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	40	65	1193	1413	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2150	716	1432	0	-	0
Stage 1	1423	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	57	320	241	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	42	320	241	-	-	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	99	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	83.6	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	241	-	100	-	-
HCM Lane V/C Ratio	0.269	-	0.593	-	-
HCM Control Delay (s)	25.3	-	83.6	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	1.1	-	2.8	-	-

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	36	74	1453	1219	30
Future Vol, veh/h	22	36	74	1453	1219	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	98	98	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	67	76	1483	1297	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2207	665	1329	0	-	0
Stage 1	1313	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	52	345	271	-	-	-
Stage 1	158	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 37	345	271	-	-	-
Mov Cap-2 Maneuver	~ 37	-	-	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	286.7	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	271	-	83	-	-
HCM Lane V/C Ratio	0.279	-	1.294	-	-
HCM Control Delay (s)	23.3	-	286.7	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	1.1	-	8.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Attachment 4 - Transportation Study

TRANSPORTATION STUDY FOR FREEDOMHOUSE CHURCH PROJECT 10912 KATELLA AVENUE IN THE CITY OF GARDEN GROVE

JANUARY 12, 2024

Prepared For:
City of Garden Grove
11222 Acacia Parkway
Garden Grove, CA 92840

JC33085

A LOCHNER COMPANY

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TABLES

1. INTRODUCTION

The proposed Freedomhouse Church Project (the "Project") is an institutional development located at 10912 Katella Avenue in the City of Garden Grove (the "City"). The City has required that a Traffic Impact Analysis (TIA) be completed to study the effects that the Project will have on the City's traffic operations.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the following documents:

- *City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (2020), the "TIA Guidelines";
- *City of Anaheim Criteria for Preparation of Traffic Impact Studies* (2015), the "TIS Guidelines"

The scope of the analysis and basic assumptions contained in this report were determined by the City in a Traffic Scoping Agreement dated November 17, 2023. The Traffic Scoping Agreement is included in **Appendix A** of this report. It should be noted that a VMT Screening Assessment which determined that the Project does not require a full VMT Analysis was conducted and is included in a separate report.

1.1. STUDY AREA

The scoping document outlined the proposed methodology and assumptions for the detailed analysis of potential transportation impacts resulting from the Project. The approved scope of work includes an evaluation of level-of-service (LOS) conditions at key intersections in the Project vicinity. The Project study area for the LOS analysis includes six intersections as shown in **Table 1**, which are also depicted in **Figure 1**.

Table 1: Study Intersections

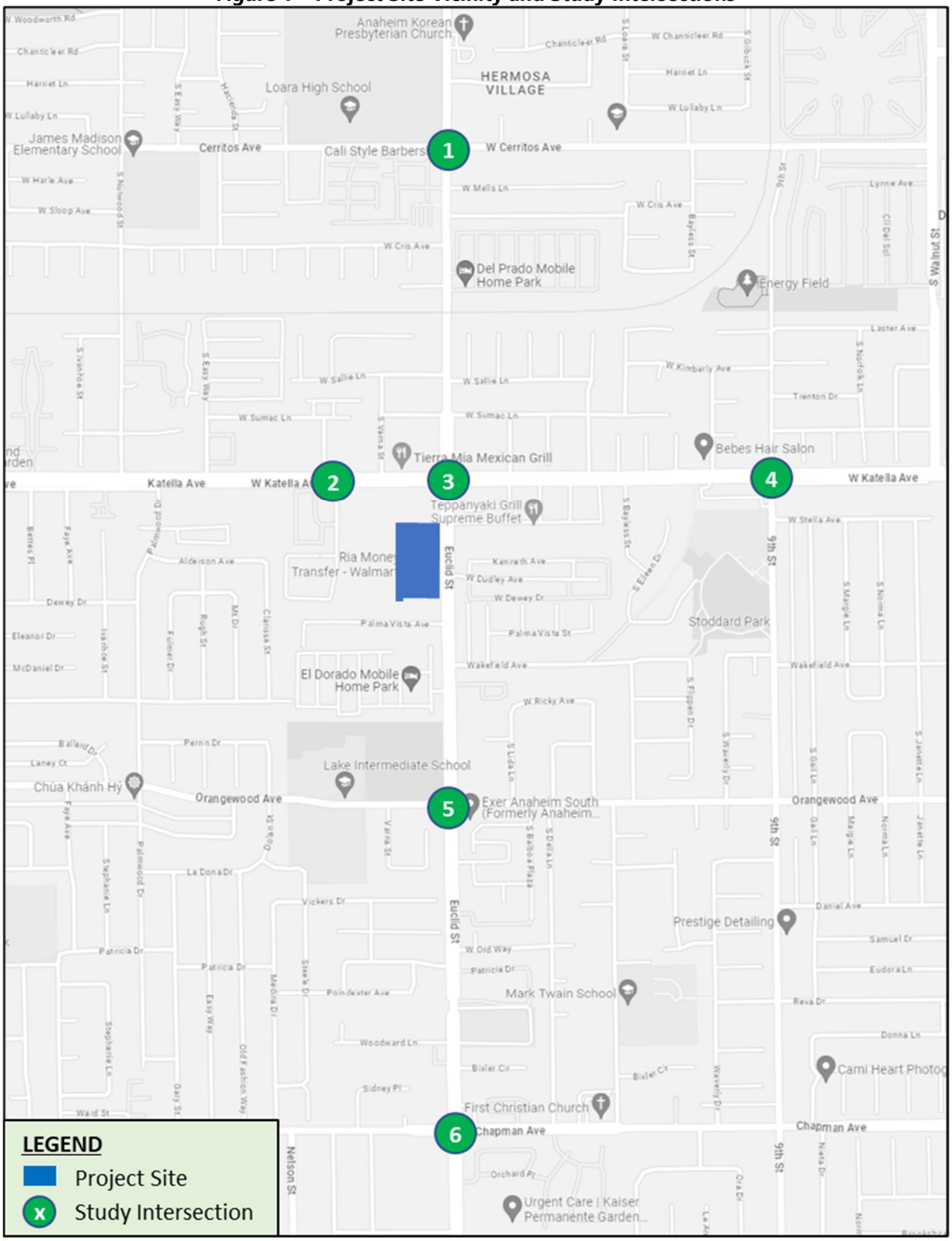
Number	Intersection	Control	Jurisdiction
1	W Cerritos Ave and Euclid St	Signalized	City of Anaheim
2	W Katella Ave and Dino Cir	Signalized	City of Anaheim
3	W Katella Ave and Euclid St	Signalized	City of Anaheim
4	W Katella Ave and 9th St	Signalized	City of Anaheim
5	Orangewood Avenue and Euclid St	Signalized	City of Garden Grove
6	Chapman Ave and Euclid St	Signalized	City of Garden Grove

1.2. STUDY SCENARIOS

These locations are key intersections along the primary access routes to and from the site and are those locations expected to be most directly impacted by Project traffic. As part of the LOS analysis, the following traffic conditions have been analyzed:

- Existing Conditions
- Opening Year (2024) Without Project Conditions
- Opening Year (2024) With Project Conditions

Figure 1 – Project Site Vicinity and Study Intersections



1.3. ANALYSIS METHODOLOGY

An analysis of existing and Project opening-year traffic conditions for the Sunday peak hour at the study intersections listed above was performed through the use of established traffic engineering techniques. Traffic operations at the study intersections were analyzed using PTV Vistro software.

The study intersections are located in both the Cities of Garden Grove and Anaheim. These two jurisdictions require the use of the Intersection Capacity Utilization (ICU) analysis methodology for signalized intersections. For the ICU calculations, a capacity of 1,700 vehicles per hour (VPH) of green time is used for all through and turn lanes. A clearance adjustment factor of 0.05 is added to the calculated ICU value. The ICU LOS ranges are shown in **Table 2** below.

Table 2: ICU V/C & LOS Values for Signalized Intersections

LOS	V/C Ratio
A	0 to .600
B	.601 to .700
C	.701 to .800
D	.801 to .900
E	.901 to 1.000
F	>1.000

Source: Interim Materials on Highway Capacity, Transportation Research Circular No. 212, Transportation Research Board, January 1980.

1.4. ADVERSE LOS CONDITION CRITERIA

According to the City of Garden Grove TIA Guidelines, the acceptable LOS for intersections is D or better. Signalized intersections will require Improvements if one of the following conditions is met:

- Project-related traffic degrades overall intersection operations from acceptable LOS (D or better) to unacceptable LOS (E or F)
- Project-related traffic increases V/C by 0.010 or more at an intersection already operating at LOS E or F

The Anaheim TIS Guidelines states that per the City's Growth Management Element requirements, a volume/capacity ratio of 0.90 (LOS D) shall be the lowest acceptable service level at intersections following implementation of mitigation measures. For the purpose of this study, an intersection that operates at LOS E or F is considered unacceptable.

2. ENVIRONMENTAL SETTING

The Project is located near the southwest corner of Katella Avenue and Euclid Street. The Project site and surrounding uses in the City are well served by freeways and arterial roads. Euclid Street and Katella Avenue function as major north-south and east-west corridors in the region, respectively. The Santa Ana Freeway (I-5) is located approximately 2.3 miles north of and 2.2 miles east of the Project site, while California State Route 22 is approximately 2.4 miles south of the Project site. Both freeways provide major connectivity to the rest of Southern California.

The land uses around the Project site are mostly residential in terms of land area, but with commercial uses along major arterial roads. Single-family detached, single-family attached, and low-rise multi-family housing is prevalent in the area.

2.1. EXISTING ROADWAY NETWORK

Regional roadway access for the Project site and the surrounding area is provided via an extensive network that includes freeways, arterials, collectors, and local streets. The key roadway facilities are described below.

2.1.1. EXISTING FREEWAYS

The Santa Ana Freeway (I-5) provides northwest-to-southeast regional access in the Project area, with connections to both Euclid Street and Katella Avenue. Along I-5 northbound, the freeway serves the Gateway Cities, Downtown Los Angeles, the San Fernando Valley, Santa Clarita, and beyond to the Central Valley. Major interchanges along this route include California State Route 91, Interstate 605, Interstate 710, Interstate 10, US Highway 101, and California State Route 60. Along I-5 southbound, the freeway serves Orange County via Santa Ana, Tustin, Irvine, Lake Forest, Mission Viejo, San Juan Capistrano, and San Clemente, before continuing to the San Diego region.

In the vicinity of the Project, this freeway typically provides five general-purpose travel lanes and one to two High-Occupancy Vehicle (HOV) lanes in each direction. According to the most current (2021) data available on the State of California Department of Transportation ("Caltrans") website, the Santa Ana Freeway has approximately 275,000 daily vehicle trips at Euclid Street and approximately 273,000 to 287,000 daily vehicle trips at Katella Avenue.

The Garden Grove Freeway (SR-22) provides east-west regional access, with ramp interchange at or near Euclid Street. Along SR-22 westbound, the freeway serves Westminster and Seal Beach before connecting to Interstate 405, which serves the City of Long Beach and beyond. Key freeway connections include Interstate 605. Along SR-22 eastbound, the freeway serves the cities of Anaheim, Santa Ana, and Orange before terminating at State Route 55. Key freeway connections include State Route 57 and State Route 55.

In the vicinity of the Project, the freeway typically provides four general-purpose travel lanes and one HOV lane. According to the Caltrans website, the Garden Grove Freeway has approximately 195,000 to 213,000 daily vehicle trips at Euclid Street.

2.1.2. EXISTING HIGHWAYS AND STREETS

Euclid Street is a major north-south roadway that is classified as Primary Arterial in both the City of Garden Grove and the City of Anaheim. Euclid Street's northern terminus is located in La Habra, after which it extends southerly through the Cities of Fullerton, Anaheim, Garden Grove, Santa Ana, and Fountain Valley, before reaching its southern terminus pass the I-405 near the border of Fountain Valley and Costa Mesa. Adjacent and near the Project site, Euclid Street has three through lanes in each direction and a raised

median with left-turn pockets at key intersections and non-signalized driveway entrances. South of Dudley Avenue, near the Project site, Euclid Street has two northbound through lanes which expand to three. On-street parking is not permitted along this segment. Euclid Street has Class II bike lanes north of Katella Avenue and no bicycle facilities south of Katella Avenue. The posted speed limit is 40 mph.

Cerritos Avenue is a major east-west roadway that is classified as a Secondary Arterial in the City of Anaheim. Cerritos Avenue extends westerly to Coyote Creek near Interstate 605 where it continues as Spring Street, and extends easterly where it forms a T-intersection with Walnut Street in the City of Anaheim. On the east side of I-5, Cerritos Avenue also extends easterly from Anaheim Boulevard to SR-57 where it becomes Douglass Road. At its intersection with Euclid Street, Cerritos Avenue has one through lane and left- and right-turn pockets in each direction. On-street parking is permitted along some sections of the roadway. The posted speed limit is 35 mph.

Katella Avenue is a major east-west roadway classified as a Principal Arterial in the City of Garden Grove and a Major Arterial in the City of Anaheim. Katella Avenue extends westerly to Coyote Creek near Interstate 605 where it continues as Willow Street, and extends easterly past Wanda Road in the City of Orange where it continues as Villa Park Road. In the Project vicinity, Katella Avenue has three through lanes in each direction and a raised median with left-turn pockets at key intersections. On-street parking is permitted along some sections of the roadway. The posted speed limit is 40 mph.

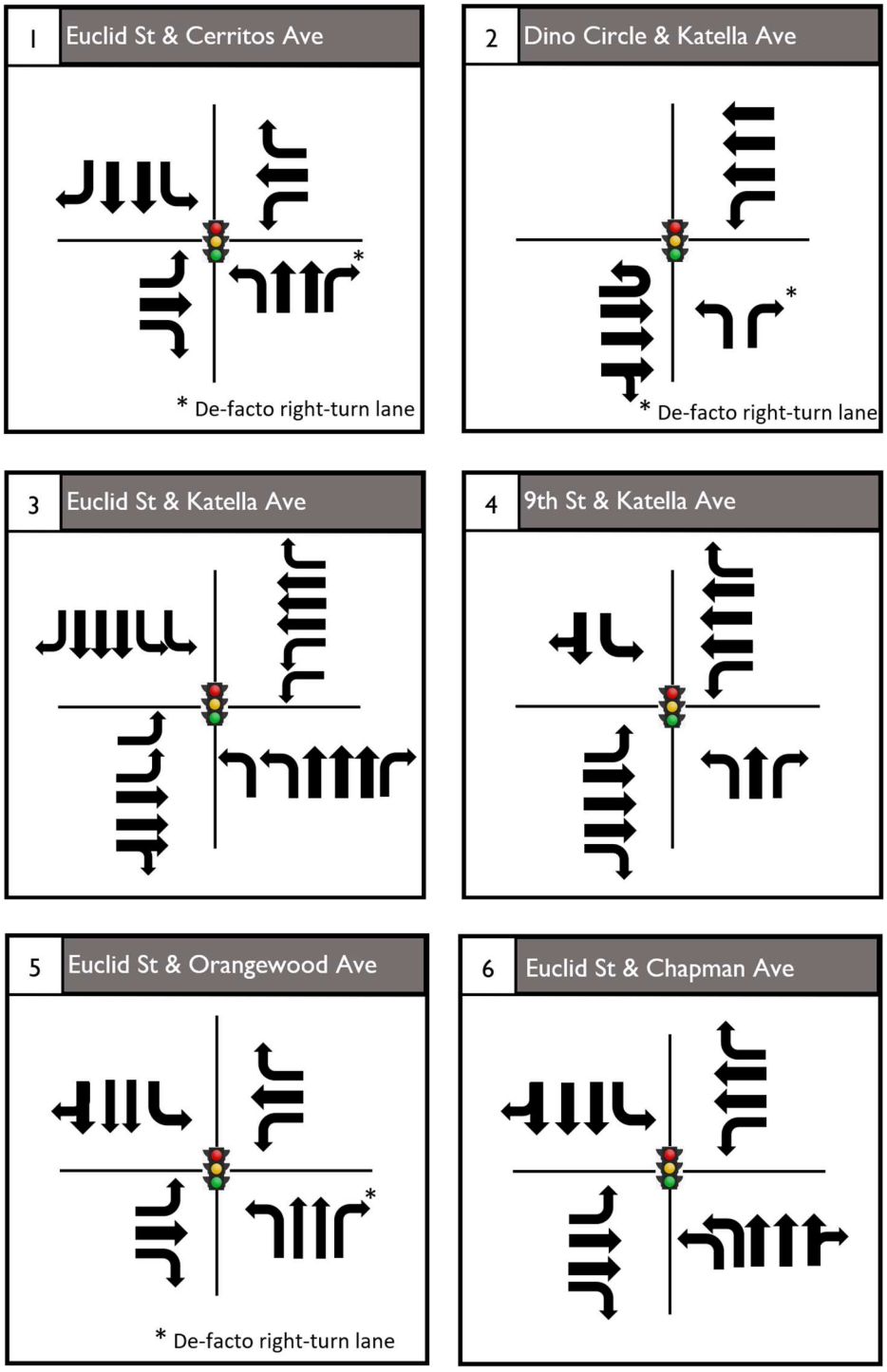
Orangewood Avenue is a major east-west roadway that is classified as a Secondary Arterial in both the City of Garden Grove and the City of Anaheim. The western terminus is located approximately ¼ mile west of Beach Boulevard in the City of Stanton. The roadway extends easterly serving the Cities of Garden Grove, Anaheim, and Orange and becomes Walnut Avenue. Land uses along the roadway are primarily residential. In the Project vicinity, Orangewood Avenue contains one through lane in each direction and a two-way left-turn lane. The roadway also includes buffered Class II bike lanes and on-street parking. The posted speed limit is 35 mph.

Chapman Avenue is a major east-west roadway that is classified as a Primary Arterial in both the City of Garden Grove and the City of Anaheim. The western terminus is located in the City of Garden Grove approximately ¼ miles west of Valley View Street. The roadway extends easterly connecting with I-5 and SR-57, before becoming Santiago Canyon Road at its intersection with Jamboree Road. In the Project area, the roadway has two through lanes in each direction and a two-way left-turn lane, with dedicated turn pockets at key intersections. The roadway intermittently has Class II bike lanes. The posted speed limit is 40 mph.

2.1.3. EXISTING LANE CONFIGURATIONS

Information pertaining to intersection characteristics such as geometrics, lane configurations, and traffic signal operations were obtained from review of aerial imagery. The existing lane configurations and traffic control conditions for the study intersections are illustrated in **Figure 2**.

Figure 2 – Existing Study Intersection Lane Configurations



2.2. EXISTING PUBLIC TRANSIT

The roadways adjacent to the Project site and the surrounding area are served by bus lines managed by Orange County Transportation Authority (OCTA). These bus lines provide a variety of services, and the bus lines outlined below provide access to regional rail services (operated by Amtrak and Metrolink) and numerous other bus routes served by other municipal bus operators. The bus services within a reasonable walking distance (approximately one-half mile) of the Project site are shown in **Figure 3** and described below.

OCTA Route 37 runs along Euclid Street and connects La Habra with Fountain Valley via Fullerton, Anaheim, Garden Grove, and Santa Ana. The route follows Euclid Street for almost its entirety. The bus stops at the intersection of Euclid Street and Katella Avenue with far-side bus stops in both the northbound and southbound directions. The southbound stop is approximately 500 feet (0.10 mile) and the northbound bus stop is approximately 1,100 feet (0.20 mile) from the Project location. On weekdays, the route runs on 30-minute headways from 4:23 AM to 10:45 PM. On weekends, the route runs on 40-minute headways from 5:10 AM to 9:36 PM.

OCTA Route 50 runs along Katella Avenue and connects El Dorado Park in Long Beach to Villa Park in Orange via Los Alamitos, Cypress, Stanton, Garden Grove, and Anaheim. The route follows Katella Avenue for almost its entirety. The eastbound stop is approximately 700 feet (0.13 mile) and the westbound bus stop is approximately 1000 feet (0.19 mile) from the Project location. On weekdays, the route runs on 20-minute headways from 3:48 AM to 1:54 AM. On weekends, the route runs on 20- to 30-minute headways from 4:03 AM to 1:52 AM.

Figure 3 – Local Transit Service Map

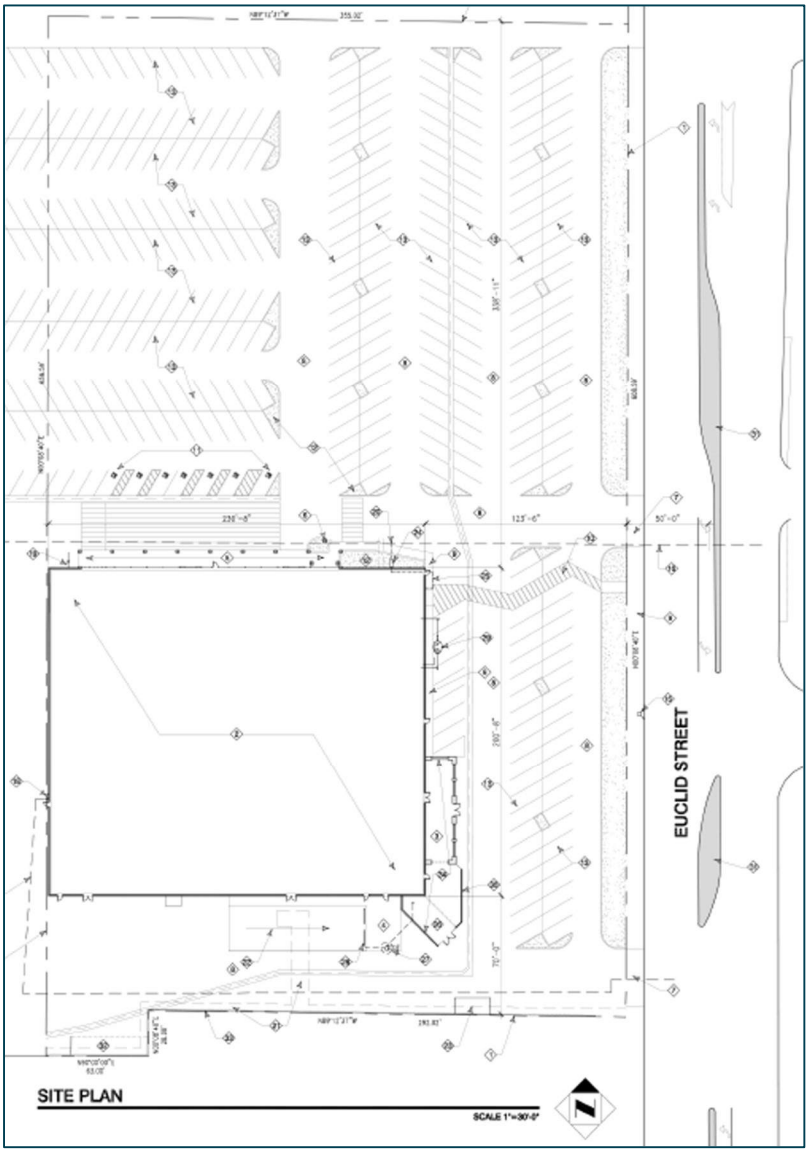
Source: Orange County Transportation Authority

3. PROPOSED PROJECT

3.1. PROJECT DESCRIPTION

The Project site is located on the west side of Euclid Street and south of Katella Avenue. **Figure 4** shows the conceptual project site plan. The proposed Project will occupy a currently vacant big box store building that was previously a Walmart Neighborhood Market. The total existing building area is approximately 46,287 square feet on an approximate 217,826 square foot lot located within a commercial center. The proposed Project will consist of a 1,032-seat church that will have two Sunday services at 8:30 AM and 10:00 AM. The church will also be used for Bible College that will be held Tuesday through Friday from 6:30 PM to 9:00 PM as well as for Bible Studies that will be held on Wednesday starting at 7:00 PM till approximately 9:00 PM. Additionally, the 'Daycare' classrooms of the church building will be used as a daycare with 75 students and 15 staff that will operate Monday through Friday from 7:00 AM to 5:30 PM. The proposed project opening year is anticipated to be 2024.

Figure 4 – Conceptual Project Site Plan



3.2. PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution, and assignment of the Project's vehicular traffic.

3.2.1. PROJECT TRIP GENERATION

Trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) were utilized to estimate the vehicle trips associated with the proposed Project. The trip generation equations, rates and directional distributions in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and surrounding region.

Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 560 – Church, LUC 656 – Day Care Center, and LUC 850 – Supermarket. The trip rates from this source were used to derive the Project's vehicle trip generation for both weekday and Sunday during the daily and peak-hour periods as shown in **Tables 3a** and **3b**, respectively.

Per the methodology approved in the Traffic Scoping Agreement, trip credit was taken for a Supermarket that previously occupied the project site. It should also be noted that the proposed day care would operate on weekdays only and therefore the trip generation for the day care was calculated for the weekdays only and not for Sunday. In addition, the trip rates do not account for trip-reducing factors such as transit usage and/or walk-trip potential. Therefore, the vehicle trip generation estimates are considered conservative.

Table 3a: Project Trip Generation Summary - Weekday

ITE Code	ITE Trip Rate [1]			Daily (2-Way)	AM Peak Hour [2]			PM Peak Hour [2]		
					In	Out	Total	In	Out	Total
560	Church	Trips/Seat		0.90	60%	40%	0.07	45%	55%	0.10
565	Day Care Center	Trips/Student		4.09	53%	47%	0.78	47%	53%	0.79
850	Supermarket	Trips/ 1,000 Sq Ft		93.84	59%	41%	2.86	50%	50%	8.95
Trip Generation										
Church		1,032	Seats	929	43	29	72	46	57	103
Day Care Center		75	Students	307	31	28	59	28	31	59
Total (Proposed Land Uses) [A]				**1,236**	**74**	**57**	**131**	**74**	**88**	**162**
Walmart Neighborhood Market (previous land use to be removed) [B]		*46,287*	*Sq. Ft.*	*(4,344)*	*(78)*	*(54)*	*(132)*	*(207)*	*(207)*	*(414)*
Net Total ([A] - [B])				**(3,108)**	**(4)**	**3**	**(1)**	**(133)**	**(119)**	**(252)**

[1] *Source: Institute of Transportation Engineers Trip Generation, 11th Edition*

[2] *The trip rates are based on the Peak Hour of Adjacent Street Traffic.*

Note: *Numbers in parentheses denote negative trips.*

Table 3b: Project Trip Generation Summary - Sunday

ITE Code	ITE Trip Rate [1]			Daily (2-Way)	Peak Hour [2]		
					In	Out	Total
560	Church	Trips/Seat		2.21	49%	51%	0.51
850	Supermarket	Trips/ 1,000 Sq Ft		102.42	53%	47%	8.88
Trip Generation							
Church [A]		1,032	Seats	2,281	258	268	526
Walmart Neighborhood Market (previous land use to be removed) [B]		*46,287*	*Sq. Ft.*	*(4,741)*	*(218)*	*(193)*	*(411)*
Net Total ([A] - [B])				**(2,460)**	**40**	**75**	**115**

[1] *Source: Institute of Transportation Engineers Trip Generation, 11th Edition*

[2] *The trip rates are based on the peak hour of generator.*

Note: *Numbers in parentheses denote negative trips.*

As shown in **Table 3a**, the Project is anticipated to result in a net decrease of 3,108 daily trips including a

net decrease of 1 trip (decrease of 4 inbound and increase of 3 outbound trips) during the AM peak hour and a net decrease of 252 trips (decrease of 133 inbound and decrease of 119 outbound trips) during the PM peak hour. As the Project results in an overall decrease in vehicle trips for the weekday daily, AM peak hour and PM peak hour periods, the traffic conditions for the weekday scenario was considered unnecessary as agreed with City of Garden Grove.

For Sunday, the Project is anticipated to result in a net decrease of 2,460 daily trips including a net increase of 115 trips (increase of 40 inbound and 75 outbound trips) during the morning peak hour as shown in **Table 3b**. As the project trip generation for the Sunday peak hour is greater than the threshold of 50 peak hour trips that would require traffic analysis as established in the Garden Grove TIA Guidelines, the traffic conditions for the Sunday peak hour were analyzed.

3.2.2. PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

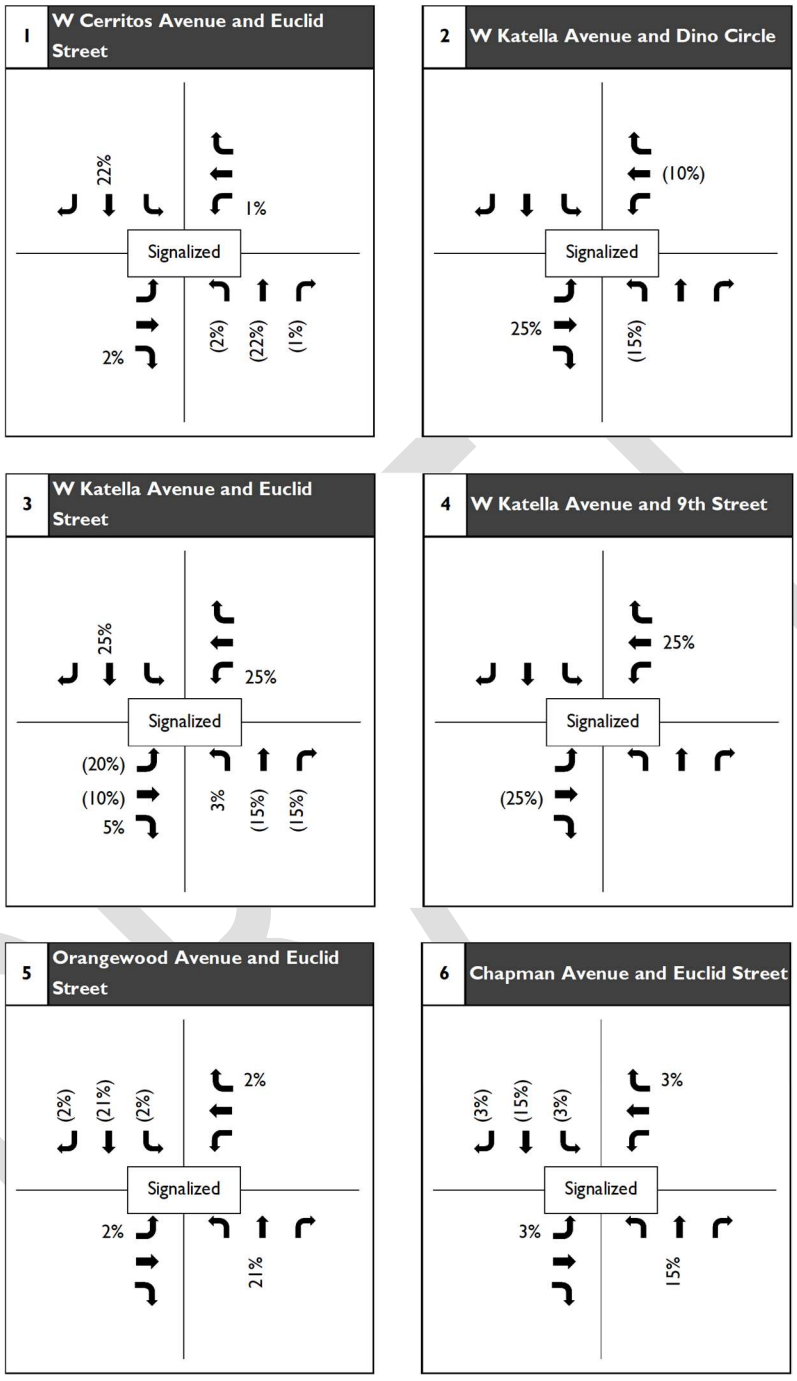
Estimation of the directional distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, and the areas generating visitors. Based on these factors and datasets, the overall Project directional trip distribution percentages were determined as agreed with City of Garden Grove and are summarized in **Table 4**.

Table 4: Project Directional Trip Distribution Percentages

Direction	Percentage
North	25%
South	25%
West	25%
East	25%

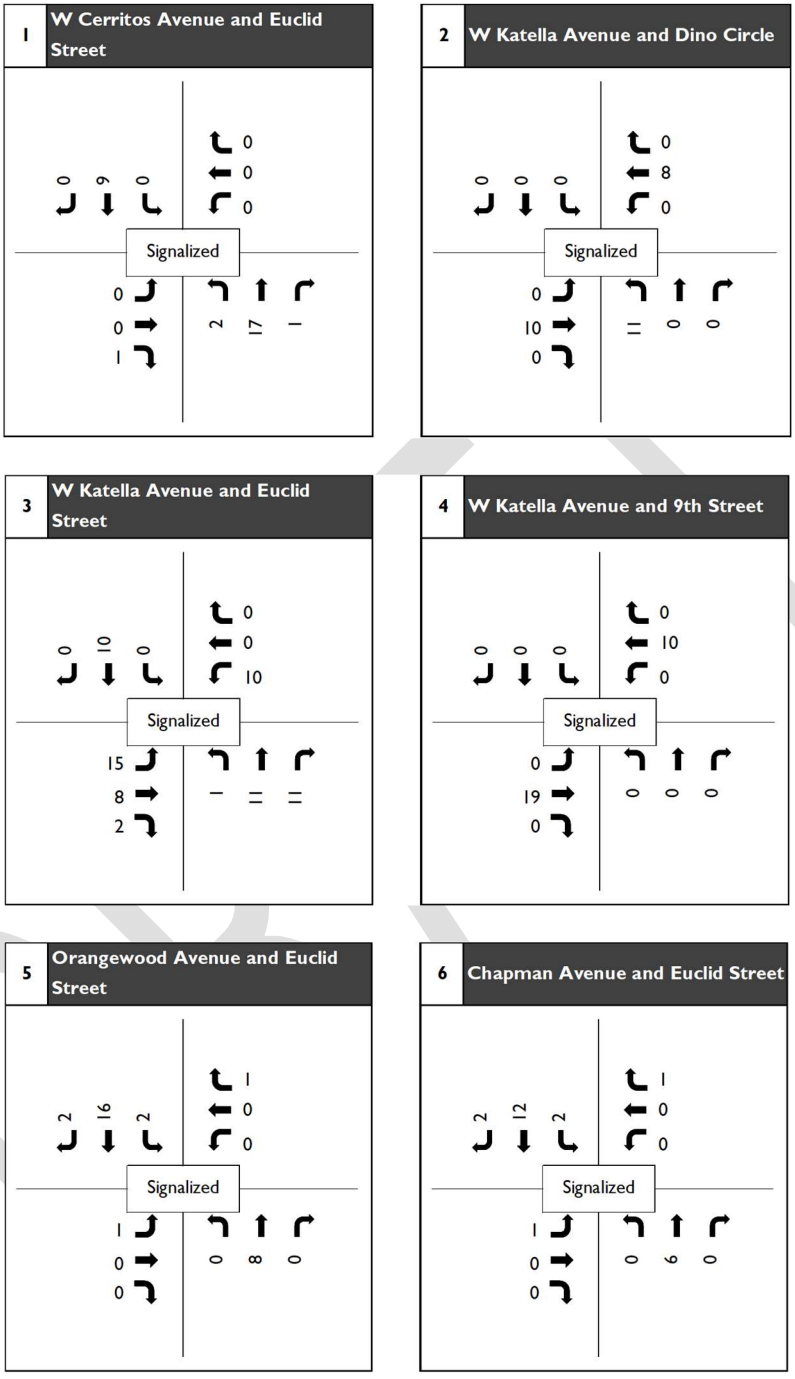
The general directional distribution percentages shown in **Table 4** were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used for Project ingress/egress. The Project's trip distribution percentages at the six study intersections are presented graphically in **Figure 5**.

Figure 5 – Project Trip Distribution Percentages



Applying these inbound and outbound percentages depicted in **Figure 5** to the net Project trip generation estimates previously shown in **Table 3b**, the net Project traffic volumes at the six study intersections were determined for the Sunday peak hour as shown in **Figure 6**.

Figure 6 – Net Project Traffic Volumes, Sunday Peak Hour



4. INTERSECTION LOS CONDITIONS

This section summarizes the existing traffic volumes and results of the Volume-to-Capacity (V/C) analysis for the existing conditions at the six study intersections during the Sunday Peak Hour.

4.1. EXISTING TRAFFIC CONDITIONS

Traffic count data at the six study intersections were obtained from manual traffic counts conducted on Sunday, August 27, 2023 and Sunday, December 3, 2023. The traffic count data sheets are provided in **Appendix B**. The traffic counts were collected in 15-minute intervals from 8:00 AM to 12:00 PM, as agreed with City of Garden Grove. The peak-hour volumes were determined individually for each intersection based on the highest four consecutive 15-minute volumes for all vehicular movements to all approaches of that intersection. The existing traffic volumes for the Sunday peak hour at the study intersections are illustrated in **Figure 7**.

Figure 7 – Existing Traffic Volumes, Sunday Peak Hour

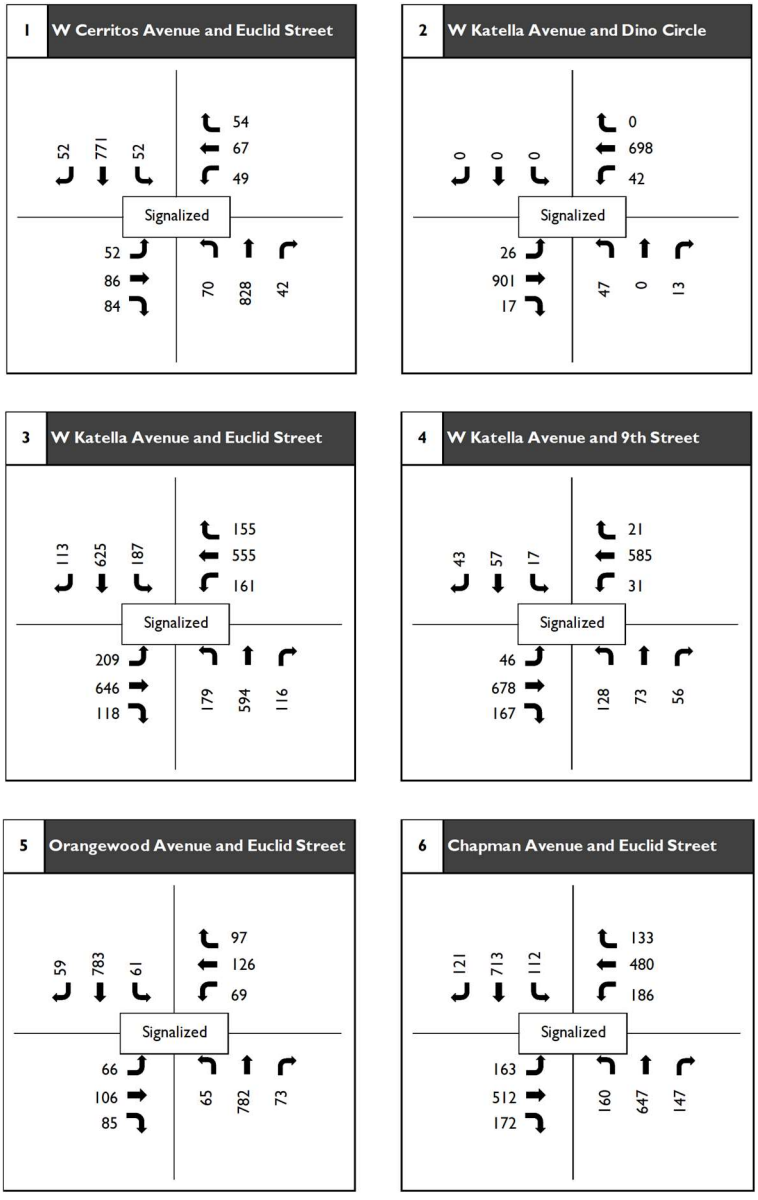


Table 5 presents the intersection V/C and LOS performance for the existing conditions. As shown in this table, all of the study intersections currently operate at LOS A. The Vistro analysis worksheets are provided in **Appendix C**.

Table 5: Intersection Performance Summary, Existing Conditions – Sunday Peak Hour

No.	Intersection	Jurisdiction	Existing	
			V/C	LOS
1	W Cerritos Avenue and Euclid Street	Anaheim	0.438	A
2	W Katella Avenue and Dino Circle	Anaheim	0.316	A
3	W Katella Avenue and Euclid Street	Anaheim	0.472	A
4	W Katella Avenue and 9th Street	Anaheim	0.368	A
5	Orangewood Avenue and Euclid Street	Garden Grove	0.471	A
6	Chapman Avenue and Euclid Street	Garden Grove	0.570	A

4.2. OPENING YEAR (2024) TRAFFIC CONDITIONS

For the analysis of Project Opening Year (2024) traffic conditions, an ambient traffic growth factor of two percent per year was applied to the existing traffic volumes at the study intersections to develop Opening Year (2024) baseline traffic volumes. The inclusion of the annual growth factor generally accounts for area-wide traffic volume increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic volumes generated by other planned "related projects" in the study area were added to the Opening Year baseline traffic volumes. These volumes formed the basis for the Opening Year (2024) Without Project traffic conditions. In addition, traffic expected to be generated by the Project was analyzed as an incremental addition to the traffic volumes for the Opening Year (2024) Without Project conditions. The total traffic volumes, including those due to other related projects and the Project, formed the basis for the Opening Year (2024) With Project traffic conditions.

4.2.1. AMBIENT TRAFFIC GROWTH

Per the Traffic Scoping Agreement, an annual ambient traffic growth factor of two percent per year was determined appropriate for the estimation of future traffic volumes. This growth factor was used to account for increases in traffic volumes due to other potential development projects not yet proposed or outside the study area. The ambient traffic growth factor of two percent was applied to the existing traffic volumes to develop the estimated baseline traffic volumes for the Opening Year (2024) conditions .

4.2.2. RELATED PROJECTS

In addition to the application of the ambient traffic growth rate, listings of potential development projects ("related projects") located in the Project's surrounding area that are either planned or are under construction were obtained from the Cities of Garden Grove and Anaheim. The related projects lists were reviewed and refined for potential related projects to be included in the Project analysis. The locations of the related projects are shown in **Figure 8**. The related project addresses, descriptions, and Sunday peak hour trip generation estimates are summarized in **Table 6**.

Figure 8 – Related Project Locations

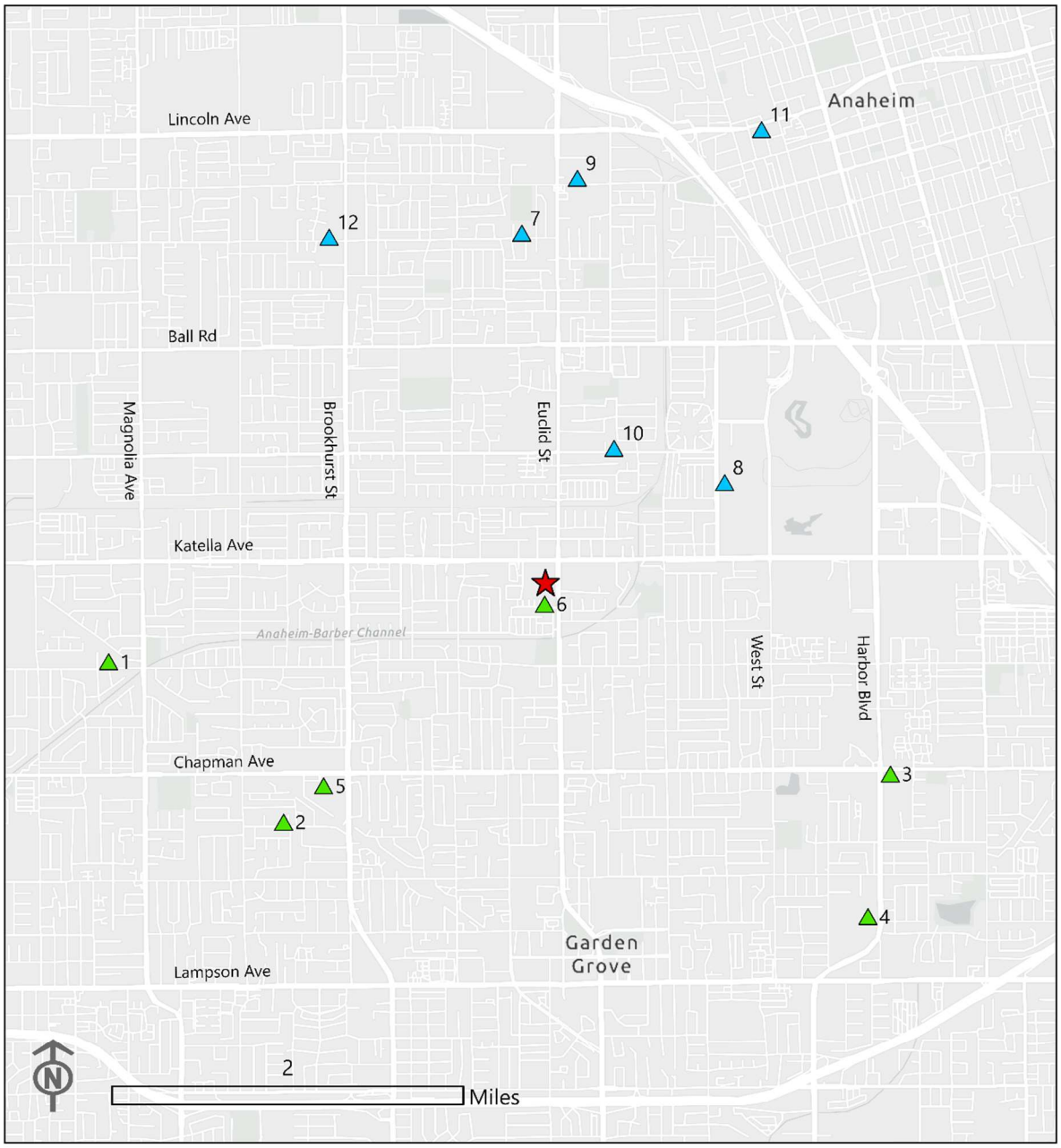


Table 6: Related Project Locations, Descriptions, and Trip Generation Estimates

City of Garden Grove

No.	Project Name	Site Address	Land Use			Sunday Trip Generation *				ITE Code
						Daily	Peak Hour			
							In	Out	Total	
1	Cao Dai Church Expansion	8811 Orangewood Ave	4,825	Sq. Ft	Church expansion	152	24	26	50	560
			1	*DU*	*Single-family detached housing (To Be Removed)*	*(8)*	*(1)*	*0*	*(1)*	210
	Total					144	23	26	49	
2	9691 Bixby Residential	9691 Bixby Ave	27	DU	Multi-family Housing	104	5	5	10	220
			7,203	*Sq. Ft*	*Day Care Facility (To Be Removed)*	*(42)*	*(7)*	*(6)*	*(13)*	565
	Total					62	*(2)*	*(1)*	*(3)*	
3	12542 Chapman Ave Restaurant	12542 Chapman Ave	2,000	Sq. Ft	Drive-thru restaurant	945	53	57	110	934
4	Great Wolf Lodge Water Park Hotel	12681 Harbor Blvd	120	Room	Hotel Expansion	713	33	35	68	310
5	Southland Integrated Services Medical and Office Facilities	9862 Chapman Ave	41,564	Sq. Ft	Medical/Office	47	5	4	9	720
			5,912	*Sq. Ft*	*Medical/Office ** (To Be Removed)*	*(7)*	*(1)*	*0*	*(1)*	720
			11,260	*Sq. Ft*	*General Office ** (To Be Removed)*	*(8)*	*(1)*	*(1)*	*(2)*	710
	Total					32	3	3	6	
6	Big Box Retail ***	10912 Katella Ave	46,287	Sq. Ft	Supermarket	4741	218	193	411	850

Source: City of Garden Grove for Related Projects 1 to 5

* Trip generation is based on trip rates from *Institute of Transportation Engineers, Trip Generation Manual, 11th Edition*

** Land use type determined by Google Maps

*** The existing building was previously occupied by a Walmart Neighborhood Market. It is assumed that a supermarket would re-occupy this building under future Without-Project conditions.

DU = Dwelling Unit

City of Anaheim

No.	Project Name	Site Address	Land Use			Sunday Trip Generation *				ITE Code
						Daily	Peak Hour			
							In	Out	Total	
7	1767 W Orange Ave Subdivision	1767 W Orange Ave	6	DU	Single-Family Detached Housing	51	3	2	5	210
			1	*DU*	*Single-Family Detached Housing (To Be Removed)*	*(8)*	*(1)*	*0*	*(1)*	210
	Total					43	2	2	4	
8	The Villas at Disneyland Hotel	1150 W Magic Way	350	Room	Vacation Ownership Resort	2079	96	104	200	310
9	1661 W Broadway Townhomes	1661 W Broadway	34	DU	Single-Family Attached Housing	244	14	13	27	215 **
10	Anaheim Preschool Academy Expansion	1593 W Cerritos Ave	16	Students	Daycare Expansion	6	1	1	2	565
11	Lincoln Colony Apartments	898 W Lincoln Ave	43	DU	Multi-Family Housing	166	8	7	15	220 **
12	2219 W Orange Townhomes	2219 W Orange Ave	24	DU	Single-Family Attached Housing	172	10	9	19	215 **

Source: City of Anaheim

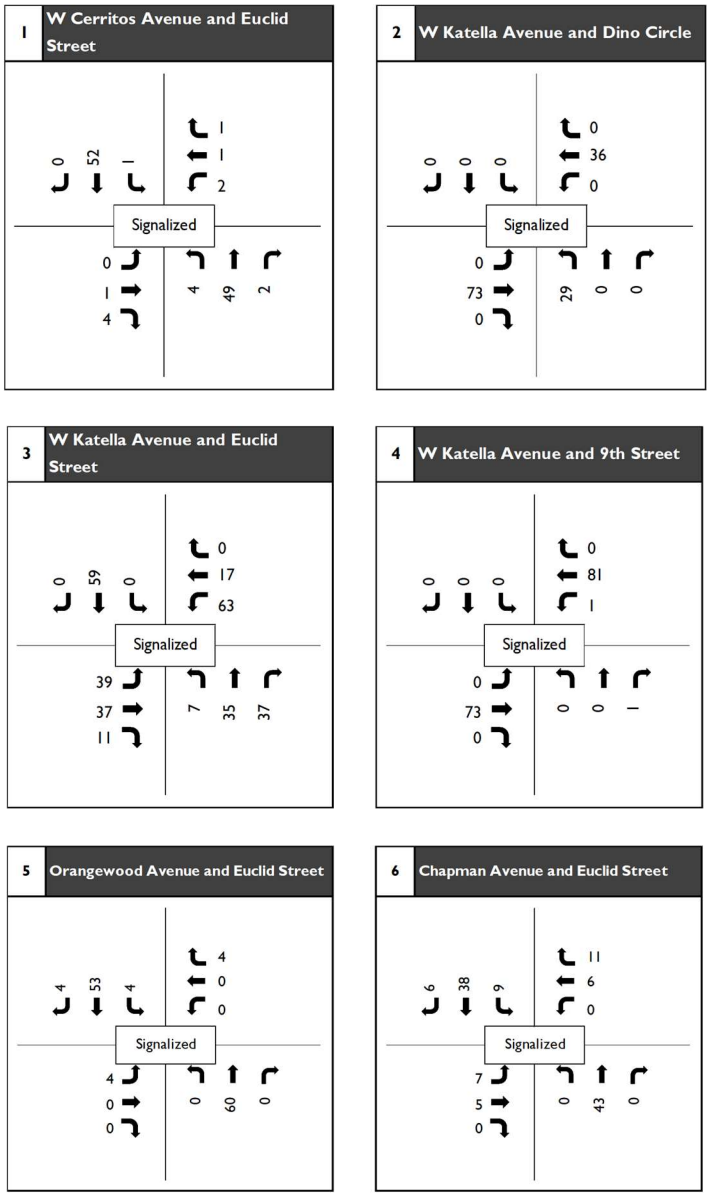
* Trip generation is based on trip rates from *Institute of Transportation Engineers, Trip Generation Manual, 11th Edition*

** As ITE codes 215 and 220 do not offer in/out percentages for Sunday Peak Hour, the Sunday Peak Hour in/out percentrage for ITE code 210 was used

DU = Dwelling Unit

Each related project's generated vehicle trips were distributed and assigned to the study area circulation system using methodologies similar to those previously described for the Project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in **Figure 9** for the Sunday Peak Hour. These total related project traffic volumes were added to the projected Opening Year (2024) baseline traffic volumes to develop Opening Year (2024) Without Project traffic volumes.

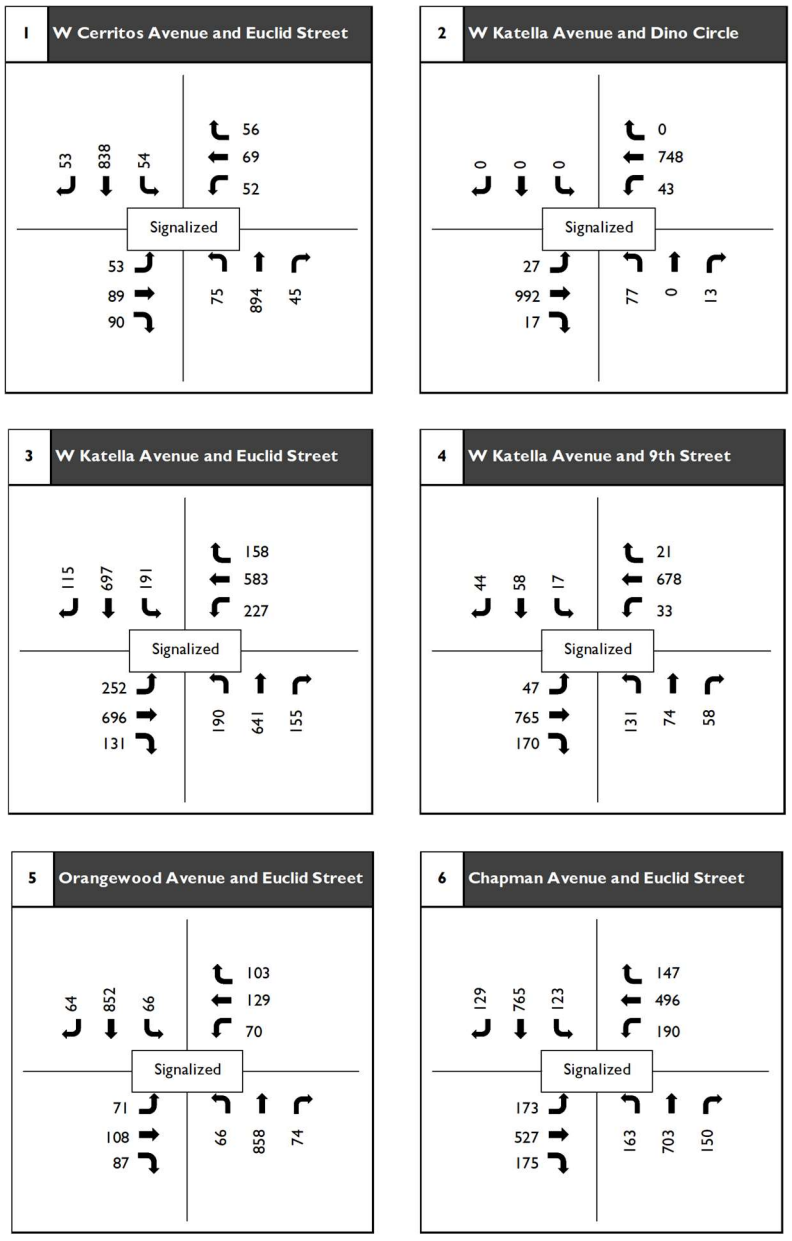
Figure 9 – Total Related Project Traffic Volumes, Sunday Peak Hour



4.2.3. ANALYSIS OF OPENING YEAR (2024) TRAFFIC CONDITIONS

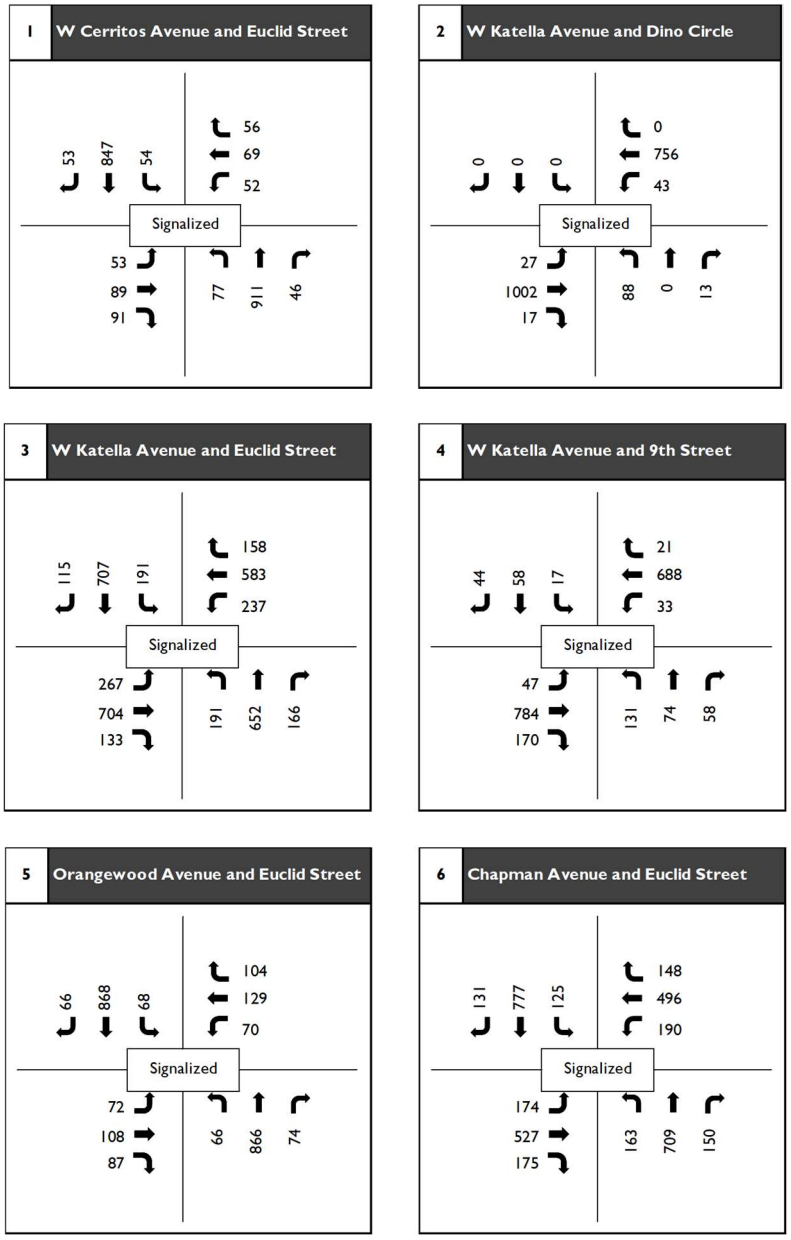
As discussed previously, the Opening Year (2024) traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and related project traffic volumes onto Existing (2024) traffic volumes. These traffic volumes were used in the development of a Vistro model for Opening Year (2024) Without Project traffic conditions. The Opening Year (2024) Without Project traffic volumes for the Sunday Peak Hour are shown in **Figure 10**.

Figure 10 – Opening Year (2024) Without Project Traffic Volumes, Sunday Peak Hour



The Opening Year (2024) With Project traffic volumes were developed by adding the Project volumes to the Opening Year (2024) Without Project traffic volumes. The Opening Year (2024) With Project traffic volumes were incorporated into a Vistro model to determine the V/C and LOS conditions at the study intersections. The Opening Year (2024) With Project traffic volumes are shown in **Figure 11** for the Sunday Peak Hour.

Figure 11 – Opening Year (2024) With Project Traffic Volumes, Sunday Peak Hour



As described in **Section 1.3**, the Cities of Garden Grove and Anaheim require the use of the Intersection Capacity Utilization (ICU) methodology for evaluating intersection performance. This methodology determines the volume-to-capacity (V/C) ratio and corresponding LOS value for each study intersection. The Vistro calculation worksheets for the Opening Year (2024) Without Project and With Project conditions are included in **Appendix C**.

The results of the V/C and LOS values for the Opening Year (2024) traffic conditions are summarized in **Table 7**. As shown in this table, all of the study intersections are anticipated to operate at LOS A during the Sunday peak hour.

Table 7: Intersection Performance Summary, Opening Year (2024) - Sunday Peak Hour

No.	Intersection	Jurisdiction	Opening Year 2024 Without Project		Opening Year 2024 With Project		Diff
			V/C	LOS	V/C	LOS	
1	W Cerritos Avenue and Euclid Street	Anaheim	0.465	A	0.471	A	0.006
2	W Katella Avenue and Dino Circle	Anaheim	0.360	A	0.371	A	0.011
3	W Katella Avenue and Euclid Street	Anaheim	0.529	A	0.537	A	0.008
4	W Katella Avenue and 9th Street	Anaheim	0.391	A	0.395	A	0.004
5	Orangewood Avenue and Euclid Street	Garden Grove	0.504	A	0.509	A	0.005
6	Chapman Avenue and Euclid Street	Garden Grove	0.597	A	0.600	A	0.003

5. SUMMARY AND CONCLUSIONS

The proposed Freedomhouse Church Project is an institutional development located at 10912 Katella Avenue in the City of Garden Grove. The Project site is located on the west side of Euclid Street and south of Katella Avenue.

The proposed Project will occupy a currently vacant big box store building that was previously a Walmart Neighborhood Market. The total existing building area is approximately 46,287 square feet on an approximate 217,826 square foot lot located within a commercial center.

The proposed Project, upon completion, will consist of a 1,032-seat church that will have two Sunday services at 8:30 AM and 10:00 AM. The church will also be used for Bible College that will be held Tuesday through Friday from 6:30 PM to 9:00 PM as well as for Bible Studies that will be held on Wednesday starting at 7:00 PM till approximately 9:00 PM. Additionally, the 'Daycare' classrooms of the church building will be used as a daycare with 75 students and 15 staff that will operate Monday through Friday from 7:00 AM to 5:30 PM. The proposed project opening year is anticipated to be 2024.

The scope of the analysis and basic assumptions contained in this report were approved by the City of Garden Grove (who is the lead agency for the proposed Project) in a Traffic Scoping Agreement dated November 17, 2023. The Traffic Scoping Agreement is included in **Appendix A** of this report.

Study Area

The study area includes a total of six intersections as shown below. These locations are key intersections along the primary access routes to and from the site and are those locations expected to be most directly impacted by Project traffic.

Number	Intersection	Control	Jurisdiction
1	W Cerritos Ave and Euclid St	Signalized	City of Anaheim
2	W Katella Ave and Dino Cir	Signalized	City of Anaheim
3	W Katella Ave and Euclid St	Signalized	City of Anaheim
4	W Katella Ave and 9th St	Signalized	City of Anaheim
5	Orangewood Avenue and Euclid St	Signalized	City of Garden Grove
6	Chapman Ave and Euclid St	Signalized	City of Garden Grove

Study Scenarios

This traffic study includes the analysis of the traffic conditions listed below.

- Existing Conditions
- Opening Year (2024) Without Project Conditions
- Opening Year (2024) With Project Conditions

Analysis Methodology

The Intersection Capacity Utilization (ICU) methodology was used to analyze the six signalized study intersections, as required by both the Cities of Garden Grove and Anaheim. The traffic operations at the study intersections were analyzed using PTV Vistro software.

Adverse LOS Condition Criteria

According to the City of Garden Grove TIA Guidelines, the acceptable LOS for intersections is D or better.

Signalized intersections will require Improvements if one of the following conditions is met:

- Project-related traffic degrades overall intersection operations from acceptable LOS (D or better) to unacceptable LOS (E or F)
- Project-related traffic increases V/C by 0.010 or more at an intersection already operating at LOS E or F

The Anaheim TIS Guidelines states that per the City's Growth Management Element requirements, a volume/capacity ratio of 0.90 (LOS D) shall be the lowest acceptable service level at intersections following implementation of mitigation measures. For the purpose of this study, an intersection that operates at LOS E or F is considered unacceptable.

Project Trip Generation

On a weekday, the Project is anticipated to result in a net decrease of 3,108 daily trips including a net decrease of 1 trip (decrease of 4 inbound and increase of 3 outbound trips) during the AM peak hour and a net decrease of 252 trips (decrease of 133 inbound and decrease of 119 outbound trips) during the PM peak hour. As the Project results in an overall decrease in vehicle trips for the weekday daily, AM peak hour and PM peak hour periods, the traffic conditions for the weekday scenario was considered unnecessary as agreed with City of Garden Grove.

For Sunday, the Project is anticipated to result in a net decrease of 2,460 daily trips including a net increase of 115 trips (increase of 40 inbound and 75 outbound trips) during the morning peak hour. As the project trip generation for the Sunday peak hour is greater than the threshold of 50 peak hour trips that would require traffic analysis as established in the Garden Grove TIA Guidelines, the traffic conditions for the Sunday peak hour were analyzed.

Study Intersection Performance

For existing conditions, all six study intersections are currently operating at LOS A, which is considered a good level-of-service, during the Sunday morning peak hour.

For the Project Opening Year during Sunday morning peak hour, all six study intersections are projected to continue to operate at LOS A with or without the Project.

Therefore, the traffic associated with the proposed Project is not expected to create adverse conditions on the surrounding roadway network.

APPENDIX A

TRAFFIC SCOPING AGREEMENT DATED NOVEMBER 17, 2023

Traffic Scoping Agreement for Level-of-Service Traffic Impact Analysis

This Traffic Scoping Agreement acknowledges the Transportation Impact Study for the following Project will be prepared in accordance with the *City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, May 2020*:

A. Project Information

Project Name:	FreedomHouse Church
Project Location:	10912 Katella Ave, Garden Grove CA 92840 (on west side of Euclid Street and south of Katella Ave)
Project Description:	The proposed project will consist of a 1,032-seat church that will have two Sunday services at 8:30 AM and 10:00 AM. The church will also be used for Bible College that will be held Tuesday through Friday from 6:30 PM to 9:00 PM as well as for Bible Studies that will be held on Wednesday starting at 7:00 PM till approximately 9:00 PM. Additionally, the 'Daycare' classrooms of the church building will be used as a daycare with 75 students and 15 staff that will operate Monday through Friday from 7:00 AM to 5:30 PM. The proposed project opening year is anticipated to be 2024. The proposed project would occupy a currently vacant big box store building that was previously a Walmart Neighborhood Market. The total existing building area is approximately 46,287 square feet on an approximate 217,826 square foot lot located within a commercial center.

The Project Site Plan is shown in **ATTACHMENT 1**.

B. Trip Generation

The project trip generation has been derived based on trip rates from *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.

The ITE trip rates and associated project trip generation are provided in **ATTACHMENT 2** and summarized below.

Sunday Net Project Trip Generation

	In	Out	Total
Daily Trips	-	-	(2,460)
Peak Hour Trips	40	75	115

Note: Numbers in parentheses denote negative trips.

Weekday Net Project Trip Generation

	In	Out	Total
Daily Trips	-	-	(3,108)
AM Peak Hour Trips	(4)	3	(1)
PM Peak Hour Trips	(133)	(119)	(252)

Note: Numbers in parentheses denote negative trips.

Internal Trips	☐ Yes	☒ No	Trip Discount %	-
Pass-by Trips	☐ Yes	☒ No	Trip Discount %	-

Trip Geographic Distribution N 25 % S 25 % E 25 % W 25 %

The proposed project is expected to serve the local community. Therefore, the trip distribution takes into account the population characteristics in the project vicinity and the project site location relative to the regional local roadway network.

See **ATTACHMENT 3** for Project Trip Distribution Percentages

See **ATTACHMENT 4** for Net Project Traffic Volumes at study intersection

C. Study Area and Assumptions

Project Completion Year: 2024

Annual Growth Rate: 2% / year

According to the City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, May 2020, a TIA which includes LOS analysis shall be required for a proposed project when either the AM or PM peak hour trip generation from the proposed development is expected to exceed 50 vehicle trips. Therefore, a LOS analysis is required for the scenario listed below. No LOS analysis is required for the weekday AM and PM peak hours as the net project trip generation during these two peak hour periods is 50 vehicle trips or less.

- Study Scenario: Sunday Peak Hour

Study Intersections:

1. W Cerritos Avenue and Euclid Street (City of Anaheim)
2. W Katella Avenue and Dino Circle (City of Anaheim)
3. W Katella Avenue and Euclid Street (City of Anaheim)
4. W Katella Avenue and 9th Street (City of Anaheim)
5. Orangewood Avenue and Euclid Street (City of Garden Grove)
6. Chapman Avenue and Euclid Street (City of Garden Grove)

(Note: A vehicle queuing analysis will be conducted for the northbound left-turn movement at the intersection of Katella Avenue and Euclid Street and at the two site driveway intersections on Euclid Street under a separate Traffic and Parking Study.)
[See ATTACHMENT 3]

Related Projects from City of Garden Grove and City of Anaheim **[See ATTACHMENT 5]**

Traffic Counts:
Intersection traffic counts 8:00 AM to 12:00 PM on a Sunday will be used to determine the traffic volumes for the Sunday peak hour.

Analysis Methodology:
The traffic analysis will follow the Traffic Impact Analysis Guidelines established by the City of Garden Grove (for the signalized study intersections located in the City of Garden Grove) and by the City of Anaheim (for the signalized study intersections located in the City of Anaheim).

The Intersection Capacity Utilization (ICU) methodology including the parameters below will be used.

- A minimum clearance interval of 0.05 of green time
- Lane capacities of 1,700 per hour per lane for through and turn lanes

Analysis Scenarios:

- Existing 2023 Conditions
- Opening Year 2024 Without-Project Conditions (Existing + Ambient Growth + Other Related Projects)
- Opening Year 2024 With-Project Conditions

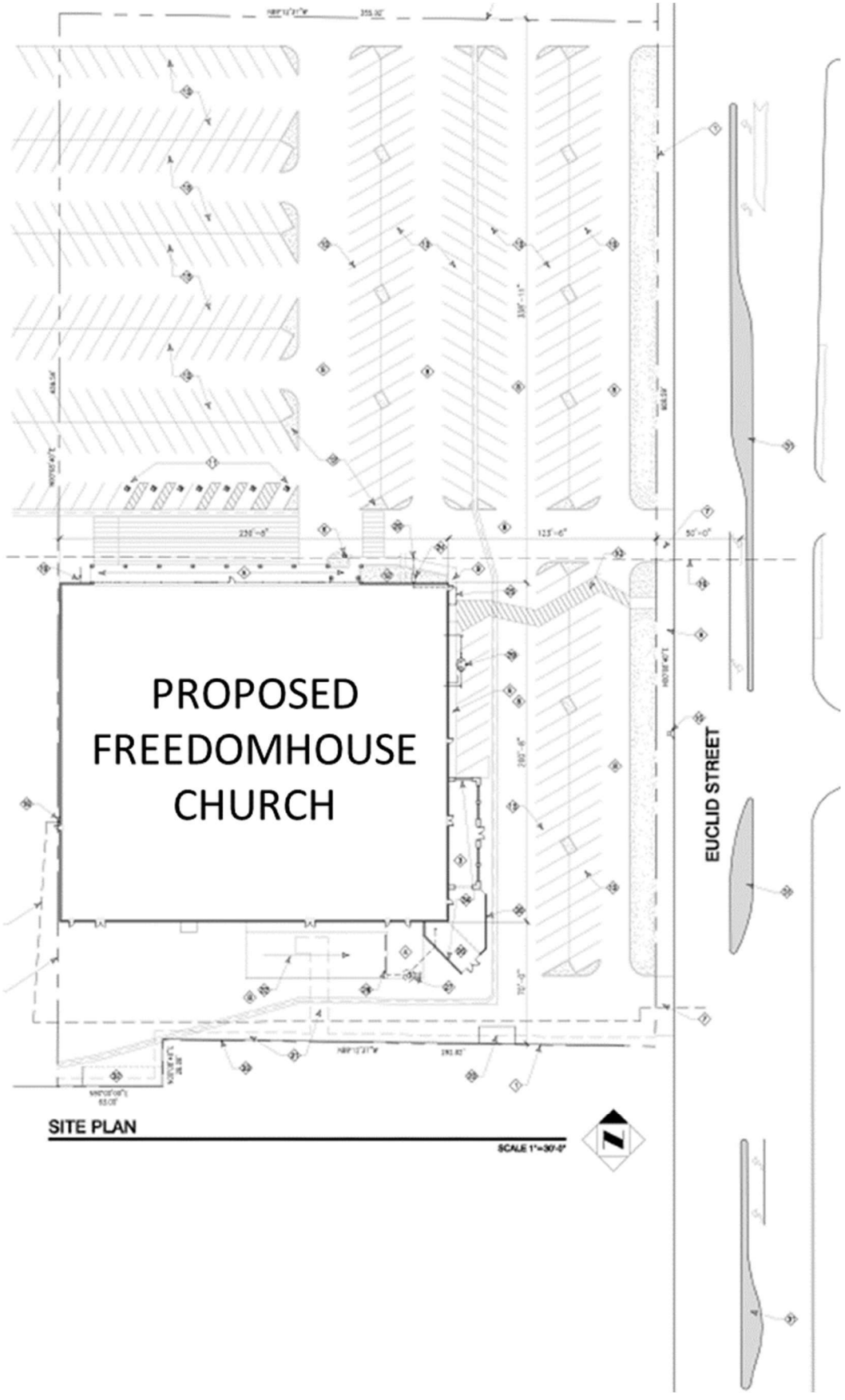
D. Contact Information

	Consultant	Owner
Name:	MR. JONATHAN LOUIE	MR. JOSIAH SILVA
Company:	KOA CORPORATION	FREEDOMHOUSE CHURCH
Address:	333 S. ANITA DRIVE, SUITE 800 ORANGE, CALIFORNIA 92868	464 W COMMONWEALTH AVENUE, FULLERTON, CA 92832
Telephone:	GEN: (714) 573-0317 DIR: (714) 923-6269	714-773-0012
Email:	JLouie@HWLochner.com	PastorJosiah@TheFreedomhouse.org

Approved by: _____ 11/17/2023
Consultant's Representative — Date

_____ _____
City of Garden Grove Representative — Date

ATTACHMENT 1: PROJECT SITE PLAN



ATTACHMENT 2: PROJECT TRIP GENERATION

Sunday

ITE Code	ITE Trip Rate [1]			Daily (2-Way)	Peak Hour [2]		
					In	Out	Total
560	Church	Trips/Seat		2.21	49%	51%	0.51
850	Supermarket	Trips/ 1,000 Sq Ft		102.42	53%	47%	8.88
Trip Generation							
Church [A]		1,032	Seats	2,281	258	268	526
Walmart Neighborhood Market (previous land use to be removed) [B]		*46,287*	*Sq. Ft.*	*(4,741)*	*(218)*	*(193)*	*(411)*
Net Total ([A] - [B])				**(2,460)**	**40**	**75**	**115**

[1] *Source: Institute of Transportation Engineers Trip Generation, 11th Edition*

[2] *The trip rates are based on the peak hour of generator.*

Note: *Numbers in parentheses denote negative trips.*

Weekday

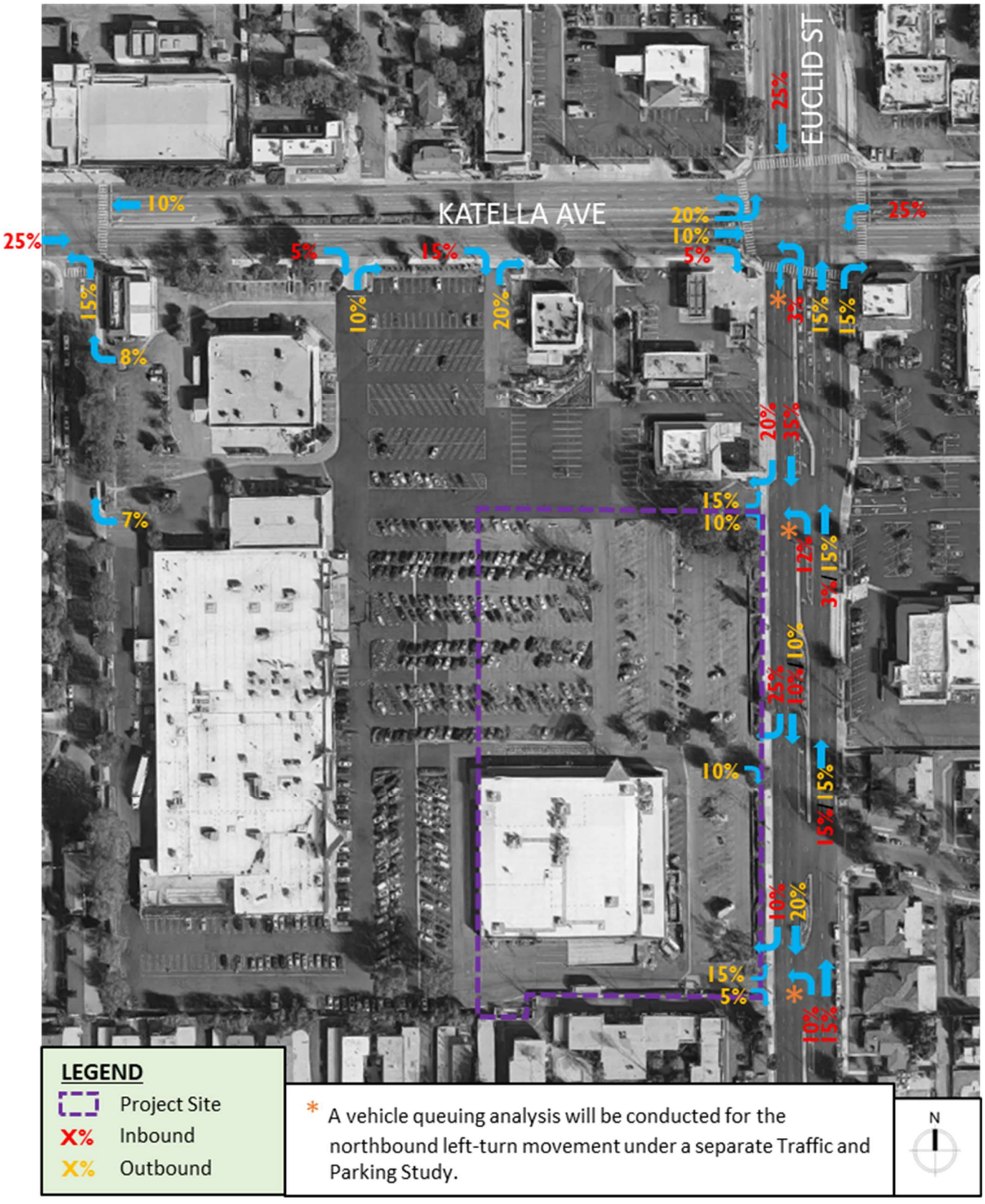
ITE Code	ITE Trip Rate [1]			Daily (2-Way)	AM Peak Hour [2]			PM Peak Hour [2]		
					In	Out	Total	In	Out	Total
560	Church	Trips/Seat		0.90	60%	40%	0.07	45%	55%	0.10
565	Day Care Center	Trips/Student		4.09	53%	47%	0.78	47%	53%	0.79
850	Supermarket	Trips/ 1,000 Sq Ft		93.84	59%	41%	2.86	50%	50%	8.95
Trip Generation										
Church		1,032	Seats	929	43	29	72	46	57	103
Day Care Center		75	Students	307	31	28	59	28	31	59
Total (Proposed Land Uses) [A]				**1,236**	**74**	**57**	**131**	**74**	**88**	**162**
Walmart Neighborhood Market (previous land use to be removed) [B]		*46,287*	*Sq. Ft.*	*(4,344)*	*(78)*	*(54)*	*(132)*	*(207)*	*(207)*	*(414)*
Net Total ([A] - [B])				**(3,108)**	**(4)**	**3**	**(1)**	**(133)**	**(119)**	**(252)**

[1] *Source: Institute of Transportation Engineers Trip Generation, 11th Edition*

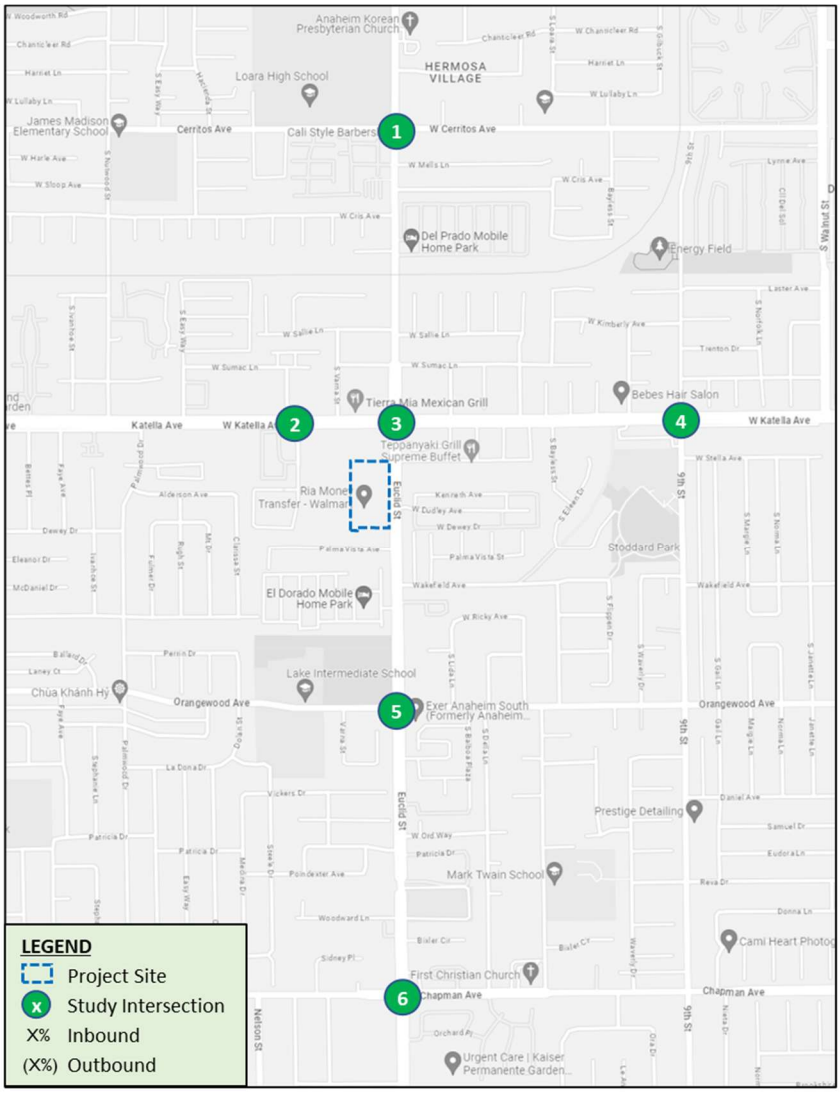
[2] *The trip rates are based on the Peak Hour of Adjacent Street Traffic.*

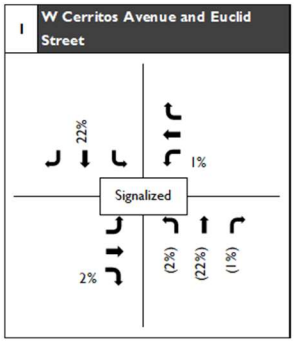
Note: *Numbers in parentheses denote negative trips.*

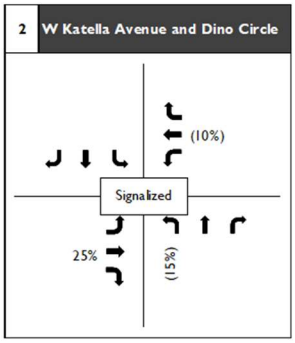
ATTACHMENT 3: PROJECT TRIP DISTRIBUTION

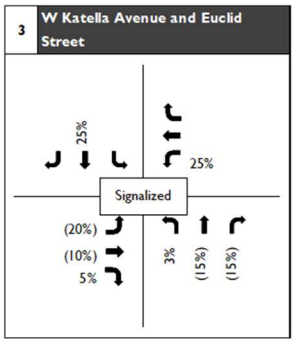


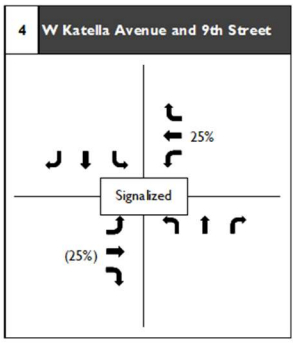
ATTACHMENT 3: PROJECT TRIP DISTRIBUTION

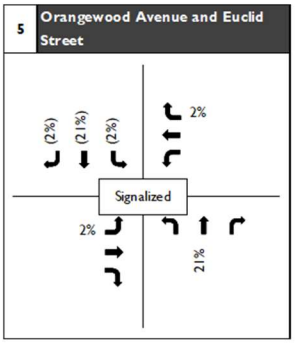


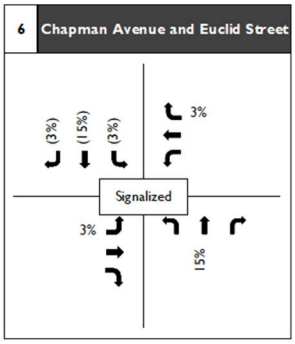




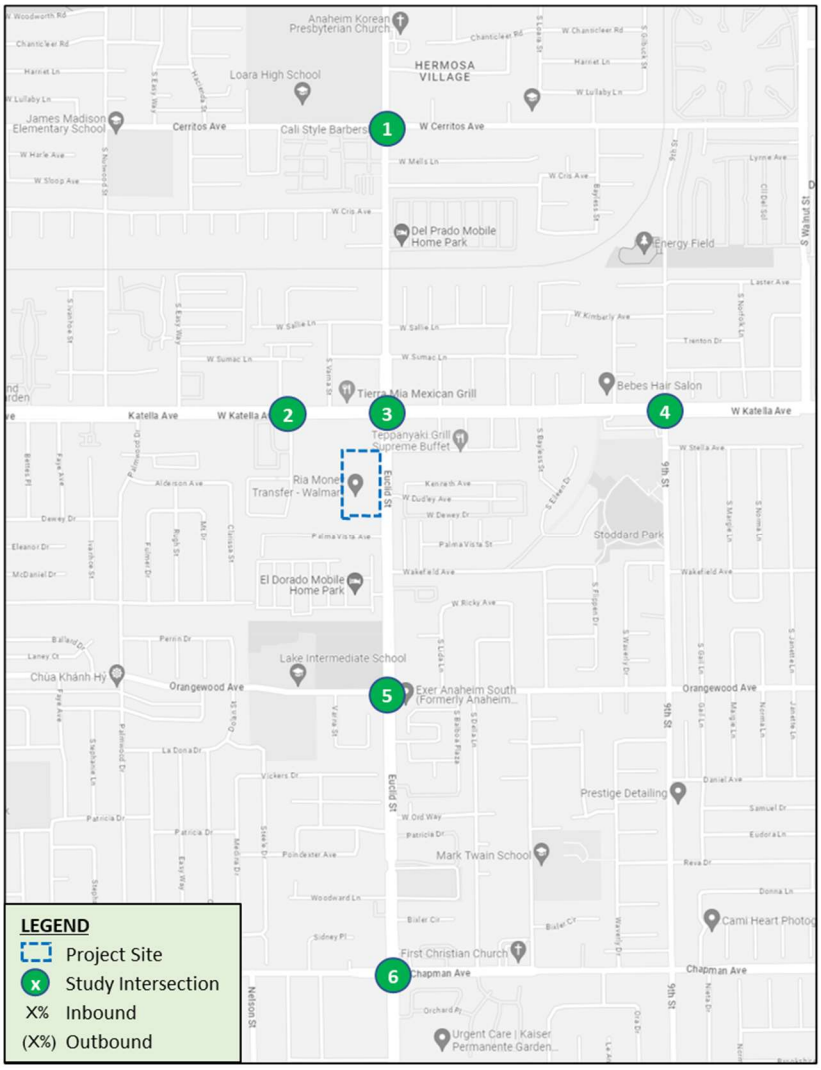


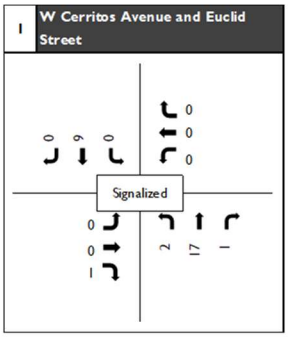


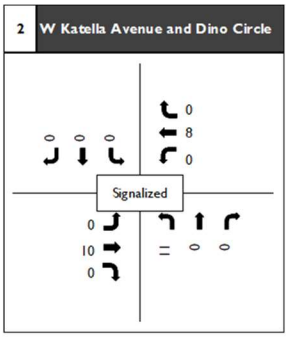


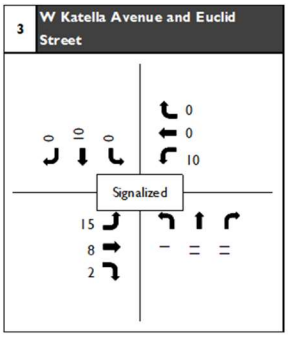


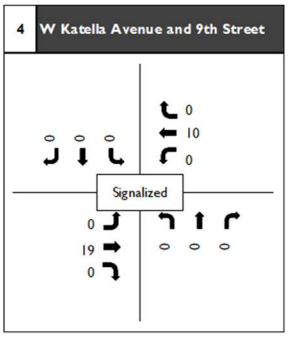
ATTACHMENT 4:
NET PROJECT TRAFFIC VOLUMES - SUNDAY

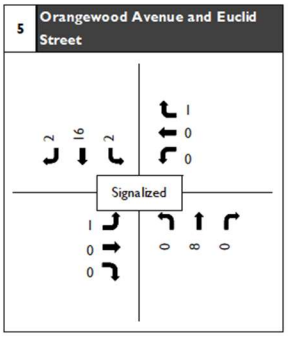


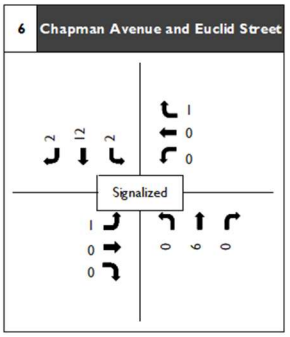












ATTACHMENT 5: RELATED PROJECTS

City of Garden Grove

No.	Project Name	Site Address	Land Use		
1	Cao Dai Church Expansion	8811 Orangewood Ave	4,825	Sq. Ft	Church expansion
			1	*DU*	*Single-family detached housing (To Be Removed)*
2	9691 Bixby Residential	9691 Bixby Ave	27	DU	Multi-family Housing
			7,203	*Sq. Ft*	*Day Care Facility (To Be Removed)*
3	12542 Chapman Ave Restaurant	12542 Chapman Ave	2,000	Sq. Ft	Drive-thru restaurant
4	Great Wolf Lodge Water Park Hotel	12681 Harbor Blvd	120	Room	Hotel Expansion
5	Southland Integrated Services Medical and Office Facilities	9862 Chapman Ave	41,564	Sq. Ft	Medical/Office
			5,912	*Sq. Ft*	*Medical/Office ** (To Be Removed)*
			11,260	*Sq. Ft*	*General Office ** (To Be Removed)*
6	Big Box Retail ***	10912 Katella Ave	46,287	Sq. Ft	Supermarket

Source: City of Garden Grove for Related Projects 1 to 5

** Land use type determined by Google Maps

*** The existing building was previously occupied by a Walmart Neighborhood Market. It is assumed that a supermarket would re-occupy this building under future Without-Project conditions.

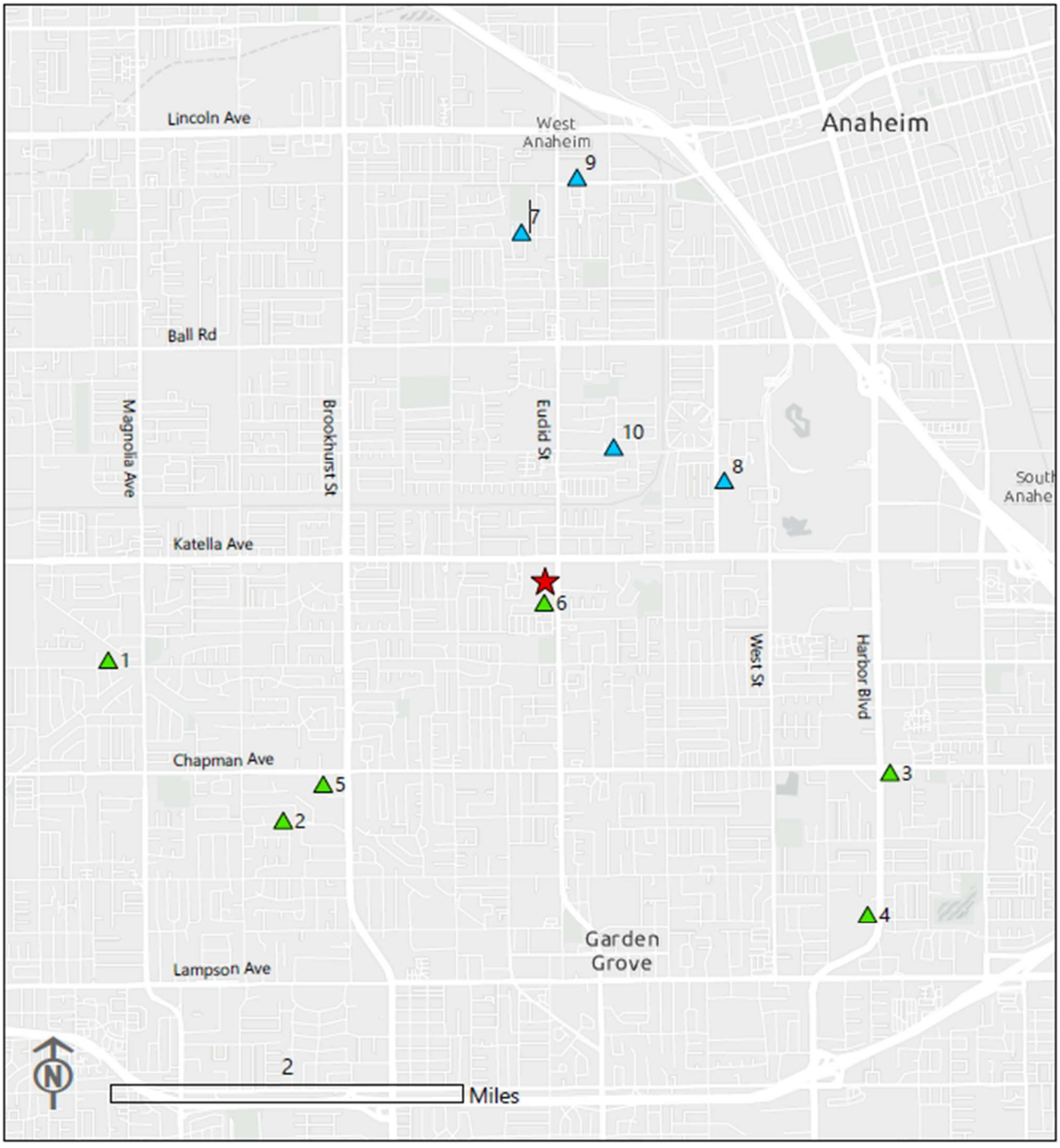
ATTACHMENT 5 (CONT.): RELATED PROJECTS

City of Anaheim

No.	Project Name	Site Address	Land Use		
7	1767 W Orange Ave Subdivision	1767 W Orange Ave	6	DU	Single-Family Detached Housing
			1	*DU*	*Single-Family Detached Housing (To Be Removed)*
8	The Villas at Disneyland Hotel	1150 W Magic Way	350	Room	Vacation Ownership Resort
9	1661 W Broadway Townhomes	1661 W Broadway	34	DU	Single-Family Attached Housing
10	Anaheim Preschool Academy Expansion	1593 W Cerritos Ave	16	Students	Daycare Expansion

Source: City of Anaheim

ATTACHMENT 5 (CONT.): RELATED PROJECTS



Related Projects

Freedomhouse Church Project, 10912 Katella Ave, City of Garden Grove

- City of Garden Grove Related Projects
- City of Anaheim Related Projects
- Project Location

APPENDIX B

TRAFFIC VOLUME COUNT DATA WORKSHEETS

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Garden Grove	PROJECT #:	SC4334
Sun, Dec 3, 23	NORTH & SOUTH:	S Euclid St	LOCATION #:	1
SUNDAY	EAST & WEST:	W Cerritos Ave	CONTROL:	SIGNAL

NOTES:

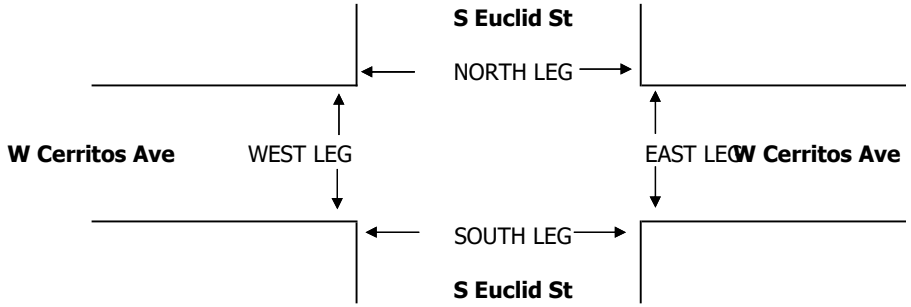
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Euclid St			SOUTHBOUND S Euclid St			EASTBOUND W Cerritos Ave			WESTBOUND W Cerritos Ave			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
8:00 AM	6	81	7	8	76	4	13	20	7	6	16	8	252
8:15 AM	4	116	9	7	118	6	8	41	8	5	15	4	341
8:30 AM	11	119	9	5	105	11	9	29	12	5	16	10	341
8:45 AM	18	134	7	9	146	4	13	24	12	10	22	9	408
9:00 AM	11	126	8	8	131	18	7	19	20	15	19	13	395
9:15 AM	13	159	9	10	154	8	9	33	17	15	20	9	456
9:30 AM	6	181	6	4	170	14	15	24	16	10	16	17	479
9:45 AM	19	175	8	5	179	22	11	26	26	14	22	16	523
10:00 AM	15	177	11	7	190	24	10	30	11	7	19	9	510
10:15 AM	16	172	7	16	159	18	18	19	23	8	23	8	487
10:30 AM	11	229	24	14	188	13	16	21	39	4	14	11	584
10:45 AM	20	202	11	9	164	14	11	24	16	11	24	19	525
11:00 AM	10	215	10	11	173	15	12	21	17	10	17	19	530
11:15 AM	25	190	10	17	196	13	7	14	20	13	14	13	532
11:30 AM	16	197	16	10	213	12	12	28	22	13	16	8	563
11:45 AM	19	226	6	14	189	12	21	23	25	13	20	14	582
VOLUMES	220	2,699	158	154	2,551	208	192	396	291	159	293	187	7,513
APPROACH %	7%	88%	5%	5%	88%	7%	22%	45%	33%	25%	46%	29%	
APP/DEPART	3,080	/	3,079	2,914	/	3,004	880	/	708	639	/	722	0
BEGIN PEAK HR		11:00 AM											
VOLUMES	70	828	42	52	771	52	52	86	84	49	67	54	2,209
APPROACH %	7%	88%	4%	6%	88%	6%	23%	39%	38%	29%	39%	32%	
PEAK HR FACTOR		0.937			0.932			0.804			0.904		0.949
APP/DEPART	941	/	935	876	/	905	222	/	180	170	/	189	0

INTERSECTION TURNING MOVEMENT COUNTS

VEHICLE U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
3	1	1	0	5



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

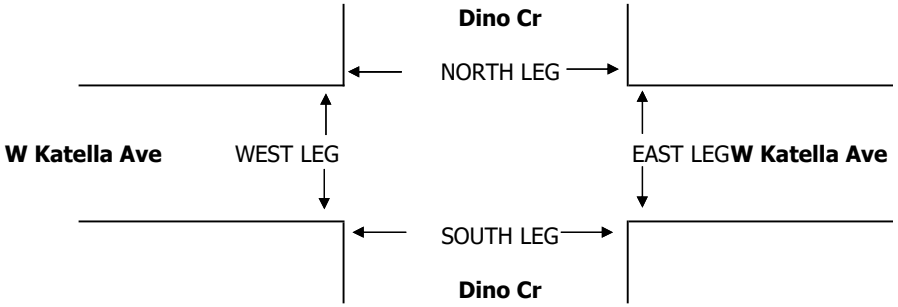
DATE:	LOCATION:	Garden Grove	PROJECT #:	SC4334
Sun, Dec 3, 23	NORTH & SOUTH:	Dino Cr	LOCATION #:	2
SUNDAY	EAST & WEST:	W Katella Ave	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Dino Cr			SOUTHBOUND Dino Cr			EASTBOUND W Katella Ave			WESTBOUND W Katella Ave				VEHICLE U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 3	ER 0	WL 1	WT 3	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
8:00 AM	6	0	2	0	0	0	4	110	2	9	78	0	211	0	0	4	5	9
8:15 AM	7	0	2	0	0	0	1	140	3	7	96	0	256	0	0	1	4	5
8:30 AM	10	0	5	0	0	0	1	170	0	5	91	0	282	0	0	1	5	6
8:45 AM	8	0	1	0	0	0	1	151	3	2	118	0	284	0	0	1	2	3
9:00 AM	7	0	4	0	0	0	1	149	5	6	117	0	289	0	0	1	4	5
9:15 AM	9	0	3	0	0	0	3	190	1	7	117	0	330	0	0	3	5	8
9:30 AM	18	0	2	0	0	0	4	165	4	9	128	0	330	0	0	4	5	9
9:45 AM	13	0	1	0	0	0	10	181	3	6	153	0	367	0	0	10	5	15
10:00 AM	10	0	2	0	0	0	11	198	2	6	150	0	379	0	0	11	1	12
10:15 AM	17	0	5	0	0	0	3	193	3	10	125	0	356	0	0	3	6	9
10:30 AM	13	0	2	0	0	0	3	234	4	8	183	0	447	0	0	3	3	6
10:45 AM	10	0	3	0	0	0	3	208	3	9	178	0	414	0	0	3	4	7
11:00 AM	13	0	2	0	0	0	4	224	4	7	195	0	449	0	0	4	7	11
11:15 AM	18	0	2	0	0	0	9	198	3	11	142	0	383	0	0	9	11	20
11:30 AM	4	0	7	0	0	0	11	221	5	15	189	0	452	0	0	11	8	19
11:45 AM	12	0	2	0	0	0	2	258	5	9	172	0	460	0	0	2	6	8
VOLUMES	175	0	45	0	0	0	71	2,990	50	126	2,232	0	5,689	0	0	71	81	152
APPROACH %	80%	0%	20%	0%	0%	0%	2%	96%	2%	5%	95%	0%						
APP/DEPART	220	/	176	0	/	0	3,111	/	3,116	2,358	/	2,478	0					
BEGIN PEAK HR		11:00 AM																
VOLUMES	47	0	13	0	0	0	26	901	17	42	698	0	1,744					
APPROACH %	78%	0%	22%	0%	0%	0%	3%	95%	2%	6%	94%	0%						
PEAK HR FACTOR		0.750			0.000			0.891			0.907		0.948					
APP/DEPART	60	/	27	0	/	0	944	/	946	740	/	771	0					

INTERSECTION TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

T319

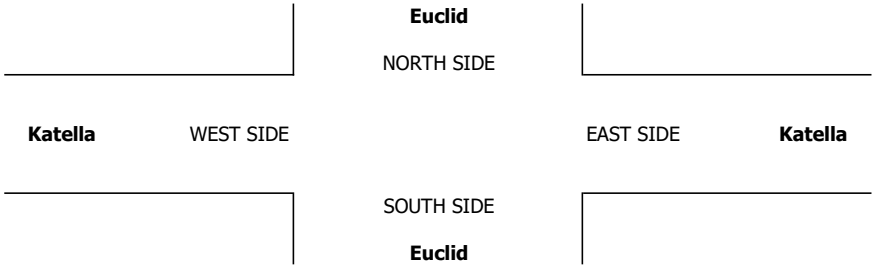
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Sun, Aug 27, 23	LOCATION:	Garden Grove	PROJECT #:	SC4159
	NORTH & SOUTH:	Euclid	LOCATION #:	1
	EAST & WEST:	Katella	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Katella			WESTBOUND Katella				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
08:00 AM	18	61	11	24	93	18	30	92	11	34	55	15	462	0	3	15	1	19
8:15 AM	17	77	13	35	85	9	28	105	23	19	52	16	479	2	5	8	3	18
8:30 AM	21	103	13	24	137	13	23	90	21	30	80	30	585	0	2	0	1	3
8:45 AM	23	115	19	34	133	14	38	103	25	37	66	26	633	0	5	6	1	12
9:00 AM	20	104	11	32	122	24	45	98	32	41	65	25	619	3	3	8	3	17
9:15 AM	22	113	22	29	114	25	43	121	31	31	80	30	661	0	4	9	3	16
9:30 AM	22	130	19	35	145	22	36	151	41	34	84	27	746	5	1	5	4	15
9:45 AM	23	125	26	44	180	27	41	152	26	38	116	32	830	0	2	5	4	11
10:00 AM	39	145	32	38	152	27	45	112	32	43	86	24	775	2	4	10	2	18
10:15 AM	33	141	15	52	186	29	42	148	34	51	111	37	879	0	7	3	3	13
10:30 AM	31	157	24	43	157	24	54	167	26	45	105	31	864	4	4	12	4	24
10:45 AM	27	166	28	67	156	37	35	153	27	41	88	38	863	0	6	2	2	10
11:00 AM	32	143	17	41	139	28	50	146	29	50	143	29	847	2	5	2	6	15
11:15 AM	52	157	34	53	181	29	51	148	24	25	117	36	907	6	4	9	5	24
11:30 AM	50	136	29	52	130	28	51	170	31	42	167	54	940	2	4	4	2	12
11:45 AM	45	158	36	41	175	28	57	182	34	44	128	36	964	1	4	11	6	22
PM VOLUMES	475	2,031	349	644	2,285	382	669	2,138	447	605	1,543	486	12,054	27	63	109	50	249
APPROACH %	17%	71%	12%	19%	69%	12%	21%	66%	14%	23%	59%	18%						
APP/DEPART	2,855	/	3,140	3,311	/	3,314	3,254	/	3,118	2,634	/	2,482	0					
BEGIN PEAK HR		11:00 AM																
VOLUMES	179	594	116	187	625	113	209	646	118	161	555	155	3,658					
APPROACH %	20%	67%	13%	20%	68%	12%	21%	66%	12%	18%	64%	18%						
PEAK HR FACTOR		0.915			0.879			0.891			0.828		0.949					
APP/DEPART	889	/	949	925	/	896	973	/	951	871	/	862	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Garden Grove	PROJECT #:	SC4334
Sun, Dec 3, 23	NORTH & SOUTH:	9th St	LOCATION #:	4
SUNDAY	EAST & WEST:	W Katella Ave	CONTROL:	SIGNAL

NOTES:

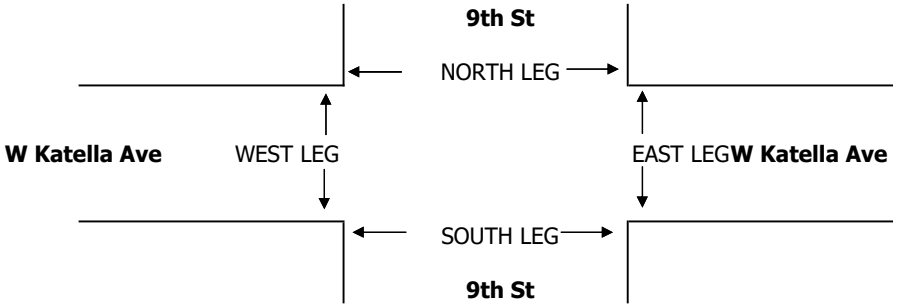
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND 9th St			SOUTHBOUND 9th St			EASTBOUND W Katella Ave			WESTBOUND W Katella Ave			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 3	WR 0	TOTAL
8:00 AM	13	5	9	4	6	7	3	113	16	6	80	6	268
8:15 AM	20	5	10	3	9	8	4	117	15	3	89	4	287
8:30 AM	32	12	13	0	9	5	6	116	21	4	65	6	289
8:45 AM	29	11	10	4	15	8	2	112	21	9	95	5	321
9:00 AM	22	5	6	6	7	10	12	137	22	7	101	4	339
9:15 AM	25	16	17	6	15	12	8	133	23	2	79	3	339
9:30 AM	31	13	14	10	12	6	10	150	32	7	124	5	414
9:45 AM	31	18	22	6	12	18	10	147	27	8	114	5	418
10:00 AM	30	13	16	5	18	11	15	167	31	9	122	7	444
10:15 AM	33	16	11	8	18	8	2	133	28	9	131	4	401
10:30 AM	38	10	21	7	15	13	8	180	36	12	131	10	481
10:45 AM	35	19	15	7	12	12	16	175	43	12	126	7	479
11:00 AM	30	27	20	5	15	8	5	159	47	7	135	5	463
11:15 AM	34	17	12	4	10	8	19	169	35	9	142	5	464
11:30 AM	36	15	8	3	19	13	12	172	42	7	153	6	486
11:45 AM	28	14	16	5	13	14	10	178	43	8	155	5	489
VOLUMES	467	216	220	83	205	161	142	2,358	482	119	1,842	87	6,458
APPROACH %	52%	24%	24%	18%	46%	36%	5%	78%	16%	6%	89%	4%	
APP/DEPART	903	/	445	449	/	806	3,040	/	2,679	2,066	/	2,528	0
BEGIN PEAK HR		11:00 AM											
VOLUMES	128	73	56	17	57	43	46	678	167	31	585	21	1,924
APPROACH %	50%	28%	22%	15%	49%	37%	5%	75%	18%	5%	91%	3%	
PEAK HR FACTOR		0.834			0.836			0.957			0.946		0.968
APP/DEPART	257	/	140	117	/	255	907	/	757	643	/	772	0

INTERSECTION TURNING MOVEMENT COUNTS

VEHICLE U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	
0	0	1	0	1
0	0	2	1	3
0	0	2	1	3
0	0	0	1	1
0	0	6	1	7
0	0	4	2	6
0	0	4	1	5
0	0	4	2	6
0	0	5	0	5
0	0	6	0	6
0	0	6	1	7
0	0	2	2	4
0	0	3	0	3
0	0	3	2	5
0	0	4	2	6
0	0	6	2	8
0	0	58	18	76



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Garden Grove	PROJECT #:	SC4334
Sun, Dec 3, 23	NORTH & SOUTH:	S Euclid St	LOCATION #:	5
SUNDAY	EAST & WEST:	Orangewood Ave	CONTROL:	SIGNAL

NOTES:

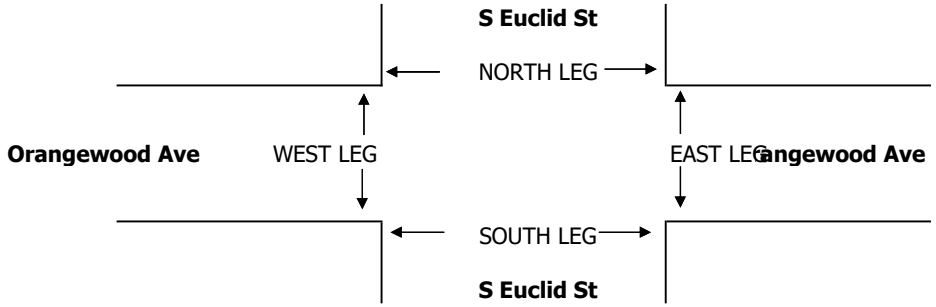
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

INTERSECTION TURNING MOVEMENT COUNTS

	NORTHBOUND S Euclid St			SOUTHBOUND S Euclid St			EASTBOUND Orangewood Ave			WESTBOUND Orangewood Ave			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
8:00 AM	9	96	12	8	107	7	8	20	10	6	11	11	305
8:15 AM	13	87	12	8	123	7	10	14	16	3	18	14	325
8:30 AM	8	108	8	7	96	2	13	20	13	15	13	23	326
8:45 AM	3	96	6	9	169	8	8	28	21	10	22	25	405
9:00 AM	11	116	6	15	158	16	12	16	22	23	26	26	447
9:15 AM	14	154	16	11	175	12	11	23	27	17	23	16	499
9:30 AM	16	148	10	13	178	9	6	37	17	9	35	20	498
9:45 AM	8	170	11	12	191	8	10	32	33	25	24	15	539
10:00 AM	13	178	7	17	177	15	16	25	19	27	25	24	543
10:15 AM	18	151	15	18	198	18	17	17	20	17	24	21	534
10:30 AM	13	219	13	15	197	18	13	30	29	21	26	27	621
10:45 AM	12	207	13	14	161	17	18	27	21	18	34	19	561
11:00 AM	19	193	20	12	193	16	12	19	22	16	32	26	580
11:15 AM	16	176	18	16	196	16	17	34	29	16	30	24	588
11:30 AM	12	195	14	16	216	11	20	26	10	19	32	22	593
11:45 AM	18	218	21	17	178	16	17	27	24	18	32	25	611
VOLUMES	203	2,512	202	208	2,713	196	208	395	333	260	407	338	7,994
APPROACH %	7%	86%	7%	7%	87%	6%	22%	42%	36%	26%	40%	34%	
APP/DEPART	2,928	/	3,064	3,123	/	3,317	937	/	806	1,006	/	807	0
BEGIN PEAK HR		11:00 AM											
VOLUMES	65	782	73	61	783	59	66	106	85	69	126	97	2,374
APPROACH %	7%	85%	8%	7%	87%	7%	26%	41%	33%	24%	43%	33%	
PEAK HR FACTOR		0.893			0.929			0.803			0.973		0.970
APP/DEPART	922	/	945	903	/	939	257	/	240	292	/	250	0

VEHICLE U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
1	1	0	0	2
1	0	0	0	1
0	0	0	0	0
1	0	0	1	2
2	2	0	0	4
0	3	0	0	3
0	0	0	0	0
1	0	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
11	6	1	1	19



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:			
Sun, Dec 3, 23	LOCATION:	Garden Grove	PROJECT #: SC4334
SUNDAY	NORTH & SOUTH:	S Euclid St	LOCATION #: 6
	EAST & WEST:	Chapman Ave	CONTROL: SIGNAL

NOTES:

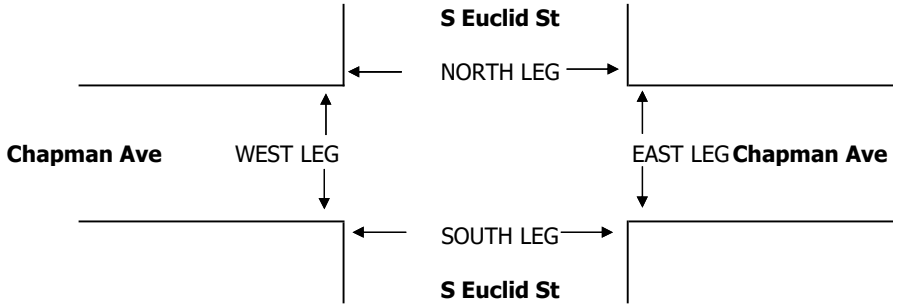
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Euclid St			SOUTHBOUND S Euclid St			EASTBOUND Chapman Ave			WESTBOUND Chapman Ave			
LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
8:00 AM	10	85	20	10	121	12	21	61	19	28	54	15	456
8:15 AM	15	75	18	12	103	13	28	51	26	37	63	13	454
8:30 AM	21	88	15	12	104	17	26	85	24	22	71	12	497
8:45 AM	29	82	18	16	155	27	22	87	33	32	87	14	602
9:00 AM	31	116	24	13	161	20	23	92	38	36	84	16	654
9:15 AM	27	138	25	24	188	21	28	102	42	39	86	19	739
9:30 AM	32	121	26	24	177	15	40	94	36	41	89	32	727
9:45 AM	45	124	24	23	196	19	37	118	41	33	102	32	794
10:00 AM	37	121	29	27	168	24	46	117	39	47	110	31	796
10:15 AM	40	159	19	24	179	39	46	105	27	43	98	23	802
10:30 AM	52	154	41	17	155	24	48	118	32	48	107	32	828
10:45 AM	43	148	43	22	173	29	42	133	44	43	111	25	856
11:00 AM	48	123	33	27	163	29	37	115	46	38	110	29	798
11:15 AM	38	169	34	20	179	30	47	132	37	49	135	33	903
11:30 AM	39	171	45	38	174	26	36	122	49	61	121	32	914
11:45 AM	35	184	35	27	197	36	43	143	40	38	114	39	931
VOLUMES	542	2,058	449	336	2,593	381	570	1,675	573	635	1,542	397	11,963
APPROACH %	18%	67%	15%	10%	77%	11%	20%	58%	20%	24%	59%	15%	
APP/DEPART	3,087	/	3,089	3,374	/	3,839	2,906	/	2,482	2,596	/	2,553	0
BEGIN PEAK HR		11:00 AM											
VOLUMES	160	647	147	112	713	121	163	512	172	186	480	133	3,599
APPROACH %	17%	67%	15%	12%	74%	13%	19%	59%	20%	23%	60%	17%	
PEAK HR FACTOR		0.936			0.915			0.944			0.924		0.955
APP/DEPART	962	/	956	959	/	1,079	872	/	778	806	/	786	0

INTERSECTION TURNING MOVEMENT COUNTS

VEHICLE U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	
3	5	5	2	15
1	1	6	2	10
0	3	4	1	8
3	5	3	2	13
3	5	4	2	14
2	6	11	0	19
2	3	5	0	10
2	5	5	0	12
4	5	5	2	16
3	5	6	2	16
5	4	6	1	16
2	4	3	1	10
2	5	4	3	14
2	5	10	1	18
2	1	6	1	10
2	2	5	2	11
38	64	88	22	212



APPENDIX C

VISTRO CALCULATION WORKSHEETS

EXISTING CONDITIONS

Vistro File: J:\...\FreedomHouse Church Vistro.vistro
Report File: J:\...\Freedom House LOS - Scenario 1 - Existing.pdf

Scenario 1 Existing Traffic Volumes
1/4/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Euclid St & W Cerritos Ave	Signalized	ICU 1	NB Thru	0.438	-	A
2	Dino Circle & W Katella Ave	Signalized	ICU 1	EB Right	0.316	-	A
3	S Euclid St & W Katella Ave	Signalized	ICU 1	EB Thru	0.472	-	A
4	S 9th Street & W Katella Ave	Signalized	ICU 1	EB Thru	0.368	-	A
5	Euclid St & Orangewood Ave	Signalized	ICU 1	NB Thru	0.471	-	A
6	Euclid St & Chapman Ave	Signalized	ICU 1	SB Thru	0.570	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Euclid St & W Cerritos Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name	Euclid St			Euclid St			W Cerritos Ave			W Cerritos Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	200.00	95.00	100.00	185.00	175.00	100.00	175.00	75.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			W Cerritos Ave			W Cerritos Ave		
Base Volume Input [veh/h]	70	828	42	52	771	52	52	86	84	49	67	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	828	42	52	771	52	52	86	84	49	67	54
Peak Hour Factor	0.9370	0.9370	0.9370	0.9320	0.9320	0.9320	0.8040	0.8040	0.8040	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	221	11	14	207	14	16	27	26	14	19	15
Total Analysis Volume [veh/h]	75	884	45	56	827	56	65	107	104	54	74	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.26	0.03	0.03	0.24	0.03	0.04	0.06	0.06	0.03	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.438											

Intersection Level Of Service Report
Intersection 2: Dino Circle & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.316

Intersection Setup

Name	Dino Circle		Katella Ave			Katella Ave	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	105.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	15.00		40.00			40.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			Yes	

Volumes

Name	Dino Circle		Katella Ave			Katella Ave	
Base Volume Input [veh/h]	47	13	26	901	17	42	698
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	13	26	901	17	42	698
Peak Hour Factor	0.7500	0.7500	0.8910	0.8910	0.8910	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	4	7	253	5	12	192
Total Analysis Volume [veh/h]	63	17	29	1011	19	46	770
Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.02	0.20	0.20	0.03	0.15
Intersection LOS	A						
Intersection V/C	0.316						

Intersection Level Of Service Report
Intersection 3: S Euclid St & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name	Euclid St			Euclid St			Katella Ave			Katella Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	0	2	0	1
Entry Pocket Length [ft]	140.00	100.00	205.00	200.00	100.00	220.00	215.00	100.00	100.00	190.00	100.00	310.00
No. of Lanes in Exit Pocket	0	0	0	0	0	3	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	59.48	0.00	0.00	0.00	0.00	0.00	125.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Euclid St			Euclid St			Katella Ave			Katella Ave		
Base Volume Input [veh/h]	179	594	116	187	625	113	209	646	118	161	555	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	594	116	187	625	113	209	646	118	161	555	155
Peak Hour Factor	0.9150	0.9150	0.9150	0.8790	0.8790	0.8790	0.8910	0.8910	0.8910	0.8280	0.8280	0.8280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	162	32	53	178	32	59	181	33	49	168	47
Total Analysis Volume [veh/h]	196	649	127	213	711	129	235	725	132	194	670	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.13	0.07	0.06	0.14	0.08	0.07	0.17	0.17	0.06	0.13	0.11
Intersection LOS	A											
Intersection V/C	0.472											

Intersection Level Of Service Report
Intersection 4: S 9th Street & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	9th Street			9th Street			Katella Ave			Katella Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	115.00	100.00	270.00	90.00	100.00	100.00	115.00	100.00	200.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	9th Street			9th Street			Katella Ave			Katella Ave		
Base Volume Input [veh/h]	128	73	0	17	57	43	46	678	167	31	585	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	73	0	17	57	43	46	678	167	31	585	21
Peak Hour Factor	0.8340	0.8340	0.8340	0.8360	0.8360	0.8360	0.9570	0.9570	0.9570	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	22	0	5	17	13	12	177	44	8	155	6
Total Analysis Volume [veh/h]	153	88	0	20	68	51	48	708	175	33	618	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.05	0.00	0.01	0.07	0.07	0.03	0.14	0.10	0.02	0.12	0.01
Intersection LOS	A											
Intersection V/C	0.368											

Intersection Level Of Service Report
Intersection 5: Euclid St & Orangewood Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Euclid St			Euclid St			Orangewood Ave			Orangewood Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	85.00	100.00	90.00	80.00	100.00	100.00	100.00	100.00	100.00	130.00	100.00	130.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			Orangewood Ave			Orangewood Ave		
Base Volume Input [veh/h]	65	782	73	61	783	59	66	106	85	69	126	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	782	73	61	783	59	66	106	85	69	126	97
Peak Hour Factor	0.8930	0.8930	0.8930	0.9290	0.9290	0.9290	0.8030	0.8030	0.8030	0.9730	0.9730	0.9730
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	219	20	16	211	16	21	33	26	18	32	25
Total Analysis Volume [veh/h]	73	876	82	66	843	64	82	132	106	71	129	100
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	3.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.26	0.05	0.04	0.18	0.18	0.05	0.08	0.06	0.04	0.08	0.06
Intersection LOS	A											
Intersection V/C	0.471											

Intersection Level Of Service Report
Intersection 6: Euclid St & Chapman Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name	Euclid St			Euclid St			Chapman Ave			Chapman Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	190.00	100.00	100.00	125.00	100.00	100.00	220.00	100.00	230.00	240.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	3	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			Chapman Ave			Chapman Ave		
Base Volume Input [veh/h]	160	647	147	112	713	121	163	512	172	186	480	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	647	147	112	713	121	163	512	172	186	480	133
Peak Hour Factor	0.9360	0.9360	0.9360	0.9150	0.9150	0.9150	0.9440	0.9440	0.9440	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	173	39	31	195	33	43	136	46	50	130	36
Total Analysis Volume [veh/h]	171	691	157	122	779	132	173	542	182	201	519	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	130
Lost time [s]	7.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.17	0.07	0.18	0.18	0.10	0.16	0.11	0.12	0.15	0.08
Intersection LOS	A											
Intersection V/C	0.570											

OPENING YEAR (2024) WITHOUT PROJECT CONDITIONS

Vistro File: J:\...\FreedomHouse Church Vistro.vistro
Report File: J:\...\Freedom House LOS - Scenario 2 - Opening Year WO Project.pdf

Scenario 2 Opening Year 2024 Without-Project
1/4/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Euclid St & W Cerritos Ave	Signalized	ICU 1	NB Thru	0.465	-	A
2	Dino Circle & W Katella Ave	Signalized	ICU 1	EB Thru	0.360	-	A
3	S Euclid St & W Katella Ave	Signalized	ICU 1	EB Thru	0.529	-	A
4	S 9th Street & W Katella Ave	Signalized	ICU 1	EB Thru	0.391	-	A
5	Euclid St & Orangewood Ave	Signalized	ICU 1	NB Thru	0.504	-	A
6	Euclid St & Chapman Ave	Signalized	ICU 1	SB Thru	0.597	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Euclid St & W Cerritos Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name	Euclid St			Euclid St			W Cerritos Ave			W Cerritos Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	200.00	95.00	100.00	185.00	175.00	100.00	175.00	75.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			W Cerritos Ave			W Cerritos Ave		
Base Volume Input [veh/h]	75	894	45	54	838	53	53	89	90	52	69	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	894	45	54	838	53	53	89	90	52	69	56
Peak Hour Factor	0.9370	0.9370	0.9370	0.9320	0.9320	0.9320	0.8040	0.8040	0.8040	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	239	12	14	225	14	16	28	28	14	19	15
Total Analysis Volume [veh/h]	80	954	48	58	899	57	66	111	112	58	76	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.28	0.03	0.03	0.26	0.03	0.04	0.07	0.07	0.03	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.465											

Intersection Level Of Service Report
Intersection 2: Dino Circle & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.360

Intersection Setup

Name	Dino Circle		Katella Ave			Katella Ave	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	105.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	15.00		40.00			40.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			Yes	

Volumes

Name	Dino Circle		Katella Ave			Katella Ave	
Base Volume Input [veh/h]	77	13	27	992	17	43	748
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	13	27	992	17	43	748
Peak Hour Factor	0.7500	0.7500	0.8910	0.8910	0.8910	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	4	8	278	5	12	206
Total Analysis Volume [veh/h]	103	17	30	1113	19	47	825
Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.02	0.22	0.22	0.03	0.16
Intersection LOS	A						
Intersection V/C	0.360						

Intersection Level Of Service Report
Intersection 3: S Euclid St & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Euclid St			Euclid St			Katella Ave			Katella Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	0	2	0	1
Entry Pocket Length [ft]	140.00	100.00	205.00	200.00	100.00	220.00	215.00	100.00	100.00	190.00	100.00	310.00
No. of Lanes in Exit Pocket	0	0	0	0	0	3	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	59.48	0.00	0.00	0.00	0.00	0.00	125.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Euclid St			Euclid St			Katella Ave			Katella Ave		
Base Volume Input [veh/h]	190	641	155	191	697	115	252	696	131	227	583	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	641	155	191	697	115	252	696	131	227	583	158
Peak Hour Factor	0.9150	0.9150	0.9150	0.8790	0.8790	0.8790	0.8910	0.8910	0.8910	0.8280	0.8280	0.8280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	175	42	54	198	33	71	195	37	69	176	48
Total Analysis Volume [veh/h]	208	701	169	217	793	131	283	781	147	274	704	191
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.10	0.06	0.16	0.08	0.08	0.18	0.18	0.08	0.14	0.11
Intersection LOS	A											
Intersection V/C	0.529											

Intersection Level Of Service Report
Intersection 4: S 9th Street & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.391

Intersection Setup

Name	9th Street			9th Street			Katella Ave			Katella Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	115.00	100.00	270.00	90.00	100.00	100.00	115.00	100.00	200.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	9th Street			9th Street			Katella Ave			Katella Ave		
Base Volume Input [veh/h]	131	74	58	17	58	44	47	765	170	33	678	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	74	58	17	58	44	47	765	170	33	678	21
Peak Hour Factor	0.8340	0.8340	0.8340	0.8360	0.8360	0.8360	0.9570	0.9570	0.9570	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	22	17	5	17	13	12	200	44	9	179	6
Total Analysis Volume [veh/h]	157	89	70	20	69	53	49	799	178	35	717	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.05	0.04	0.01	0.07	0.07	0.03	0.16	0.10	0.02	0.14	0.01
Intersection LOS	A											
Intersection V/C	0.391											

Intersection Level Of Service Report
Intersection 5: Euclid St & Orangewood Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	Euclid St			Euclid St			Orangewood Ave			Orangewood Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	85.00	100.00	90.00	80.00	100.00	100.00	100.00	100.00	100.00	130.00	100.00	130.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			Orangewood Ave			Orangewood Ave		
Base Volume Input [veh/h]	66	858	74	66	852	64	71	108	87	70	129	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	858	74	66	852	64	71	108	87	70	129	103
Peak Hour Factor	0.8930	0.8930	0.8930	0.9290	0.9290	0.9290	0.8030	0.8030	0.8030	0.9730	0.9730	0.9730
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	240	21	18	229	17	22	34	27	18	33	26
Total Analysis Volume [veh/h]	74	961	83	71	917	69	88	134	108	72	133	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	3.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.28	0.05	0.04	0.19	0.19	0.05	0.08	0.06	0.04	0.08	0.06
Intersection LOS	A											
Intersection V/C	0.504											

Intersection Level Of Service Report
Intersection 6: Euclid St & Chapman Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

Intersection Setup

Name	Euclid St			Euclid St			Chapman Ave			Chapman Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	190.00	100.00	100.00	125.00	100.00	100.00	220.00	100.00	230.00	240.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	3	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			Chapman Ave			Chapman Ave		
Base Volume Input [veh/h]	163	703	150	123	765	129	173	527	175	190	496	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	703	150	123	765	129	173	527	175	190	496	147
Peak Hour Factor	0.9360	0.9360	0.9360	0.9150	0.9150	0.9150	0.9440	0.9440	0.9440	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	188	40	34	209	35	46	140	46	51	134	40
Total Analysis Volume [veh/h]	174	751	160	134	836	141	183	558	185	206	537	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	130
Lost time [s]	7.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.08	0.19	0.19	0.11	0.16	0.11	0.12	0.16	0.09
Intersection LOS	A											
Intersection V/C	0.597											

OPENING YEAR (2024) WITH PROJECT CONDITIONS

Vistro File: J:\...\FreedomHouse Church Vistro.vistro
Report File: J:\...\Freedom House LOS - Scenario 3 - Opening Year W Project.pdf

Scenario 3 Opening Year 2024 With-Project
1/4/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Euclid St & W Cerritos Ave	Signalized	ICU 1	NB Thru	0.471	-	A
2	Dino Circle & W Katella Ave	Signalized	ICU 1	EB Right	0.371	-	A
3	S Euclid St & W Katella Ave	Signalized	ICU 1	EB Thru	0.537	-	A
4	S 9th Street & W Katella Ave	Signalized	ICU 1	EB Thru	0.395	-	A
5	Euclid St & Orangewood Ave	Signalized	ICU 1	NB Thru	0.509	-	A
6	Euclid St & Chapman Ave	Signalized	ICU 1	SB Thru	0.600	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Euclid St & W Cerritos Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Euclid St			Euclid St			W Cerritos Ave			W Cerritos Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	200.00	95.00	100.00	185.00	175.00	100.00	175.00	75.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			W Cerritos Ave			W Cerritos Ave		
Base Volume Input [veh/h]	77	911	46	54	847	53	53	89	91	52	69	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	911	46	54	847	53	53	89	91	52	69	56
Peak Hour Factor	0.9370	0.9370	0.9370	0.9320	0.9320	0.9320	0.8040	0.8040	0.8040	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	243	12	14	227	14	16	28	28	14	19	15
Total Analysis Volume [veh/h]	82	972	49	58	909	57	66	111	113	58	76	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.29	0.03	0.03	0.27	0.03	0.04	0.07	0.07	0.03	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.471											

Intersection Level Of Service Report
Intersection 2: Dino Circle & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	Dino Circle		Katella Ave			Katella Ave	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	105.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	15.00		40.00			40.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			Yes	

Volumes

Name	Dino Circle		Katella Ave			Katella Ave	
Base Volume Input [veh/h]	88	13	27	1002	17	43	756
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	13	27	1002	17	43	756
Peak Hour Factor	0.7500	0.7500	0.8910	0.8910	0.8910	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	4	8	281	5	12	208
Total Analysis Volume [veh/h]	117	17	30	1125	19	47	834
Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.02	0.22	0.22	0.03	0.16
Intersection LOS	A						
Intersection V/C	0.371						

Intersection Level Of Service Report
Intersection 3: S Euclid St & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	Euclid St			Euclid St			Katella Ave			Katella Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	0	2	0	1
Entry Pocket Length [ft]	140.00	100.00	205.00	200.00	100.00	220.00	215.00	100.00	100.00	190.00	100.00	310.00
No. of Lanes in Exit Pocket	0	0	0	0	0	3	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	59.48	0.00	0.00	0.00	0.00	0.00	125.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Euclid St			Euclid St			Katella Ave			Katella Ave		
Base Volume Input [veh/h]	191	652	166	191	707	115	267	704	133	237	583	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	652	166	191	707	115	267	704	133	237	583	158
Peak Hour Factor	0.9150	0.9150	0.9150	0.8790	0.8790	0.8790	0.8910	0.8910	0.8910	0.8280	0.8280	0.8280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	178	45	54	201	33	75	198	37	72	176	48
Total Analysis Volume [veh/h]	209	713	181	217	804	131	300	790	149	286	704	191
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.11	0.06	0.16	0.08	0.09	0.18	0.18	0.08	0.14	0.11
Intersection LOS	A											
Intersection V/C	0.537											

Intersection Level Of Service Report
Intersection 4: S 9th Street & W Katella Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	9th Street			9th Street			Katella Ave			Katella Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	115.00	100.00	270.00	90.00	100.00	100.00	115.00	100.00	200.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	9th Street			9th Street			Katella Ave			Katella Ave		
Base Volume Input [veh/h]	131	74	58	17	58	44	47	784	170	33	688	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	74	58	17	58	44	47	784	170	33	688	21
Peak Hour Factor	0.8340	0.8340	0.8340	0.8360	0.8360	0.8360	0.9570	0.9570	0.9570	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	22	17	5	17	13	12	205	44	9	182	6
Total Analysis Volume [veh/h]	157	89	70	20	69	53	49	819	178	35	727	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	140
Lost time [s]	7.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.05	0.04	0.01	0.07	0.07	0.03	0.16	0.10	0.02	0.14	0.01
Intersection LOS	A											
Intersection V/C	0.395											

Intersection Level Of Service Report
Intersection 5: Euclid St & Orangewood Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	Euclid St			Euclid St			Orangewood Ave			Orangewood Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	85.00	100.00	90.00	80.00	100.00	100.00	100.00	100.00	100.00	130.00	100.00	130.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			Orangewood Ave			Orangewood Ave		
Base Volume Input [veh/h]	66	866	74	68	868	66	72	108	87	70	129	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	866	74	68	868	66	72	108	87	70	129	104
Peak Hour Factor	0.8930	0.8930	0.8930	0.9290	0.9290	0.9290	0.8030	0.8030	0.8030	0.9730	0.9730	0.9730
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	242	21	18	234	18	22	34	27	18	33	27
Total Analysis Volume [veh/h]	74	970	83	73	934	71	90	134	108	72	133	107
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	3.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.29	0.05	0.04	0.20	0.20	0.05	0.08	0.06	0.04	0.08	0.06
Intersection LOS	A											
Intersection V/C	0.509											

Intersection Level Of Service Report
Intersection 6: Euclid St & Chapman Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Euclid St			Euclid St			Chapman Ave			Chapman Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	190.00	100.00	100.00	125.00	100.00	100.00	220.00	100.00	230.00	240.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	3	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Euclid St			Euclid St			Chapman Ave			Chapman Ave		
Base Volume Input [veh/h]	163	709	150	125	777	131	174	527	175	190	496	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	709	150	125	777	131	174	527	175	190	496	148
Peak Hour Factor	0.9360	0.9360	0.9360	0.9150	0.9150	0.9150	0.9440	0.9440	0.9440	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	189	40	34	212	36	46	140	46	51	134	40
Total Analysis Volume [veh/h]	174	757	160	137	849	143	184	558	185	206	537	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	130
Lost time [s]	7.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.08	0.19	0.19	0.11	0.16	0.11	0.12	0.16	0.09
Intersection LOS	A											
Intersection V/C	0.600											

Attachment 5

RESOLUTION NO. 6085-24

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING CONDITIONAL USE PERMIT NO. CUP-259-2024, FOR A PROPERTY LOCATED ON THE SOUTHWEST CORNER OF KATELLA AVENUE AND EUCLID STREET, AT 10912 KATELLA AVENUE, ASSESSOR'S PARCEL NO. 089-010-34, AND REVOKING ALL PREVIOUS CONDITIONAL USE PERMITS GOVERNING USE OF THE SITE.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on April 18, 2024, hereby approves Conditional Use Permit No. CUP-259-2024, and revokes Conditional Use Permit Nos. CUP-120-83, CUP-422-98 and CUP-367-13, for a property located on the southwest corner of Katella Avenue and Euclid Street, at 10912 Katella Avenue, Assessor's Parcel No. 089-010-34, subject to the conditions of approval attached hereto as Exhibit "A".

BE IT FURTHER RESOLVED in the matter Conditional Use Permit No. CUP-259-2024, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Freedomhouse OC with authorization from the property owner, GL Katella, LLC.

2. The applicant requests Conditional Use Permit approval to operate a new religious facility, including, church services, an accredited bible college, and a child day care, all within an existing 46,287 square-foot tenant space. In conjunction with this request, the City recommends that the Planning Commission revoke Conditional Use Permit Nos. CUP-120-83, CUP-422-98 and CUP-367-13, which previously governed the use of the property.

3. The City of Garden Grove Planning Commission hereby determines that the proposed project is categorically exempt from review under the California Environmental Quality Act ("CEQA") pursuant to Section 15301 (Existing Facilities) of the State CEQA Guidelines (14 Cal. Code Regs., Section 15301).

4. The property has a General Plan Land Use Designation of Residential/Commercial Mixed Use 2 (RC2) and is zoned Neighborhood Mixed Use (NMU). The site is currently improved with a 46,287 square-foot commercial building, parking lot, landscaping, and associated site improvements.

5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.

6. Report submitted by the City staff was reviewed.

7. Pursuant to a legal notice, a public hearing was held on April 18, 2024, and all interested persons were given an opportunity to be heard.

8. The Planning Commission gave due and careful consideration to the matter during its meeting on April 18, 2024.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.04.030 are as follows:

FACTS:

The subject property is located within a commercial shopping center on the southwest corner of Katella Avenue and Euclid Street, at 10912 Katella Avenue. The shopping center is comprised of multiple properties, each with reciprocal access. The property under consideration is an approximately 4.99-acre site, at the southeast corner of the shopping center. The property is currently improved with an approximately 46,287 square-foot building, a parking lot, trash enclosures, landscaping, and other site features.

The site has a General Plan Land Use Designation of RC2 (Residential/Commercial Mixed-Use 2) and is zoned NMU (Neighborhood Mixed Use). The subject site abuts R-3 (Multiple-Family Residential) zoned properties to the south, and NMU zoned properties to the west. To the north, across Katella Avenue, and to the east, across Euclid Street, the subject site is adjacent to commercial and residential uses in the City of Anaheim.

The subject building was originally constructed in 1957, and has been used by a variety of retail and restaurant uses in the subsequent years. Most recently, the building was occupied by the Walmart Neighborhood Market, which ceased operations in 2022.

"Church and Other Religious Centers" are conditionally permitted in the NMU zone, and are subject to Special Operating Conditions and Development Standards listed within Section 9.18.030.120 of the Municipal Code, which include: required setbacks, lighting, and lot frontage requirements. The existing building and subject site meet these requirements of the Municipal Code. Child day care centers and educational institutions are also conditionally permitted uses in the NMU zone.

There are no modifications to the overall footprint of the existing building as a part of this request. The project scope includes tenant improvements to convert the existing building to the requested religious facility, and the conversion of outdoor storage space into an outdoor playground area. Included in the proposed floor plan is a lobby, a main auditorium, classrooms, daycare rooms, a kitchen, a dining hall, restrooms, and ancillary storage and office spaces.

The religious facility will feature a variety of activities, all operating as Freedomhouse OC. A traditional church service will occur on Sundays, at 8:30 a.m. and 10:00 a.m.

Services will be held in the main auditorium, which seats 1,032 attendees. A bible study will occur on Wednesday nights from 7:00 p.m. to 9:00 p.m.

Also included in the operation of the facility is an accredited bible college, which will operate from Tuesday to Friday, between the hours of 6:30 p.m. and 9:00 p.m. Classes will be held in four (4) classrooms. Concurrent with the operating hours of the bible college is the café and bookstore in the main lobby. This space will operate from 5:00 p.m. to 9:30 p.m., Tuesday to Friday.

Freedomhouse OC will also operate a State-licensed daycare facility for children between the ages of 9 months and 5 years old. The daycare will operate between 7:00 a.m. to 5:30 p.m. Monday to Friday. The daycare will limited to a maximum enrollment of 75 children at any one time. The daycare features a lobby area for pick-up/drop-off, five (5) daycare rooms, restrooms, and associated storage areas. Adjacent to the daycare area is an approximately 2,364 square-foot outdoor playground area, featuring shade and play areas.

Per Garden Grove Municipal Code Section 9.18.140.030, minimum parking requirements for religious facilities are based on a standard of one (1) parking space per three (3) fixed seats in sanctuary/assembly areas, plus one (1) space per 250 square feet of ancillary use areas. Based on these standards, the fixed seating area requires 344 parking spaces, and ancillary use areas require 145 parking spaces, for a total of 489 parking spaces. The property currently provides 344 parking spaces, a 145 parking space (29.6%) deficiency.

California State Assembly Bill 2097 (AB 2097) became effective on January 1, 2023, and prohibits cities from imposing minimum parking requirements for commercial uses that are located within one-half (½) mile of a major transit stop. The subject project site is located within one-half (½) mile of the major transit stop at the intersection of Katella Avenue and Euclid Street. While the project proposes to maintain and utilize the existing 344 parking spaces for use by its patrons and to support its operation, the applicant is invoking the provisions of AB 2097, exempting the proposed facility from the minimum parking requirements of the City's Municipal Code.

A parking demand study for the shopping center was prepared for the project. Based on the findings of the study, there is an anticipated surplus of 186 spaces on Sunday mornings, during church service times. During weekdays, there is an anticipated 485-space surplus during the morning and afternoon hours, and 196-space surplus in the evening. While the project is exempt from the City's minimum parking requirements pursuant to AB 2097, the site is expected to have surplus parking available during all operating hours.

FINDINGS AND REASONS:

1. The proposed use will be consistent with the City's adopted General Plan.

The property has a General Plan Land Use designation of RC2 (Residential/Commercial Mixed Use 2), and is zoned NMU (Neighborhood Mixed Use). The RC2 designation is intended to provide for a mix of residential and commercial uses mostly around older underutilized, multi-tenant commercial developments. The purpose of the NMU zone is to enhance, revitalize, and provide opportunities for new development in neighborhood commercial centers. Church and Other Religious Center, Daycare, and Educational Institution uses are conditionally permitted uses in the NMU zone. As a religious use with ancillary activities, the proposed use serves both a local and regional need. Further, the proposed Project is consistent with several General Plan goals, policies, and implementation programs, including specifically:

Goal LU-1 The City of Garden Grove is a well-planned community with sufficient land uses and intensities to meet the needs of anticipated growth and achieve the community's vision. The subject site was originally developed in 1957, and has been used by a variety of commercial retail uses since. As of 2022, the building has sat vacant. The proposed use will fill a vacancy at a prominent location, and help serve the anticipated growth of the community. The project complies with the Special Operating Conditions and Development Standards of the Municipal Code for Churches and Other Religious Centers. Additionally, the project will meet all applicable Municipal Code and state regulations pertaining to daycares and educational institutions. Therefore, the proposed use contributes to its surroundings, and can help the City meet the needs of the growing community.

Policy LU-2.1 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, maintain standards for circulation, noise, setbacks, buffer areas, landscaping, and architecture which ensure compatibility between the uses. The existing development shares a property line with R-3 (Multiple-Family Residential) zoned properties to the south. The building is separated from the residential properties by a 70'-0" setback. From the southerly property line of the subject site, there is an additional approximately 25'-0" setback to the nearest residential housing units to the south. The existing site designs will provide an adequate buffering area, of approximately ninety-five feet (95'-0"), between the religious facility and any existing residential units. Landscaped setback areas, drive aisles, trash enclosures, and other equipment provide separation from the proposed religious facility use to the residential units. These separations help maintain compatibility between the two uses.

Policy LU-2.4 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The site is located within a neighborhood that has a mix of different uses and development patterns, including residential, retail, restaurant, service station, and personal service

businesses. The proposed new use will not change the existing character of the subject site, or the larger commercial center of which it is a part of. Religious center, daycare, and educational institution uses are compatible with these adjacent uses. Furthermore, provided the conditions of approval are adhered to for the life of the project, the use will be compatible with other adjacent uses.

Goal LU-4 Uses compatible with one another. The proposed use is a new religious center, which allows for church services, a bible college, a child daycare, and a café/bookstore. Adjacent to the property are a variety of residential, retail, restaurant, service station, and personal service businesses. Religious facility, daycare, and educational institution uses are compatible with these other uses. Furthermore, provided the conditions of approval are adhered to for the life of the project, the use will be compatible with other adjacent uses.

Goal LU-5 Economically viable, vital, and attractive commercial centers throughout the City that serve the needs of the community. Church and Other Religious facility, daycare, and educational institution uses can enhance the vitality of the City's commercial centers. The proposed Conditional Use Permit would allow for the establishment of a new religious facility in an otherwise vacant tenant space. The proposed use can enrich the community by providing a new service for residents in a currently vacant building.

Goal LU-6.2 Encourage a mix of retail and commercial services along major corridors and in centers to meet the community's needs. The subject site is located on the southwest corner of Katella Avenue and Euclid Street. Both streets are classified as primary arterials. The subject request for a Conditional Use Permit would allow for the establishment of a new religious facility, with an associated daycare and educational institution. With the subject request, the proposed use will further enhance the variety of commercial and personal services already in the area. By approving the subject request, the commercial facilities centered at the intersection of Katella Avenue and Euclid Street, would provide a variety of commercial services to meet the community's needs.

Goal ED-2 The City must attract new businesses, while supporting and assisting those already located with Garden Grove. The proposed Conditional Use Permit will allow for a new religious center, which allows for church services, a bible college, a child daycare, and a café/bookstore. The Conditional Use Permit would allow for the establishment of a new religious facility, with an associated daycare and educational institution, in Garden Grove, providing additional capacity and services to residents. Should the Conditional Use Permit be approved, the City is providing a business the opportunities they need to be successful.

2. The requested use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

   The proposed religious facility, with the associated daycare and educational institution, use will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. Nor will the project interfere with the use, enjoyment, or valuation of the nearby properties, or constitute a menace to public health, safety, or general welfare. The proposed use will establish a new religious center, which will include church services, an accredited bible college, a child day care, and a café/bookstore. The proposed Conditions of Approval will help ensure the use does not adversely affect the adjacent neighborhood. In the event problems arise concerning the operation of this facility, the hours of operation may be reduced by order of the Police Department.

3. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title or as is otherwise required in order to integrate such use with the uses in the surrounding area.

   There are no proposed alterations to the overall function of the site, with changes only proposed to the interior of the buildings, and the conversion of an existing outdoor storage space into a playground. The existing building has previously been developed as a part of an integrated shopping center, which integrated well into the surrounding community. There have not been any issues regarding the site's landscaping, walls, parking, or other development features.

   Furthermore, a parking demand study and a transportation study, prepared by a licensed traffic engineering firm, evaluated the existing parking demand of the shopping center and project's potential impacts to traffic and adjacent roadways. The studies concluded that the site is expected to have a surplus of 186 spaces on Sunday mornings, during church service times, a 485-space surplus during weekday morning and afternoon hours, and a 196-space surplus during weekday evenings. Provided the proposed use operates per the conditions of approval, then the site, with the existing site improvements, is adequate to accommodate the proposed use within the surrounding area.

4. The proposed site is adequately served: by highways or streets or sufficient width and improved as necessary to carry the kind and quantity of traffic such as to be generated, and by other public or private service facilities as required.

   The subject site is located on the southwest corner of Katella Avenue and Euclid Street. The site is adequately served by Euclid Street with three (3) driveway approaches. The site also features reciprocal access to the adjacent shopping center properties, also connecting to Katella Avenue. The site is also adequately served by the public service facilities required, such as: gas, electric, water, and sewer facilities. As a part of this request, only conversions of existing building and outdoor storage space are proposed. Therefore, the site will continue to be adequately served by all existing highways, streets, and other public and private service facilities.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Conditional Use Permit possesses characteristics that would justify the request in accordance with Municipal Code Section No. 9.32.030 (Conditional Use Permit).

2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "A") shall apply to Conditional Use Permit No. CUP-259-2024.

EXHIBIT "A"

Conditional Use Permit No. CUP-259-2024

10912 Katella Avenue

CONDITIONS OF APPROVAL

GENERAL CONDITIONS

1. The applicant and each owner of the property shall execute, and the applicant shall record a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office, on the property. Proof of such recordation is required within 30 days of the approval.

2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to the project applicant, the owner(s) and tenant(s) of the property, and each of their respective successors and assigns, including all subsequent purchasers and/or tenants. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the applicable City hearing body, except as otherwise provided herein.

3. Conditional Use Permit No. CUP-259-2024 only authorizes the operation of a "Church and Other Religious Center," with an associated daycare and bible college, on a property located at 10912 Katella Ave, as depicted on the plans submitted by the applicant and made part of the record on the April 18, 2024, Planning Commission proceedings, and operation of the following incidental uses in conjunction with the Church and Other Religious Center: (i) a child day care center; (ii) an accredited bible college; and (iii) a café and bookstore. This Conditional Use Permit does not authorize the independent operation of any of the foregoing incidental uses on the property separate from the primary use of the property as a Church or Religious Center; in the event operation of the religious facility on the property ceases, operation of the approved incidental uses shall also cease. Approval of this Conditional Use Permit shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.

4. Minor modifications to the approved site plan, floor plan, and/or these Conditions of Approval may be approved by the Community Development Department Director, in his or her discretion. Proposed modifications to the approved site plan, floor plan, or Conditions of Approval that would result in the intensification of the project, or create impacts that have not been previously addressed and which are determined by the Community

Development Department Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.

5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Orange County Fire Authority

6. The applicant shall comply with all applicable Orange County Fire Authority (OCFA) requirements, including, but not limited to, the Fire Master Plan.

Engineering Division

7. To the extent applicable, the applicant shall be subject to Traffic Mitigation Fees, identified in Chapter 9.44 of the Garden Grove Municipal Code, if any. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.

Building and Safety Division

8. All work shall comply with the latest edition of the California (CA) Building Standards Code (CBC) at time of permit application.

9. A fire sprinkler system shall be provided per the latest edition of CBC Chapter 9.

10. The applicant shall provide a Code Analysis to determine that the proposed Construction Type will accommodate the intended Occupancy Groups in the proposed area. Also, the plans shall indicate occupant loads and show sufficient exits per CBC Chapter 10.

11. The applicant shall provide sufficient documentation allowing for any new or existing door opening(s) along the west property line. Alternatively, the applicant shall show compliance with exiting requirements of the CBC with the elimination of any new or existing door opening(s) along the west property line.

12. The applicant shall indicate on the plans that the scope of work will include a seismic upgrade to Occupancy Category Code III per CBC 1604, or an analysis showing existing compliance with the increased requirements.

13. The applicant shall comply with all applicable accessible vehicle parking and CALGreen EV parking stall requirements.

Police Department

14. Any violations or noncompliance with the conditions of approval may result in the issuance of an Administrative Citation of up to $1,000 pursuant to GGMC 1.22.010 (a).

Environmental Services

15. If applicable, commercial food use of any type shall require the installation of an approved grease interceptor prior to obtaining a business tax certificate or permit. A plumbing plan for the grease interceptor shall be routed to the Environmental Services Division for review. Any existing units shall be evaluated for adequate capacity.

16. If necessary, a properly sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. The grease interceptor shall be located outside of the building, and accessible for routine maintenance. The applicant shall maintain comprehensive grease interceptor maintenance records, and shall make them available to the City of Garden Grove upon request.

Water Services Division

17. The existing building is tied to a private sewer system on-site through a sewer lift station. The applicant shall hire a design engineer to determine whether the existing lift station and private sewer system on-site has sufficient capacity for the proposed use. All on-site connections are under permitted under the City's Building and Safety Division jurisdiction.

18. New water service installations two inches (0'-2") and smaller, may be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services three inches (0'-3") and larger, shall be installed by developer/owner's contractor per City Standards.

19. Water meters shall be located within the City right-of-way or within dedicated waterline easement. Fire services and large water services three inches (0'-3") and larger, shall be installed by a contractor with a Class A or C-34 license, per City water standards, and inspected by approved Public Works inspection.

20. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross-connection

inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.

21. It shall be the responsibility of applicant to abandon any existing private water well(s) per Orange County Health Department requirements. Abandonment(s) shall be inspected by Orange County Health Department inspector after permits have been obtained.

22. A composite utility site plan shall be part of the water plan approval.

23. There is an existing six-inch (0'-6") City water main located on the subject property, for which the City of Garden Grove possesses either a recorded or prescriptive easement right to maintain, repair, install, and/or reinstall water lines and appurtenant facilities. Applicant shall provide evidence to the City of a recorded easement in favor of the City of Garden Grove covering the existing water main. If no recorded easement is found, prior to commencing use of the property pursuant to this Conditional Use Permit, the property owner(s) shall execute and record an easement deed in favor of the City of Garden Grove, in a form approved by the City, granting the City of Garden Grove a nonexclusive easement over, under, and in the subject property to maintain, repair, install, and reinstall a water main and related appurtenances, consistent with City's existing prescriptive easement rights. Unless otherwise approved by the City, consistent with the City's existing prescriptive easement rights, the width of said easement shall be sufficient to permit the safe excavation of a trench sufficient to access and repair or replace the water main, using modern mechanized excavation equipment, as reasonably determined by the City. There shall be a minimum fifteen-foot (15'-0") clearance of building footings from the water main, unless otherwise expressly approved by the City's Water Services Division. In addition, the easement shall prohibit the planting of trees and deep-rooted plants within the easement area, and the erection or installation of new permanent structures or utilities within or crossing the easement.

24. New utilities shall have a minimum five-foot (5'-0") horizontal, and a minimum one-foot (1'-0") vertical clearance from water main and appurtenances.

25. There shall be a minimum clearance from sewer main and water main of ten feet (10'-0") from outside of pipe to outside of pipe.

26. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.

27. The City shall determine if existing water services(s) is/are usable, and meets current City Standards. Any existing meter and service located within any new driveway(s) shall be relocated at owner's expense.

28. Fire service shall have above-ground backflow device with a double-check valve assembly. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester, and the results to be submitted to Public Works, Water Services Division. The device shall be on private property, and is the responsibility of the property owner. The above-ground assembly shall be screened from public view, as required by the Planning Services Division.

29. The location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority (OCFA).

30. If needed, owner shall install a new sewer lateral with clean out connecting to existing private sewer system on-site. It is the responsibility of the owner to install an appropriately sized sewer lateral.

31. The contractor shall abandon any existing unused sewer lateral(s) on the property owner's side in accordance with California Plumbing Code.

32. All perpendicular crossings of the sewer, including laterals, shall maintain a minimum vertical separation of one-foot (1'-0") below the water main, outer diameter to outer diameter. All exceptions to the above require a variance from the State Water Resources Control Board.

33. If water main is exposed during installation of sewer lateral, a twenty-foot (20'-0") section of the water main shall be replaced with twenty feet (20'-0") PVC C-900 DR-14 Class 305 water pipe, size in kind and centered at the crossing.

Community Development Department

34. The hours of operation for the daycare use shall be permitted from 7:00 a.m. to 5:30 p.m., Monday to Friday. The hours of operation for the bible college use shall be permitted from 6:30 p.m. to 9:00 p.m., Tuesday to Friday.

35. The maximum enrollment capacity of the child daycare of seventy-five (75) children, contemplated and approved under CUP-259-2024, is contingent upon the applicant obtaining final approval and acknowledgement in writing of a waiver from the California Department of Social Services (CDSS) for any indoor or outdoor activity space(s), including any other applicable requirements by CDSS, prior to commencement of operation of the preschool. Provided the applicant has successfully obtained the necessary waiver for indoor and/or outdoor activity space, along with the State license for the preschool facility, the facility is permitted a maximum enrollment capacity of seventy-five (75)

children, as proposed. In the event that the applicant is unable to obtain approval of a waiver from CDSS from any applicable State law requirements, including those related to minimum indoor and/or outdoor activity spaces, that would preclude the proposed maximum enrollment capacity of seventy-five (75) children, the applicant shall limit the maximum number of children for the preschool, as required and stipulated by the approved State license for the facility. At no time, nor under any circumstance, shall the facility exceed a maximum capacity of seventy-five (75) children, unless the applicant has obtained necessary approval to modify the existing Conditional Use Permit or obtain approval of a new Conditional Use Permit, as determined by the Community Development Department and approved by the appropriate hearing body.

36. All of the proposed activities shall fall under the singular umbrella of "Church and Other Religious Centers," as classified by the Municipal Code. Should Freedomhouse OC ever cease church services, the associated activities, including the bible college, daycare, and bookstore/café shall also cease operations.

37. The site is intended to be used as a religious facility, as indicated by the applicant. The facility is to be used for religious activities open to the public, which would include prayer or worship services, bible study, bible college, café, bookstore, and/or child daycare. This facility shall not be used as a boarding house or serve as temporary housing/living quarters. Should any change in the approved uses occur, the filing of a new Conditional Use Permit and/or other proper entitlement(s) shall be required.

38. Activities occurring on the site such as special events, carnivals, and similar activities, will require City approval of a special event permit. Application for the event permit shall be made a minimum of 30 days prior to the event. If the event creates a parking demand exceeding the number of spaces provided on-site, the representatives of the event/proposed assembly use, shall ensure, through written verification, that arrangements are made to address the overflow parking at least twenty-one (21) days prior to the event. This includes providing evidence of other secured parking facilities as well as type (secured) shuttle service between the site and secured parking lot(s).

39. In order to minimize any potential impacts to neighboring properties, the applicant shall implement best practices to manage on-site circulation during daycare drop-off and pick-up times, but not limited to, delineated areas for drop-off and pick-up, established times for drop-off and pick-up windows, and dissemination of drop-off and pick-up instructions to patrons.

40. Except for the playground associated with the daycare, all activities associated with the proposed use shall be conducted within a fully enclosed building.

41. No amplification systems shall be permitted outside of a fully enclosed building.

42. The sound emitted from any loud speakers shall not extend beyond the walls of the building. Except for the playground associated with the daycare, all activities associated with the proposed uses shall take place within the building and such activities shall not create a nuisance to surrounding properties.

43. No outside storage or displays shall be permitted at any time.

44. The applicant/property owner shall maintain all existing landscaped areas in a neat and healthy condition. Landscaping maintenance shall include pruning or removal of overgrown weeds and vegetation.

45. A prominent, permanent sign stating "NO LOITERING IS ALLOWED ON OR IN FRONT OF THE PREMISES" shall be posted in a place that is clearly visible to patrons of the licensee. The sign lettering shall be four (4) to six (6) inches high with black letters on a white background. The sign shall be displayed near or at the entrance, and shall also be visible to the public.

46. There shall be no deliveries to, or from, the premises before 7:00 a.m. and after 10:00 p.m., seven (7) days a week.

47. All rear doors shall be kept closed at all times, except to permit employee ingress and egress, and in emergencies.

48. All trash bins shall be kept inside the trash enclosure, and gates closed at all times, except during disposal and pick-up. Trash pick-up shall be at least once per week, however, if additional pick-ups are needed to accommodate the uses on the site, the property owner shall increase the number of pick-ups as required.

49. There shall be no uses or activities of an adult-oriented nature permitted on the premises as outlined in City Code Section 9.18.050.

50. Litter shall be removed daily from the premises, including adjacent public sidewalks and from all parking areas under the control of the licensee. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.

51. The applicant/property owner shall abate all graffiti vandalism within the premises. The applicant/property owner shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant/property owner as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.

52. The applicant is advised that the establishment is subject to the provisions of State Labor Code Section 6404.5 (ref: State Law AB 13), which prohibits smoking inside the establishment as of January 1, 1995.

53. No roof-mounted mechanical equipment shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community Development Department, Planning Services Division. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.

54. The applicant shall be responsible for providing adequate parking area lighting in compliance with City regulations. Lighting in the parking area shall be directed, positioned, or shielded in such a manner so as not to unreasonably illuminate adjacent properties.

55. No satellite dish antennas shall be installed on said premises unless, and until, plans have been submitted to and approved by the Community Development Department, Planning Services Division. No advertising material shall be placed thereon.

56. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).

57. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.

58. Any modifications to existing signs or the installation of new signs shall require approval by the Community Development Department, Planning Services Division prior to issuance of a building permit.

59. The applicant/property owner shall submit signed letters acknowledging receipt of the decision approving Conditional Use Permit No. CUP-259-2024, and his/her agreement with all conditions of approval within 30-days from the date of this approval.

60. A copy of the resolution approving Conditional Use Permit No. CUP-259-2024, including the conditions of approval, shall be kept on the premises at all times.

61. Conditional Use Permit Nos. CUP-120-83, CUP-411-98, and CUP-367-13 previously governing this tenant space shall become null and void, and superseded in its entirety, by approval of CUP-259-2024.

62. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the uses authorized by this approval of Conditional Use Permit No. CUP-259-2024 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1)

years of the expiration of the appeal period and thereafter diligently advanced until completion of the project.

63. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Conditional Use Permit No. CUP-259-2024. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including but not limited to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

64. If deemed necessary by the Community Development Director, the Conditional Use Permit may be reviewed at any time, in order to determine if the business is operating in compliance.

65. The Conditional Use Permit may be called for review by City staff, the City Council, or Planning Commission, if noise or other complaints are filed and verified as valid by the Code Enforcement office or other City department concerning the violation of approved conditions, the Garden Grove Municipal Code, or any other applicable provisions of law.

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING STAFF REPORT

AGENDA ITEM NO.: C.2.	**SITE LOCATION:** East side of Newhope Street, north of Garden Grove Boulevard, at 12828 Newhope Street
HEARING DATE: April 18, 2024	**GENERAL PLAN:** Medium Density Residential (MDR)
CASE NOS.: Amendment No. A-040-2024, Planned Unit Development No. PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024	**CURRENT ZONE:** R-1 (Single-Family Residential) **PROPOSED ZONE:** PUD-019-2024 (R-3 Base Zone)
APPLICANT: Olson Urban Housing, LLC	**APN:** 090-671-07
PROPERTY OWNER: Frederick H. Bruggeman Trust	**CEQA DETERMINATION:** Mitigated Negative Declaration

REQUEST:

A request that the Planning Commission recommend City Council approval of a zoning map amendment, residential Planned Unit Development, and related entitlements for a proposed 15-unit multiple-family residential project on an approximately 0.88-acre site. The specific land use entitlement approvals requested include the following: (i) zoning map amendment to re-zone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone; (ii) residential Planned Unit Development to facilitate the development of the project; (iii) Site Plan approval to construct fifteen (15) three-story detached homes along with associated site improvements; (iv) a Vesting Tentative Tract Map to create a one-lot subdivision for the purpose of selling each dwelling unit as a condominium; and (v) a Variance to deviate from the minimum property size to establish a residential Planned Unit Development. The Planning Commission will also consider a recommendation that the City Council adopt a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the project.

BACKGROUND:

The project site is currently comprised of an approximately 38,775 square-foot (0.88 acres) parcel on the east side of Newhope Street, north of Garden Grove Boulevard. The site is currently developed with a vacant single-family residence, which will be demolished as a part of the subject request. The subject site has a General Plan Land Use designation of Medium Density Residential (MDR) and is zoned R-1 (Single-Family Residential). The property abuts R-1 zoned properties developed with single-family dwellings to the east. To the north, south, and west, across Newhope Street, the subject site is adjacent to the Garden Park Townhomes condominium development, within the Planned Unit Development No. PUD-102-72 zone.

The applicant is requesting (i) a zoning map amendment to establish a residential PUD zone (PUD-019-2024) with an R-3 (Multiple-Family Residential) base zone; (ii) residential Planned Unit Development zoning to facilitate the development of the project; (iii) Site Plan approval to construct 15 three-story detached homes along with associated site improvements; (iv) a Vesting Tentative Tract Map to create a one-lot subdivision for the purpose of selling each dwelling unit as a condominium; and (v) a Variance to deviate from the minimum property size to establish a residential PUD zone.

The applicant is proposing detached condominium units, designed as single-family homes, similar to a small-lot subdivision. The applicant reviewed the City's small-lot subdivision ordinance, and used the development standards therein as a basis for the subject project.

Each proposed unit is approximately 1,675 square feet, and will consist of three (3) or four (4) bedrooms, three (3) bathrooms, an attached two-car garage, and a front porch. Associated site improvements will consist of a private drive aisle, visitor parking adjacent to the main entrance, driveways at each garage with additional parking spaces, a common recreation area, private open space areas at the rear yards of each lot, and site landscaping improvements. In conjunction with the request, the applicant is requesting that the Planning Commission consider a recommendation that the City Council adopt a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the project.

The subject property's Medium Density Residential (MDR) General Plan land use designation is intended for the development of mainly multi-family residential neighborhoods that: provide a variety of housing types; provide access to schools, parks, and other community services; provide a high-quality architectural design that preserves privacy; provide common spaces, recreation areas and services convenient to residents; provide an excellent environment for family life; and preserve residential property values. The MDR land use designation is intended for up to 32 dwelling units per acre.

The proposed residential Planned Unit Development is intended to facilitate a housing development that is more compatible with the surrounding Garden Park Townhome development. For example, the surrounding Garden Park Townhomes were constructed at a density of approximately eleven (11) units per acre, with 10'-0" setbacks to the side and rear property lines, a 31.08% lot coverage, and a parking ratio of approximately 2.2 parking spaces per unit. The proposed project, as facilitated through the residential Planned Unit Development, will provide a density of approximately seventeen (17) dwelling units per acre, with minimum 10'-0" side and rear setbacks, 29.43% lot coverage, and 4.1 parking spaces per unit, respectively.

Pursuant to Amendment No. A-035-2022, Garden Grove Municipal Code Section 9.32.030 (Land Use Actions) provides that where a requested land use action also requires approval of an action by the City Council, the City Council shall be the final review authority for such land use action, and the Planning Commission shall transmit a recommendation to the City Council. Since the requested project requires City Council approval of a zone change, and a Planned Unit Development (PUD), the City Council is

also the final decision maker for the requested Site Plan, Vesting Tentative Tract Map, and Variance requests.

PROJECT STATISTICS:

	Provided	Proposed PUD Standards[1]
Lot Size	38,775 S.F. (0.88 acres)[1]	43,560 S.F. (1.0 acre)
Density	17 units per acre[2]	17 units per acre
Building Height	3 stories (34'-8")	3 stories (35'-0")
Private Street	24'-0"	24'-0" wide
Parking Total	62 spaces	3.75 spaces / unit = 56.25 ~ 57 (Two-Car Garage / unit, & Two Driveway Parking Spaces / unit)
Two-Car Garage (x15)	30 spaces	
Guest	2 spaces	
Driveway	30	
Driveway Parking Size	8'-1" x 18'-0"	8'-0" x 18'-0"
Recreation Area		
Total (Common + Private)	App. 5,522 S.F.	5,250 S.F.
Common	1,590 S.F. (159 S.F. per unit)	1,500 S.F. (100 S.F. per unit)
Private – Per Unit	285 S.F. – 490 S.F.	250 S.F. per unit
Common Recreation Area Dimensions	38'-9" x 41'-11"	30'-0" x 30'-0"
Private Recreation Area Dimensions	10'-0" x 28'-6" – 14'-9" x 33'-1"	10'-0" x 25'-0"
Perimeter Setbacks		
Front (West)	15'-7" – 44'-1"	14'-0"
Side (North & South)	10'-0" – 15'-0"	10'-0"
Rear (East)	12'-1"	10'-0"
Development Block Wall Street-Front Setback	5'-3"	5'-0"
Building Setbacks		
Front – Garage	18'-0"	18'-0"
Rear	10'-0" – 15'-0"	10'-0"
Building Separations	7'-6"	7'-6"
Unit Entry Depth	2'-0"	2'-0"
Sidewalks	1 Sidewalk	1 Sidewalk

1. The applicant is requesting approval of Variance No. V-042-2024 to deviate from the minimum one-acre lot size for a residential PUD.
2. The MDR General Plan Land Use Designation allows up to thirty-two (32) units per acre. Based on the subject lot size, the property could be developed with up to twenty-eight (28) units (without a density bonus).

DISCUSSION:

ZONING MAP AMENDMENT:

As a part of this request, Amendment No. A-040-2024 will modify the base zoning of the property from an R-1 (Single-Family Residential) to a residential Planned Unit Development (PUD-019-2024) with an R-3 (Multiple-Family Residential) base zone. The R-3 base zoning is consistent with the Medium Density Residential (MDR) General Plan land use designation, and rezoning of the property will facilitate the development of the proposed project under the proposed Planned Unit Development, which is based on the R-3 standards of the Municipal Code.

PLANNED UNIT DEVELOPMENT NO. PUD-019-2024:

A Planned Unit Development (PUD) is a precise plan, adopted by ordinance, that provides the means for the regulation of buildings, structures and uses of land in order to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The PUD is governed by zoning regulations that are contained within the ordinance that ultimately adopts the planned unit development and the base zone, which is the zoning district for the land contained within the PUD. Except as otherwise provided by the ordinance approving the PUD, all use and development standards of the base zone continue to apply to the PUD.

As discussed above, as part of the subject request, the zoning of the project site would be changed to an R-3 (Multiple-Family Residential) base zone, which would permit adoption of a PUD.

The adoption of the PUD would allow for the project to be more consistent and compatible with the surrounding Garden Park Townhomes. As part of the proposed project, the City's Zoning Map would be amended to change the zoning of the project site to Residential Planned Unit Development zoning (PUD-019-2024), with R-3 base zoning to allow for and facilitate development of the project. Planned Unit Development No. PUD-019-2024 would be the residential PUD zoning that establishes the development standards for the project, and where not otherwise specified, the zoning standards in the R-3 base zone would apply. Planned Unit Development No. PUD-019-2024 would be the residential PUD zoning that establishes the development standards for the project, and where not otherwise specified, the zoning standards in the R-3 base zone would apply. Development standards specified in the PUD include, but are not limited to, setbacks, parking, building heights, and open space requirements.

VARIANCE:

Section 9.12.030.020.C.2 of the Municipal Code requires all residential Planned Unit Developments to provide a minimum lot size of one (1) acre. The subject lot is 0.88 acres in area, which is less than the minimum. Therefore, a Variance is required for the establishment of the PUD zoning, and to allow a deviation from the minimum lot size

requirement for a residential PUD. Findings supporting the requested Variance are included in proposed Resolution 6087-24

SITE PLAN:

Site Design and Circulation

The proposed design consists of 15 detached single-family style condominium units. Units 1 through 7 are located along the southern side of the site, whilst Units 8 through 15 are located along the northern side of the site. A common recreation area improved with lounge seating, a shade structure, and a flexible lawn space will be located at the southwest corner of the site, next to Unit 1. The units and common recreation area face a proposed internal twenty-four foot (24'-0") wide central drive aisle that leads from the development's entrance from Newhope Street. The proposed private street will serve as the only vehicular access point to the project site. Each proposed unit is improved with an attached garage and driveway for parking, which have access from the central drive aisle. Two (2) open guest parking spaces are provided near the project entrance along Newhope Street, adjacent to the proposed common open space.

Just south of the private aisle, and running parallel with it, is a four-foot (4'-0") wide sidewalk. The internal sidewalk connects the common recreation area and guest parking spaces to the development. Units #2, #3, #4, and #6, along the southern property line, have a three-foot (3'-0") wide concrete walkway that connects the entries directly to the sidewalk. The remaining units have a three-foot (3'-0") wide walkway that connects the entries to their respective driveway areas.

While the project features detached single-family style condominium units, the project was designed to resemble a small-lot subdivision. Each unit features a three-story dwelling, an attached two-car garage, a driveway with two (2) parking spaces, and a private rear yard. As proposed by the Planned Unit Development standards, the development observes a minimum 15-0" front setback from Newhope Street. Each individual unit observes an eighteen-foot (18'-0") setback from the main drive aisle to the garages at the front of the each unit. The Planned Unit Development also proposes minimum ten-foot (10'-0") side setbacks for rear yards (along the north and south property lines), minimum twelve-foot (12'-0") rear setbacks (to the east), and minimum seven-and-a-half foot (7'-6") separations between the detached units. The proposed standards for the PUD are based on, and consistent with, the existing Garden Park Townhomes, which were approved with ten-foot (10'-0"), front, side, and rear setbacks.

Unit Design

The proposed project will consist of fifteen (15), three-story detached single-family style condominium units. The units are approximately 1,675 square feet, and consist of three (3) bedrooms, a ground-level "flex" room, three (3) full bathrooms, a half-bathroom, an 8 square-foot porch, and a 440 square-foot attached two-car garage.

On the ground floor, each unit will have a two-car garage, a "flex" room, and one (1) half bathroom. An optional floor plan is also proposed that would replace the "flex" room with an additional bedroom, and the half bathroom with a full bathroom. On the second floor, each unit will provide a kitchen, a living/dining area, and a half-bathroom. On the third floor, each unit features three (3) bedrooms and two (2) full bathrooms.

Private Recreation Area

The proposed Planned Unit Development includes a minimum ten-foot (10'-0") deep by twenty-one foot (21'-0") wide rear yard recreation space for each unit. Consistent with the Small-Lot Subdivision standards of the Municipal Code, the private recreation area shall be conveniently located next to the unit, and accessed directly from a common area, such as a living room, family room, dining area, or kitchen. The private recreation area may also be located within the interior side, street side, or rear setback areas.

Each unit is required to provide a minimum ten-foot (10'-0") by a minimum 25'-0" private recreation area. Provided recreation area depths range from ten feet (10'-0") to fifteen feet (15'-0"), and widths range from twenty-eight feet and six inches (28'-6") to thirty-three (33'-0") feet. The private recreation areas are conveniently accessed from the entry to each unit, on the ground-floor, adjacent to the garage. Conditions of approval will require that all private recreation areas be open and unobstructed from the ground to the sky at all times.

Common Recreation Area

The Planned Unit Development Standards propose a minimum required common recreation space of 100 square feet per unit, however, the proposed project will exceed this minimum requirement. The project will provide the required common recreation area in the southwest corner of the property, adjacent to the main entrance from Newhope Street. The project provides an approximately 1,590 square-foot active recreational open space area with minimum dimensions of 35'-0" in each direction. The recreation area features lounge seating, a shade structure, and a flexible lawn space.

Parking

The Planned Unit Development Standards proposes a minimum parking ratio of 3.75 parking spaces per unit, consistent with Municipal Code Section 9.12.040.060.O (Required Parking and Enclosed Garages), for a total of 57 required spaces. Consistent with the City's Small-Lot Subdivision requirements, each unit also requires a two-car garage. The remaining parking may be provided as a combination of driveway parking, and designated guest parking on-site.

The project has been designed to provide two-car garages for each unit, two (2) spaces in front of each two-car garage in the driveway, and two (2) additional open guest parking spaces adjacent to the common open space. The total parking will consist of 30 spaces within two-car garages, two (2) open guest spaces, and 30 spaces on the

driveways of each garage. Therefore, the total parking provided is 62 spaces, which exceeds the required parking by five (5) spaces.

Planned Unit Development Parking Standards		
	Required	**Provided**
Units 1 – 15	3.75 spaces (x15)	Garage: 30 Driveway: 30 Guest: 2
Total	57 spaces	62 spaces

Perimeter Walls and Landscaping

The project site is currently improved with perimeter block walls along most of the property lines. The proposed Planned Unit Development standards are consistent with the requirements of Municipal Code Section 9.12.040.060.C (Development Perimeter Block Wall). The project will provide a six-foot (6'-0") tall decorative block wall in areas where the existing wall has been damaged, or is otherwise missing. In addition, a six-foot (6'-0") tall vinyl fencing will be provided between each unit for privacy.

A new six-foot (6'-0") tall decorative block wall is also proposed approximately five feet (5'-4") from the front property line along Newhope Street. The location of the perimeter block wall, which is set back from the sidewalk for safety purposes, is designed to ensure proper vision clearance for vehicles entering or leaving the driveway. The development's street frontage will also be improved with landscaping, numerous trees, and various groundcover material. The development's entrance will also be improved with enhanced concrete paving to provide a sense of arrival.

The proposed Planned Unit Development standards for landscaping are consistent with Municipal Code Section 9.12.040.060.S (Landscaping), which requires all setback areas, and all areas not designated for walkways, parking, drive aisles, and private recreation areas, to be fully landscaped and irrigated. In addition to the landscaping in the street frontage area along Newhope Street, the project proposes landscaping in the common recreation area, and each dwelling's front and side yards visible from the main drive aisle, using a variety of trees and plant materials. The applicant is required to provide a landscape and irrigation plan that complies with the requirements of the City's Water Efficiency Guidelines within the Municipal Code. The project has been conditioned as such.

Building Architecture

The project proposes two (2) architectural styles: Plan 1a (Spanish), and Plan 1b (Santa Barbara). The "Spanish" homes will exhibit elevations with stucco exteriors, flat concrete tile roofing, fascia boards at gable ends, squared doorways, decorative window trims, balconies, and Spanish style wall lighting. The "Santa Barbara" homes will also exhibit elevations with stucco exteriors, varied rooflines, concrete "S" tile roofing, rounded doorways, decorative pipes at gable ends, modern window trims, and contemporary wall lighting. The "Santa Barbara" style also features an alternate design for units 1 and 15.

These two (2) units, facing Newhope Street, will receive a more enhanced design, with a bump-out window feature on the second-floor windows.

Each architectural style is available in one (1) of six (6) color schemes. The color schemes portray more neutral earth tones, such as beiges, browns, and burnt umber. The collective color palette of the proposed development is consistent with the colors found throughout the Garden Park Townhomes.

Additionally, each unit has been designed to minimize views from second and third-floor windows into adjacent units and properties. To the east, adjacent to the abutting R-1 (Single-Family Residential) properties, a raised sill height will be provided. To the north and south, adjacent to the existing Garden Park Townhomes, a line-of-sight drawing was provided, showing sufficient separation from the upper-floor windows to the surrounding units. There are no direct views from the proposed project into the existing townhomes.

VESTING TENTATIVE TRACT MAP:

In accordance with the State Subdivision Map Act, the applicant is requesting approval of Vesting Tentative Tract Map No. TT-19298 to create a one-lot subdivision for the purpose of selling each unit as a condominium. As proposed in the Tentative Tract, the project will consist of fifteen (15) dwelling units, and one (1) lot will consist of the common recreation and central access aisle areas. The proposed Vesting Tentative Tract Map is in conformance with the proposed PUD requirements for the site, as well as the State Subdivision Map Act.

California Environmental Quality Act (CEQA):

The proposed project was reviewed and an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq.). Based on the Initial Study and supporting technical analyses, it was determined that all potentially adverse environmental impacts can be mitigated to a level of less than significant. On this basis, a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) have been prepared. The complete environmental document is available for review at the City's webpage at: ggcity.org/planning/environmental-documents.

The 20-day public comment period on the Mitigated Negative Declaration occurred from March 29, 2024 to April 18, 2024.

No Net Loss:

The subject parcel is not on the City's Housing Element sites inventory list, and the City is not proposing to change the zoning of the parcel to a less intensive use. Therefore, the City is not required to make "No Net Loss" findings pursuant to Government Code Section 65863 and Garden Grove Municipal Code Section 9.60.030 in order to approve the proposed project.

Replacement Housing and Tenant Protections:

Pursuant to Government Code §66300.6(a), the City may not approve a housing development project that will require the demolition of residential dwelling units unless the project will create at least as many residential dwelling units as will be demolished. This proposed project satisfies this requirement because it will replace one (1) existing unit with 15 new dwellings.

In order to prevent new development projects from displacing existing lower income rental households, Government Code §66300.6(b) also imposes several requirements that the City must require a developer to comply with when a proposed development project will require the demolition of occupied or vacant "protected units". "Protected units" include residential dwelling units that are or were occupied by lower or very-low income rental households within the past five (5) years. The subject property has been owner-occupied for at least the last five (5) years. Therefore, the project is not required to replace any "protected units".

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt the attached Resolution No. 6086-24 recommending that the Garden Grove City Council: (i) approve Zoning Amendment No. A-040-2024 to amend the City's Official Zoning Map to change the zoning of the subject property from R-1 (Single-Family Residential) to Residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone, and (ii) approve residential Planned Unit Development No. PUD-019-2024 to facilitate the development of the proposed residential project;

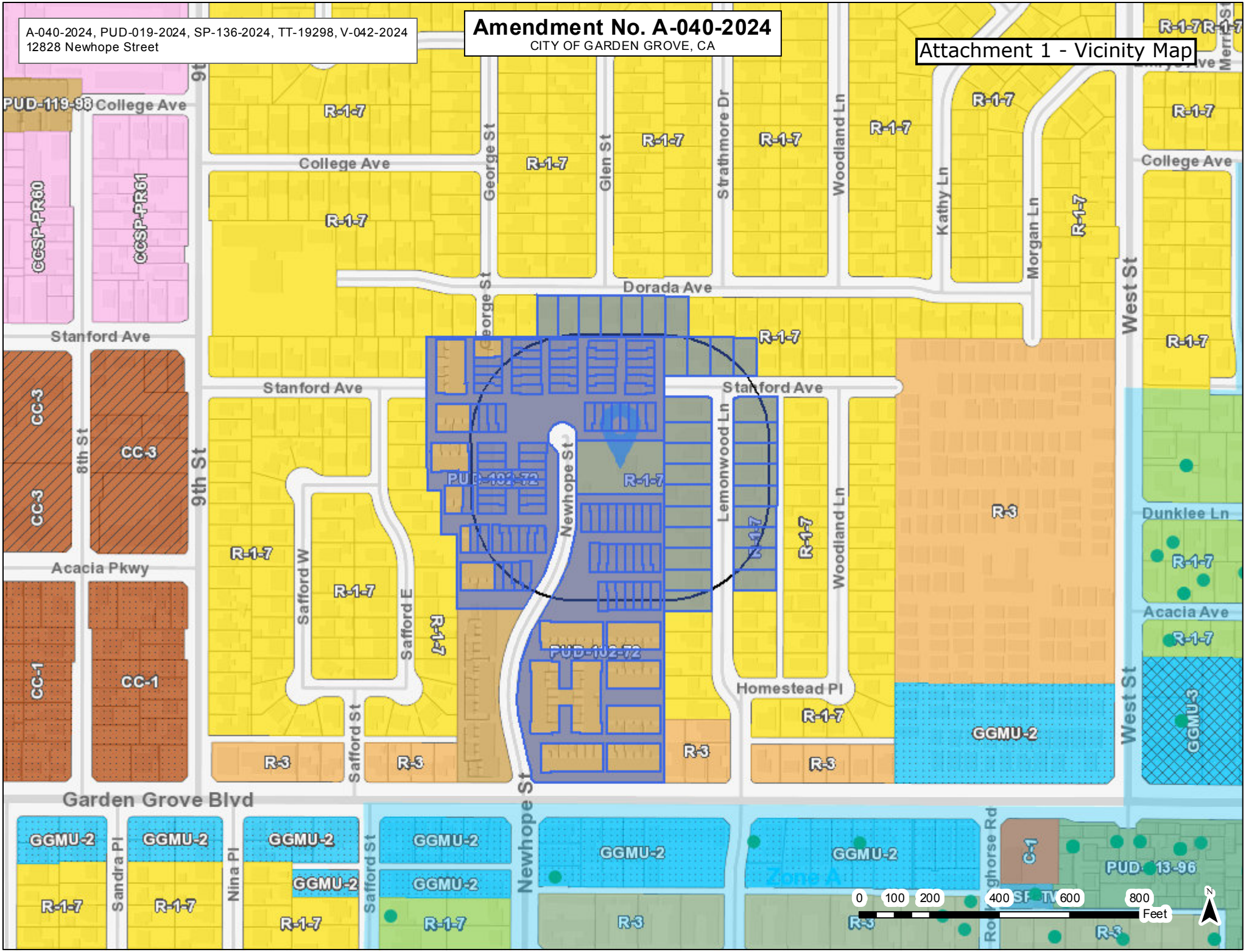
2. Adopt the attached Resolution No. 6087-24 recommending that the Garden Grove City Council approve Site Plan No. SP-136-2024, Variance No. V-042-2024, and Vesting Tentative Tract Map No. TT-19298, subject to the recommended Conditions of Approval, and contingent upon City Council adoption and effectiveness of an Ordinance approving Zoning Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024, and a Resolution adopting a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the project; and

3. Adopt the attached Resolution No. 6088-24 recommending that the Garden Grove City Council adopt a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the project.

Maria Parra
Planning Services Manager

By: Priit Kaskla, AICP
Associate Planner

Attachment 1: Vicinity Map
Attachment 2: Plans
Attachment 3: Resolution No. 6086-24 with Exhibit "A" – Standards of Development for Planned Unit Development No. PUD-019-2024, & Exhibit "B" – Amended Zoning Map
Attachment 4: Draft City Council Ordinance with Exhibit "A" – Amended Zoning Map
Attachment 5: Resolution No. 6087-24 with Exhibit "A" – Conditions of Approval, & Exhibit "B" – Mitigation Monitoring and Reporting Program
Attachment 6: Resolution No. 6088-24 with Exhibit "A" – Mitigation Monitoring and Reporting Program


A-040-2024, PUD-019-2024, SP-136-2024, TT-19298, V-042-2024
12828 Newhope Street
Amendment No. A-040-2024
CITY OF GARDEN GROVE, CA
Attachment 1 - Vicinity Map
College Ave
Stanford Ave
Dorada Ave
Garden Grove Blvd
Acacia Pkwy
Acacia Ave
Dunklee Ln
Homestead Pl
Newhope St
9th St
8th St
West St
George St
Glen St
Strathmore Dr
Woodland Ln
Kathy Ln
Morgan Ln
Lemonwood Ln
Safford W
Safford E
Safford St
Sandra Pl
Nina Pl
Roghorse Rd
R-1-7
R-3
GGMU-2
GGMU-3
CC-1
CC-3
C-1
PUD-102-72
PUD-119-98
CCSP-PR60
CCSP-PR61
PUD-113-96
Zone A
0
100
200
400
600
800
Feet
N

12828 NEWHOPE STREET

GARDEN GROVE, CA

02/05/2024

THE OLSON COMPANY SINCE 1988

Kevin L. Crook Architect Inc
PLANNING + ARCHITECTURE
#23056

12828 NEWHOPE STREET

GARDEN GROVE, CA

#23056
02/05//2024

DEVELOPER:
THE OLSON COMPANY
3010 OLD RANCH PKWY #100
SEAL BEACH, CA 90740

CONTACT: BRIAN GEIS
BUSINESS: (562) 370-2290
OLSONHOMES.COM

ARCHITECT:
KEVIN L. CROOK ARCHITECT, INC.
1360 REYNOLDS AVE. SUITE 110
IRVINE, CA 92614

CONTACT: JEFF ADDISON
BUSINESS: (949) 660-1587
KLCARCH.COM

Site Information

Address: 12828 Newhope Street
City: Garden Grove, CA
County: Orange County
Zoning: R-1
General Plan Designation: MDR
Occupancy: R3/N
Fire Sprinkle: NFPA 13D
Construction Type: VB

Site Summary

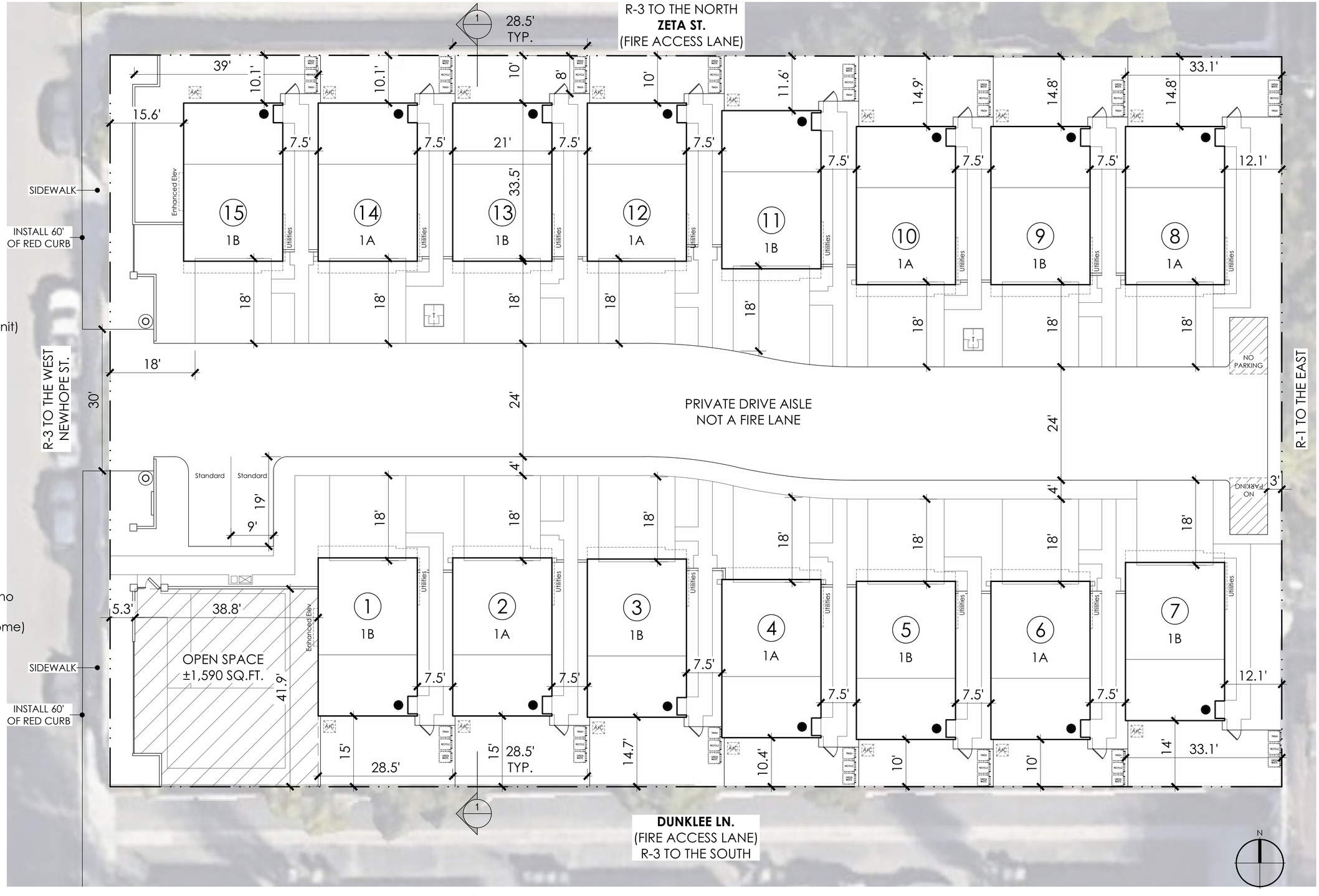
Total Area: 0.88 Ac
Total Homes: 15 (1,600 sq.ft.)
Density: 17.04 DU/AC

Provided Parking
Covered: 30 (2 Spaces/Unit)
Uncovered:
Private Parking: 30 (2 - 8'x18' Spaces/Unit)
Guest Parking: 2 (9'x19' Standard)

Total Provided Parking: 62 Spaces (4.1:1)

PUD Proposed Development Criteria

General plan land use: Medium density residential 32 DU/AC
Front setback: 15'
Site setback: 10'
Rear setback: 12'
Setback between buildings: 7.5'
Driveway aprons: 18'
Building height: 3 Story/ 35'
Lot coverage: 29.43 %
Private drive aisle width: 24' (No parking, no fire lane)
Active open space: 1,590 sq.ft. (106 sf/home)
Private open space: 268 sq.ft. per home (Minimum 10'x21')
Assigned parking: 30 Cover spaces
Guest parking: 32 Uncovered spaces



Notes:
1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per parcel map.
4. Civil engineer to verify all setbacks and grading information.
5. Building Footprints may change due to the final design elevation style.
6. Open space area is subject to change.
7. Building setbacks are measured from property lines to building foundation lines.

ARCHITECTURAL SITE PLAN

0 5 10 20

THE OLSON COMPANY SINCE 1955

12828 NEWHOPE STREET

GARDEN GROVE, CA

02/05/2024
A-1

Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE

WINDOWS FACING NORTH ARE LOCATED APPROXIMATELY 75' FROM ADJACENT TWO STORY TOWNHOMES AND ARE SEPARATED BY TWO REAR YARDS, A GARAGE AND 30' WIDE ALLEY

*NOTE: OPERABLE FROSTED GLASS AT PWDR ROOM

WINDOWS FACING SOUTH ARE LOCATED APPROXIMATELY 75' FROM ADJACENT TWO STORY TOWNHOMES AND ARE SEPARATED BY TWO REAR YARDS, A GARAGE AND 30' WIDE ALLEY

FIRST FLOOR PLAN
WINDOW PRIVACY STUDY

N

0 5 10 20

THE OLSON COMPANY SINCE 1985

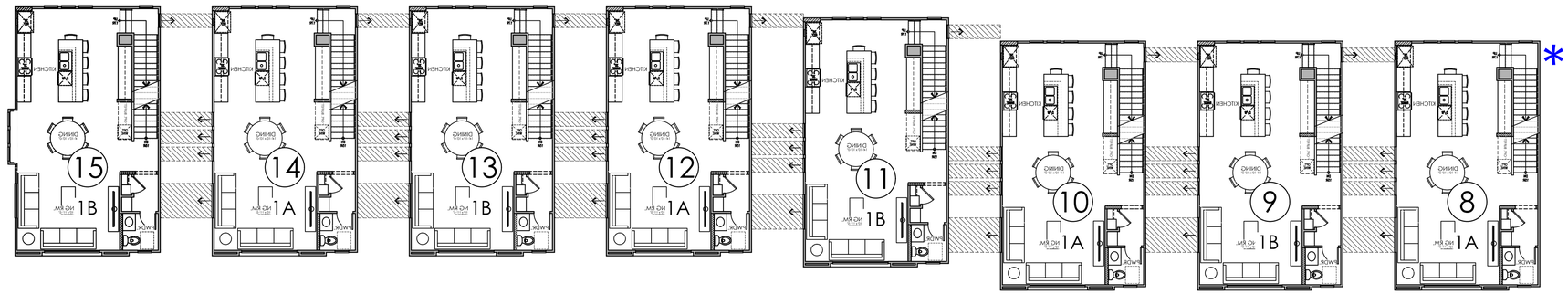
12828 NEWHOPE STREET

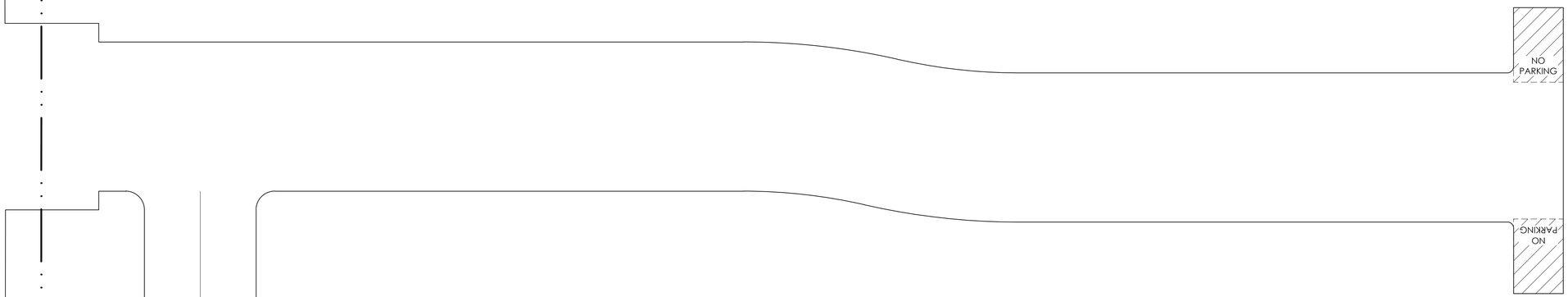
GARDEN GROVE, CA

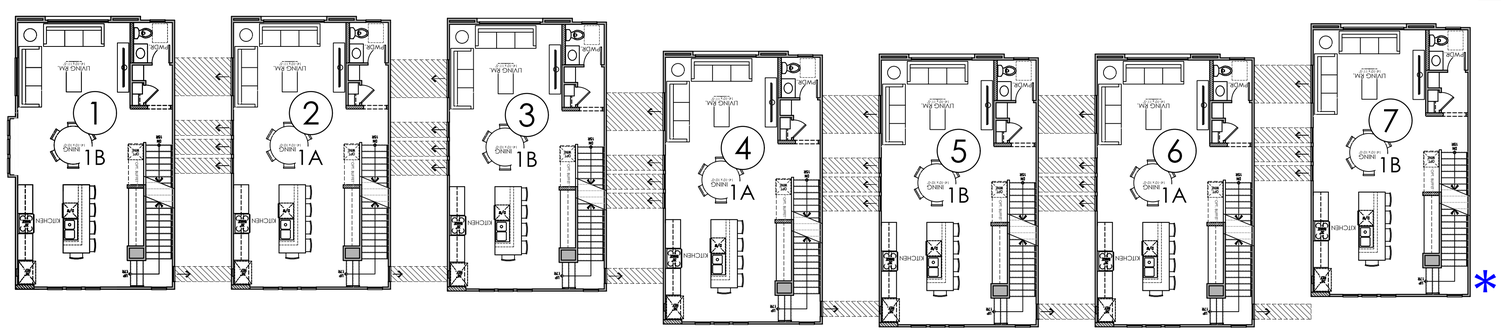
02/05/2024
A-2

Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE

WINDOWS FACING NORTH ARE LOCATED APPROXIMATELY 75' FROM
ADJACENT TWO STORY TOWNHOMES AND ARE SEPARATED BY TWO
REAR YARDS, A GARAGE AND 30' WIDE ALLEY







WINDOWS FACING SOUTH ARE LOCATED APPROXIMATELY 75' FROM
ADJACENT TWO STORY TOWNHOMES AND ARE SEPARATED BY TWO
REAR YARDS, A GARAGE AND 30' WIDE ALLEY

*NOTE: DELETED WINDOW AT STAIR LANDING

N

0 5 10 20

SECOND FLOOR PLAN
WINDOW PRIVACY STUDY

THE OLSON COMPANY SINCE 1955

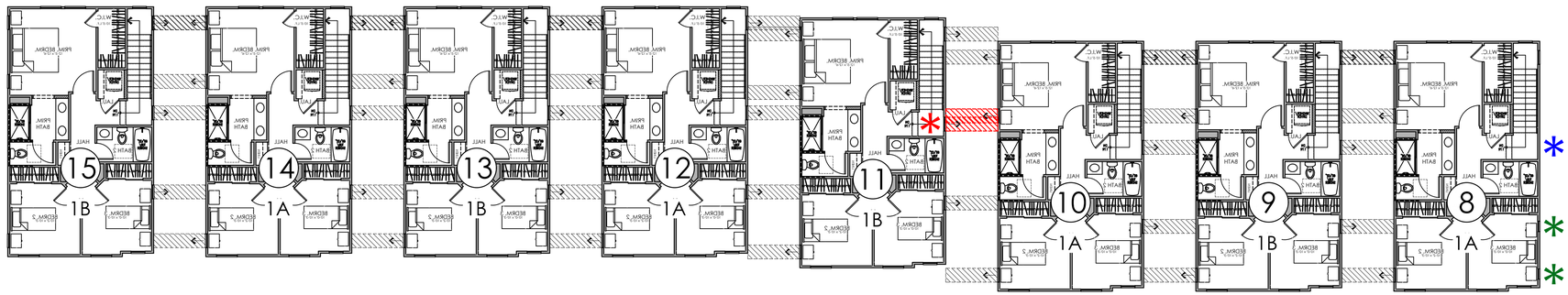
12828 NEWHOPE STREET

GARDEN GROVE, CA

02/05/2024
A-3

Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE

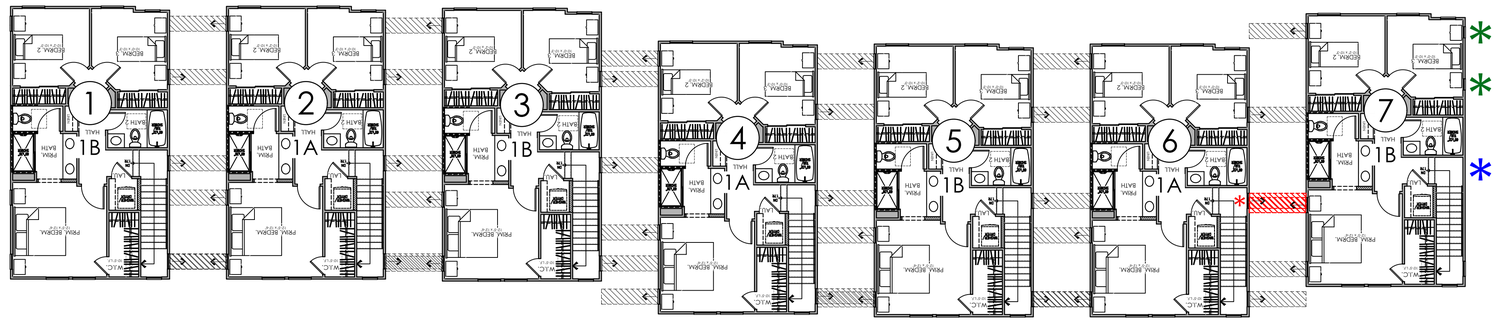
WINDOWS FACING NORTH ARE LOCATED APPROXIMATELY 75' FROM ADJACENT TWO STORY TOWNHOMES AND ARE SEPARATED BY TWO REAR YARDS, A GARAGE AND 30' WIDE ALLEY



HOMEOWNER TO INSTALL BLINDS

NO PARKING

PARKING ON



WINDOWS FACING SOUTH ARE LOCATED APPROXIMATELY 75' FROM ADJACENT TWO STORY TOWNHOMES AND ARE SEPARATED BY TWO REAR YARDS, A GARAGE AND 30' WIDE ALLEY

*NOTE: OPERABLE FROSTED GLASS AT STAIR LANDING
*NOTE: DELETED WINDOW AT STAIR LANDING
*NOTE: RAISED SILL WINDOW

THIRD FLOOR PLAN
WINDOW PRIVACY STUDY

N

0 5 10 20

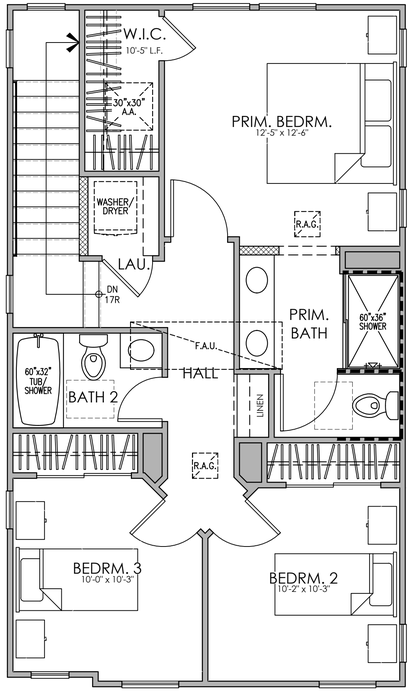
THE OLSON COMPANY SINCE 1955

12828 NEWHOPE STREET

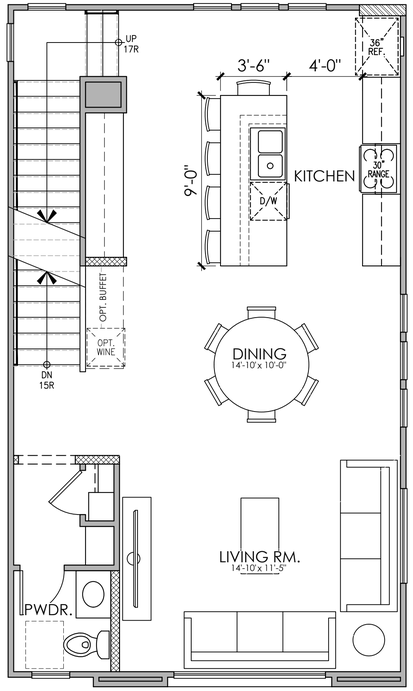
GARDEN GROVE, CA

02/05/2024
A-4

Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE



THIRD FLOOR



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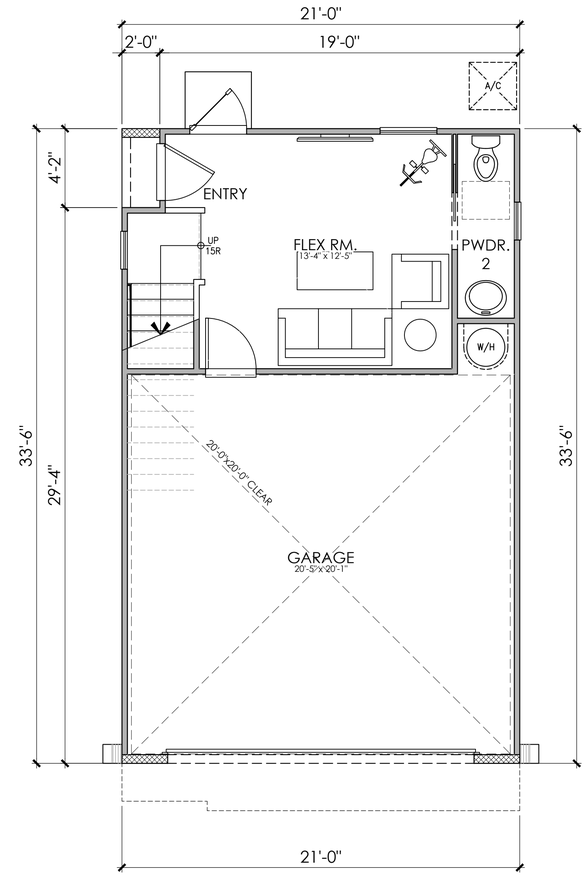


FIRST FLOOR

ZONING: R-1
PLAN DESIGNATION: MDR
OCCUPANCY: R3/N
SPRINKLER SYSTEM: NFPA 13D
CONSTRUCTION: VB
SQUARE FOOTAGE MEASUREMENT TAKEN FROM OUTSIDE WALLS

PLAN 1A (1675)

3 BEDROOM, 3 BATH, OPT. BEDRM. 4
FLOOR PLAN

PLAN 1
AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	255 SQ. FT.
SECOND FLOOR AREA	666 SQ. FT.
THIRD FLOOR AREA	754 SQ. FT.
TOTAL DWELLING	1,675 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	440 SQ. FT.
PORCH "A"	8 SQ. FT.
PORCH "B"	8 SQ. FT.
PORCH "C"	8 SQ. FT.

0 2 4 8 12

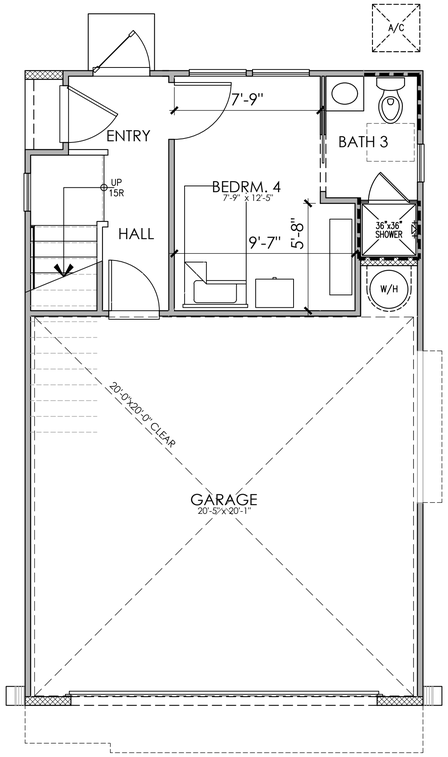
THE OLSON COMPANY SINCE 1955

12828 NEWHOPE STREET

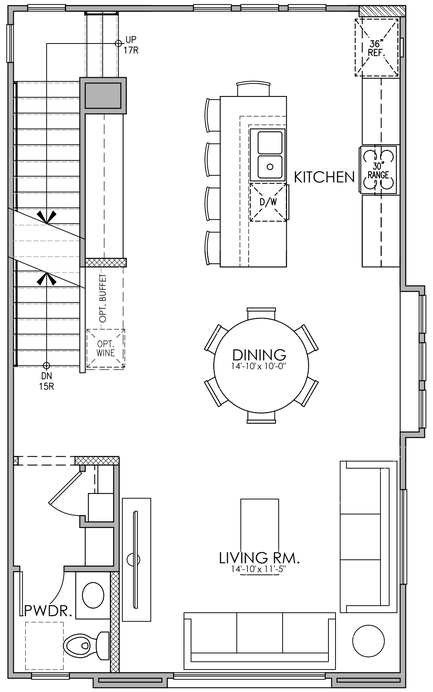
GARDEN GROVE, CA

02/05/2024
A-5

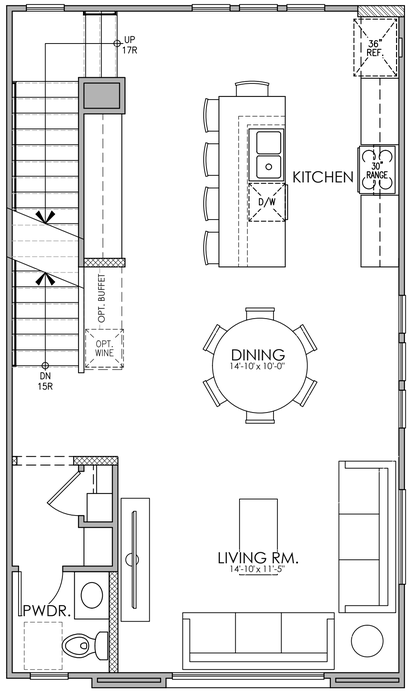
Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE



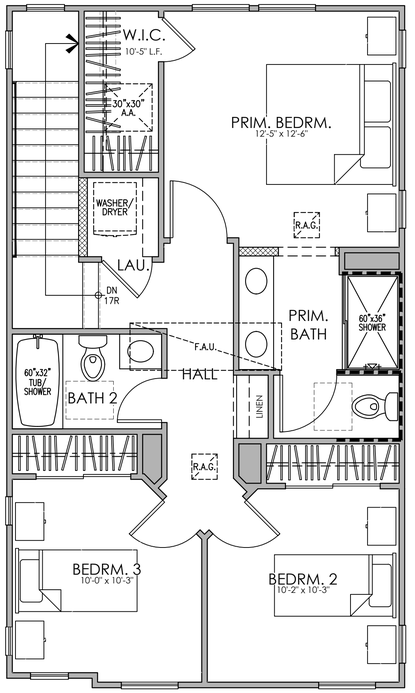
OPT. BEDROOM 4 (1ST FLOOR)



ENHANCED ELEV. AT LOT 1 & 15 (2ND FLOOR)



NO WINDOW AT STAIR LANDING
LOT 7 & 8 (2ND FLOOR)



RAISED SILL AT BEDRM. 3 &
NO WINDOW AT STAIR LANDING
LOT 7 & 8 (3RD FLOOR)

PLAN 1
AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	255 SQ. FT.
SECOND FLOOR AREA	666 SQ. FT.
THIRD FLOOR AREA	754 SQ. FT.
TOTAL DWELLING	1,675 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	440 SQ. FT.
PORCH "A"	8 SQ. FT.
PORCH "B"	8 SQ. FT.
PORCH "C"	8 SQ. FT.

0 2 4 8 12

ZONING: R-1
PLAN DESIGNATION: MDR
OCCUPANCY: R3/N
SPRINKLER SYSTEM: NFPA 13D
CONSTRUCTION: VB
SQUARE FOOTAGE MEASUREMENT TAKEN FROM OUTSIDE WALLS

PLAN 1A - OPTIONS (1675)

3 BEDROOM, 3 BATH, OPT. BEDRM. 4
FLOOR PLAN

THE OLSON COMPANY SINCE 1955

12828 NEWHOPE STREET

GARDEN GROVE, CA

02/05/2024
A-6

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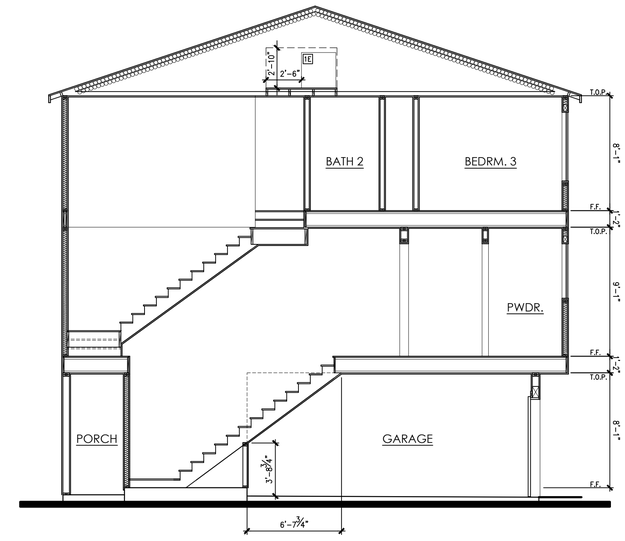
PLANNING + ARCHITECTURE



ZONING: R-1
PLAN DESIGNATION: MDR
OCCUPANCY: R3/N
SPRINKLER SYSTEM: NFPA 13D
CONSTRUCTION: VB
SQUARE FOOTAGE MEASUREMENT TAKEN FROM OUTSIDE WALLS

PLAN 1A (1675)

3 BEDROOM, 3 BATH, OPT. BEDRM. 4

SECTION

0 2 4 8 12

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GARDEN GROVE, CA

02/05/2024
A-7

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PLANNING + ARCHITECTURE

FRONT

RIGHT

MATERIALS LEGEND
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE FLAT TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
WALL:	STUCCO
WINDOWS:	VINYL
TRIM:	STUCCO OVER RIGID FOAM

REAR

LEFT

ZONING: R-1
PLAN DESIGNATION: MDR
OCCUPANCY: R3/N
SPRINKLER SYSTEM: NFPA 13D
CONSTRUCTION: VB
SQUARE FOOTAGE MEASUREMENT TAKEN FROM OUTSIDE WALLS

COLOR SCHEME 3

PLAN 1A (1675)

SPANISH ELEVATIONS

0 2 4 8 12

THE OLSON COMPANY SINCE 1988

12828 NEWHOPE STREET

GARDEN GROVE, CA

02/05/2024
A-8

Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE

FRONT

RIGHT

MATERIALS LEGEND
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	DECORATIVE PIPES
WALL:	STUCCO
WINDOWS:	VINYL
TRIM:	STUCCO OVER RIGID FOAM
POT SHELF:	FOAM

REAR

LEFT

ZONING: R-1
PLAN DESIGNATION: MDR
OCCUPANCY: R3/N
SPRINKLER SYSTEM: NFPA 13D
CONSTRUCTION: VB
SQUARE FOOTAGE MEASUREMENT TAKEN FROM OUTSIDE WALLS

COLOR SCHEME 6

PLAN 1B (1675)

SANTA BARBARA ELEVATIONS

0 2 4 8 12

THE OLSON COMPANY SINCE 1988

12828 NEWHOPE STREET

GARDEN GROVE, CA

02/05/2024
A-9

Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE

FRONT

RIGHT

MATERIALS LEGEND
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	DECORATIVE PIPES
WALL:	STUCCO
WINDOWS:	VINYL
TRIM:	STUCCO OVER RIGID FOAM
POT SHELF:	FOAM

REAR

LEFT

COLOR SCHEME 6

PLAN 1B (1675)
ENHANCED ELEVATIONS AT LOT 1 & 15
SANTA BARBARA ELEVATIONS

ZONING: R-1
PLAN DESIGNATION: MDR
OCCUPANCY: R3/N
SPRINKLER SYSTEM: NFPA 13D
CONSTRUCTION: VB
SQUARE FOOTAGE MEASUREMENT TAKEN FROM OUTSIDE WALLS

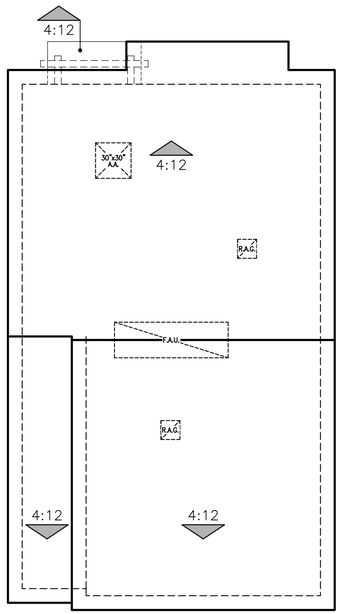
0 2 4 8 12

THE OLSON COMPANY SINCE 1988

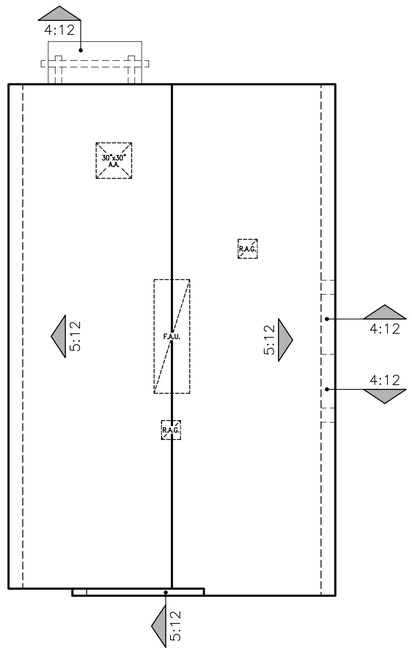
12828 NEWHOPE STREET
GARDEN GROVE, CA

02/05/2024
A-10

Kevin L. Crook Architect Inc #23056
PLANNING + ARCHITECTURE



A - SPANISH



B - SANTA BARBARA

ZONING: R-1
PLAN DESIGNATION: MDR
OCCUPANCY: R3/N
SPRINKLER SYSTEM: NFPA 13D
CONSTRUCTION: VB
SQUARE FOOTAGE MEASUREMENT TAKEN FROM OUTSIDE WALLS

PLAN 1 (1675)

ROOF PLANS

0 2 4 8 12

The Olson Company
Newhope & Garden Grove
City of Garden Grove, CA
Color & Materials Palette
Scheme 1, Spanish
11/10/2023

Eagle roof "S" tile
3773 " Walnut Creek Blend"

Fascia
Sherwin Williams SW 9099
"Saddle Up"

Stucco over foam trim,
where indicated
Sherwin Williams SW 9114
"Falling Leases"

Garage Door
Sherwin Williams SW 2816
"Rockwood Dark Green"

Stucco body,
Man and utility doors
Sherwin Williams SW 7539
"Cork Wedge"

Entry Door
Sherwin Williams 6209
"Ripe Olve"

Box Bay
Popout
Sherwin Williams SW 2816
"Rockwood Dark Green"

COLOR BOARDS

*COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION. REFER TO PAINT CHIPS AND MATERIAL BOARDS FOR ACTUAL COLORS.

The Olson Company
Newhope & Garden Grove
City of Garden Grove, CA
Color & Materials Palette
Scheme 2, Spanish
11/10/2023

Eagle roof "S" tile
SMC "Santa Cruz Blend"

Fascia
Sherwin Williams SW 9183
"Dark Clove"

Stucco over foam trim,
where indicated
Sherwin Williams SW 9112
"Thrush Song"

Garage Door
Sherwin Williams SW 7062
"Rock Bottom"

Stucco body,
Man and utility doors
Sherwin Williams SW 9110
"Malabar"

Entry door
Sherwin Williams SW 9183
"Dark Clove"

Box Bay
Popout
Sherwin Williams SW 7062
"Rock Bottom"

COLOR BOARDS

*COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION. REFER TO PAINT CHIPS AND MATERIAL BOARDS FOR ACTUAL COLORS.

The Olson Company
Newhope & Garden Grove
City of Garden Grove, CA
Color & Materials Palette
Scheme 3, Spanish
11/10/2023

Eagle roof "S" tile
3645 "Sunrise Blend"

Fascia
Sherwin Williams SW 9115
"Cowboy Boots"

Stucco over foam trim,
where indicated
Sherwin Williams SW 9123
"Barro Verde"

Garage Door
Sherwin Williams SW 2848
"Roycroft Bronze Green"

Stucco body,
Man and utility doors
Sherwin Williams SW 6156
"Ramie"

Entry door
Sherwin Williams Sw 6013
"Bitter Chocolate"

Box Bay
Popout
Sherwin Williams SW 2846
"Roycroft Bronze Green"

COLOR BOARDS

*COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION. REFER TO PAINT CHIPS AND MATERIAL BOARDS FOR ACTUAL COLORS.

The Olson Company
Newhope & Garden Grove
City of Garden Grove, CA
Color & Materials Palette
Scheme 4, Santa Barbara
11/10/2023

Eagle roof "S" tile
SMC 8402
"Santa Cruz Blend"

Fascia
Sherwin Williams SW 9183
"Dark Clove"

Stucco over foam trim,
where indicated
Sherwin Williams SW 7533
"Khaki Shade"

Entry door
Sherwin Williams SW 9183
"Dark Clove"

Garage Door
Sherwin Williams SW 6144
"Dapper Tan"

Box Bay
Popout
Sherwin Williams SW 2848
"Roycroft Pewter"

Stucco body,
Man and utility doors
Sherwin Williams SW 91096
"Natural Linen"

COLOR BOARDS

*COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION. REFER TO PAINT CHIPS AND MATERIAL BOARDS FOR ACTUAL COLORS.

The Olson Company
Newhope & Garden Grove
City of Garden Grove, CA
Color & Materials Palette
Scheme 5, Monterey
11/10/2023

Eagle roof "S" tile
3773 "Walnut Creek Blend"

Fascia
Sherwin Williams SW 7041
"Van Dyke Brown"

Stucco over foam trim,
where indicated
Sherwin Williams SW 9111
"Antler Velvet"

Entry door
Sherwin Williams SW 6048
"terra Brun"

Garage Door
Sherwin Williams SW 7039
"Virtual Taupe"

Box Bay
Popout
Sherwin Williams SW 7705
"Wheat Penny"

Stucco body,
Man and utility doors
Sherwin Williams SW 6147
"Panda White"

COLOR BOARDS

*COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION. REFER TO PAINT CHIPS AND MATERIAL BOARDS FOR ACTUAL COLORS.

The Olson Company
Newhope & Garden Grove
City of Garden Grove, CA
Color & Materials Palette
Scheme 6, Santa Barbara
11/10/2023

Eagle roof "S" tile
3645 "Sunrise Blend"

Fascia
Sherwin Williams SW 9115
"Cowboy Boots"

Stucco over foam trim,
where indicated
Sherwin Williams SW 6156
"Ramie"

Entry door
Sherwin Williams SW 6237
"Dark Night"

Garage Door
Sherwin Williams SW 9123
"Barro Verde"

Box Bay
Popout
Sherwin Williams SW 7705
"Sage Green Light"

Stucco body,
Man and utility doors
Sherwin Williams SW 0500
"Classic Light Bluff"

COLOR BOARDS

*COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION. REFER TO PAINT CHIPS AND MATERIAL BOARDS FOR ACTUAL COLORS.

LEGEND

1. Central community open space area with shade structure, lounge furniture and natural lawn area for small social events and group gatherings.
2. Two community cluster mailboxes, per USPS review and approval.
3. Proposed wall, pilaster, gate or fence, per L2-Wall & Fence Plan.
4. Enhanced paving and automated auto-open sliding gate at main project entry.
5. Proposed tree, per L3-Planting Plan.
6. 4' wide community natural colored concrete sidewalk.
7. 3' wide unit entry natural colored concrete walk.
8. 4' wide unit entry/nodes natural colored concrete walk.
9. Guest parking stall.
10. Natural colored concrete driveway.
11. Private patio / yard area, homeowner maintained.
12. Common area landscape.
13. Property line.
14. Public street R.O.W.
15. Proposed public street sidewalk, per Civil plans.
16. Transformer to be screened with landscape, quantity and final locations to be determined.
17. Proposed project sign monument.
18. Trash bin storage area in rear yard.
19. Vehicular sight line.
20. Pedestrian sight line.
21. Decorative pots at main vehicular entry.

*Conceptual images (provided herein are conceptual and subject to change)

Scale: 1" = 10'

Schematic Landscape Plan

The Olson Company

Schematic 2nd Submittal | Project No.: TOC21-D
Date: Dec. 15, 2023

L-1

Newhope & Garden Grove

studio PAD Landscape Architecture
23195 La Cadena Drive (Ste 103)
Laguna Hills, CA 92653 (www.studio-PAD.com)

1 Pedestrian ADA Gate for Access to Open Space Area

2 Lawn Area for Passive and Active Play

3 Proposed Tree, per Planting Plan

4 Shade Structure Seating Area

5 Lounge Seating

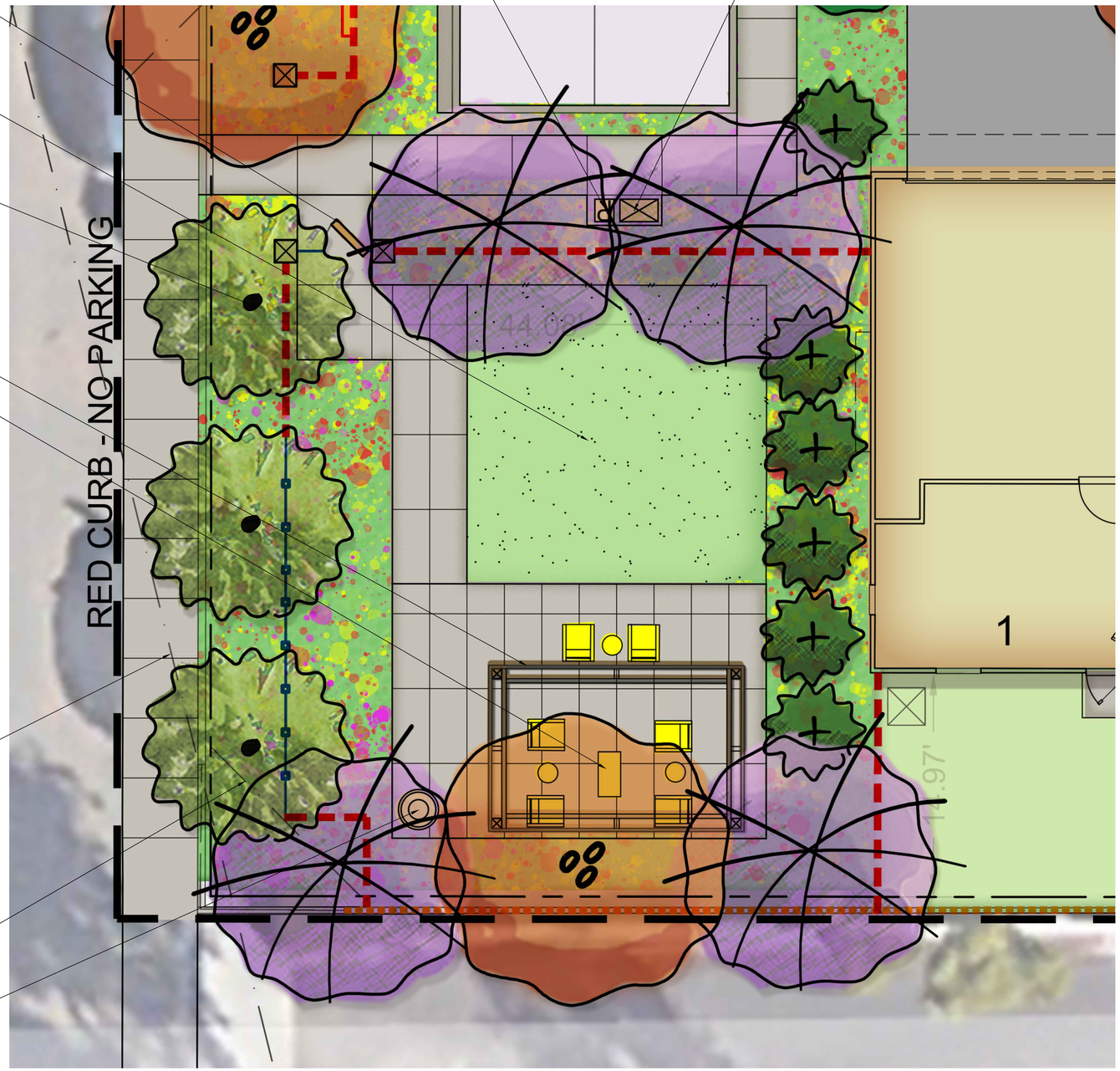
6 Vehicular Line of Sight

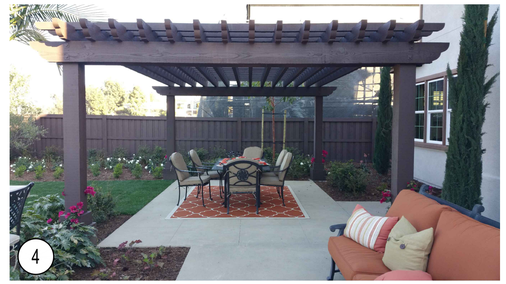
7 Pedestrian Line of Sight

8 Trash Receptacle

9 Parcel Locker, per USPS

10 Mailbox, per USPS





*Conceptual images (provided herein are conceptual and subject to change)

Scale: 1" = 10'

Schematic Enlargement Plan

The Olson Company

Schematic 2nd Submittal | Project No.: TOC21-D
Date: Dec. 15, 2023

L-2

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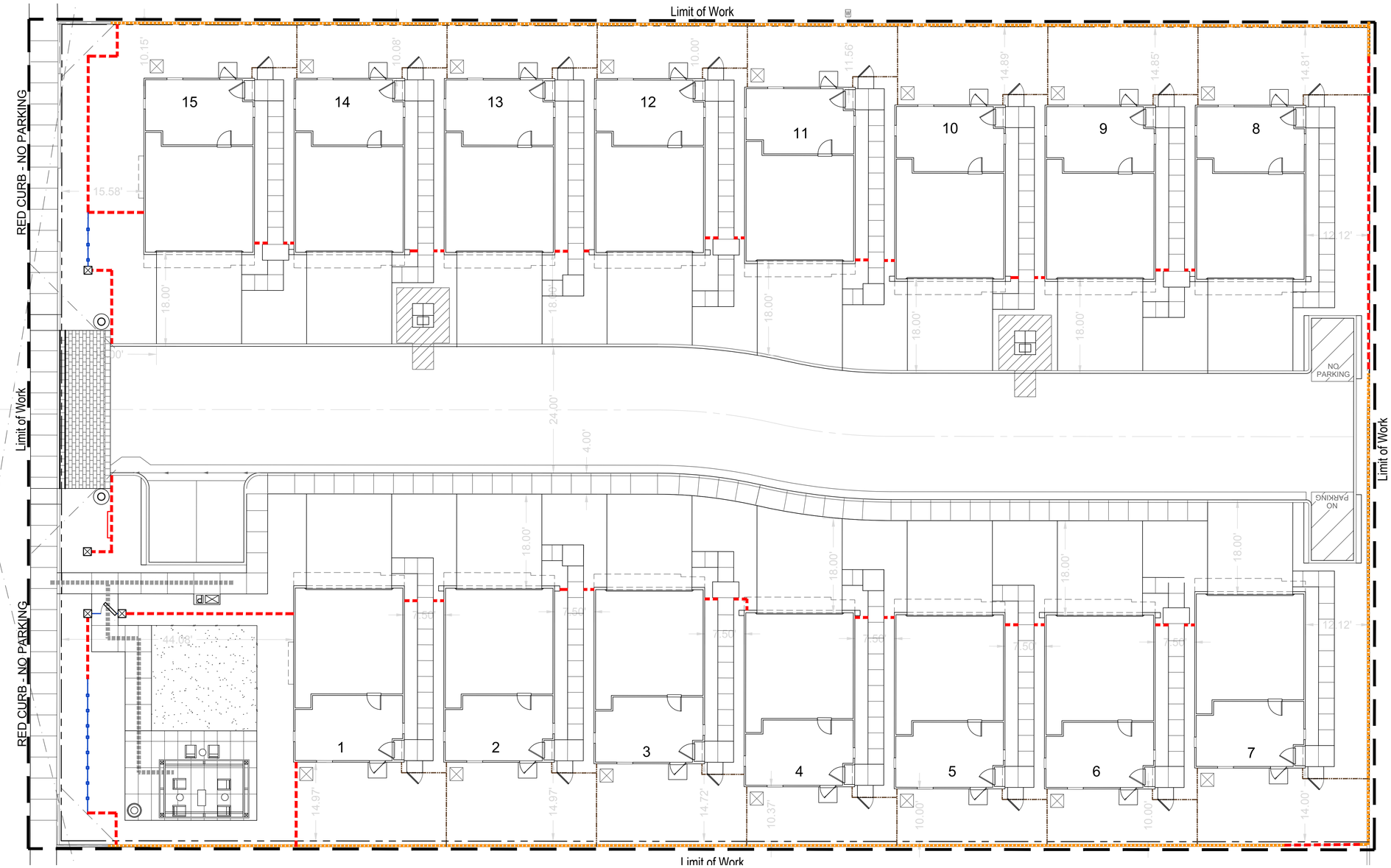
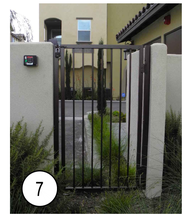


WALL LEGEND

- Existing +-6'-0" High property line CMU wall, protect in place add stucco on project side.
- 1 — 6'-0" High CMU wall with stucco (project side only), with flat stucco cap (color to match existing PL wall).
- 2 — 5'-6" High vinyl fence (tan or white color).
- 3 — 6'-0" High T.S. metal fence (black color).
- 4 — 6'-6" High (16" sq.) stucco over CMU pilaster, with 18" sq. flat stucco cap (color to match existing PL wall.
- 5 — 5'-6" High (ADA compliant) metal pedestrian gate (black color).
- 6 — 5'-6" High vinyl pedestrian gate (tan or white color).
- 7 — 5'-6" High metal maintenance gate (black color).
- ADA Path of Travel

*Conceptual images (provided herein are conceptual and subject to change)



0 5' 10' 20'
Scale: 1" = 10'

Schematic Walls & Fence Plan

The Olson Company

Schematic 2nd Submittal | Project No.: TOC21-D
Date: Dec. 15, 2023

L-3

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Landscape Architecture
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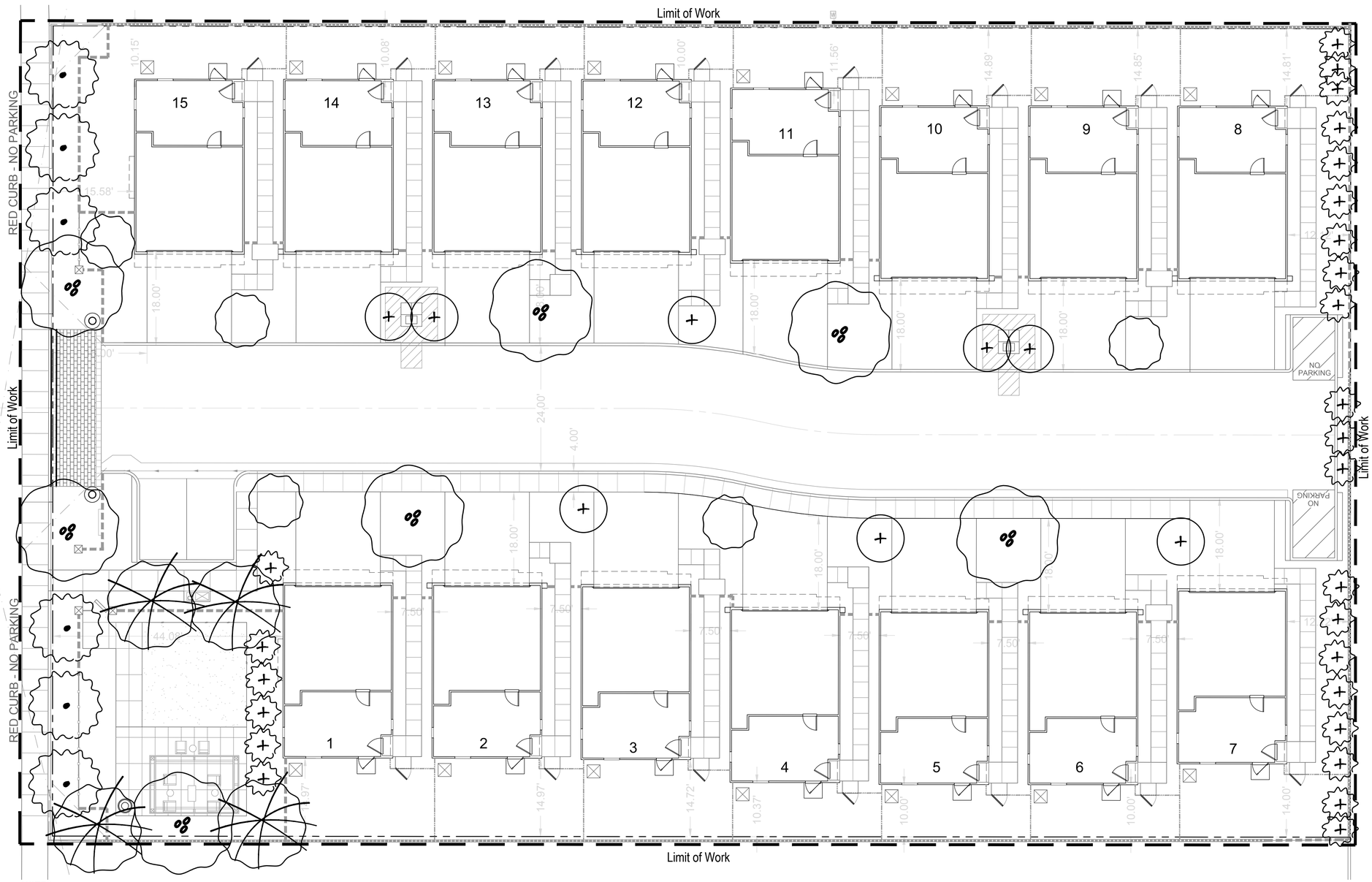
Laguna Hills, CA 92653 (www.studio-PAD.com)



NOTES:

1. Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1881) .
2. Vehicular Slide Gates to be installed per local Fire Codes & Regulations.
3. Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
4. The plant palette listed provides a list of plant material to select from when preparing final landscape construction documents for this project. However, substitutions may be required due to availability, soils tests, or other conditions.
5. All trees within 5' of hardscape to be installed with deep root barriers.

PLANTING LEGEND

Symbol	Type/Form	Suggestions Botanical Name (Common Name)	Trunk	Size	WUCOLS (R3)	Qty.
	TREES					
	Focal	Magnolia g. 'Little Gem' (Southern Magnolia)	Single	24" Box	Mod.	4
	Canopy Deciduous	Sycamore racemosa (California Sycamore)	Single	36" Box	Mod.	7
	Medium	Geijera parvilflora (Australian Willow) Rhus lancea (African Sumac)	Single	15 Gal	Low	5
	Flowering	Arbutus u. 'Marina' Marina Strawberry Tree	Single	15 Gal	Low	8
	Street	Tristania conferta (Brisbane Box)	Single	24" Box	Mod.	5
	Columnar	Podocarpus gracillior (Fern Pine)	Single	15 Gal	Mod.	26
					Total =	55

SHRUBS and GROUND COVER		WUCOLS (R3)
Agave sp.	Agave	Low
Aloe sp.	Aloe	Low
Carex divulsa	Berkeley Sedges	Low
Carissa m. 'Green Carpet'	Dwarf Natal Plum	Low
Chamaerops humilis	Mediterranean Fan Palm	Low
Dasylirion longissimum	Mexican Grass Tree	Low
Delosperma cooperi	Trailing Ice Plant	Low
Dianella revoluta 'Little Rev'	Little Rev™ Flax Lily	Low
Hesperaloe parviflora	Red / Yellow Yucca	Very Low
Kalanchoe thyrsiflora	Flapjack Paddle Plant	Low
Lavandula stoechas 'Larkman Hazel'	Hazel™ Spanish Lavender	Low
Salvia spp.	Purple / Red Sage	Very Low
Muhlenbergia capillaris	Pink / Hairy Awn Muhly	Low
Muhlenbergia rigens	Deer Grass	Low
Rosmarinus o. 'Huntington Carpet'	Groundcover Rosemary	Very Low
Westringia sp.	Westringia	Low
Xylosma congestum 'Compact'	Compact Xylosma	Low
Yucca gloriosa	Spanish Dagger	Low
VINES & ESPALIERS		
Bougainvillea 'Monka' (Oo-La-La® Bougainvillea)	Bougainvillea	Low
Macfadyena unguis-cati	Cat's Claw Vine	Low

0 5' 10' 20'
Scale: 1" = 10'

The Olson Company

Schematic Planting Plan

Schematic 2nd Submittal | Project No.: TOC21-D
Date: Dec. 15, 2023

L-4

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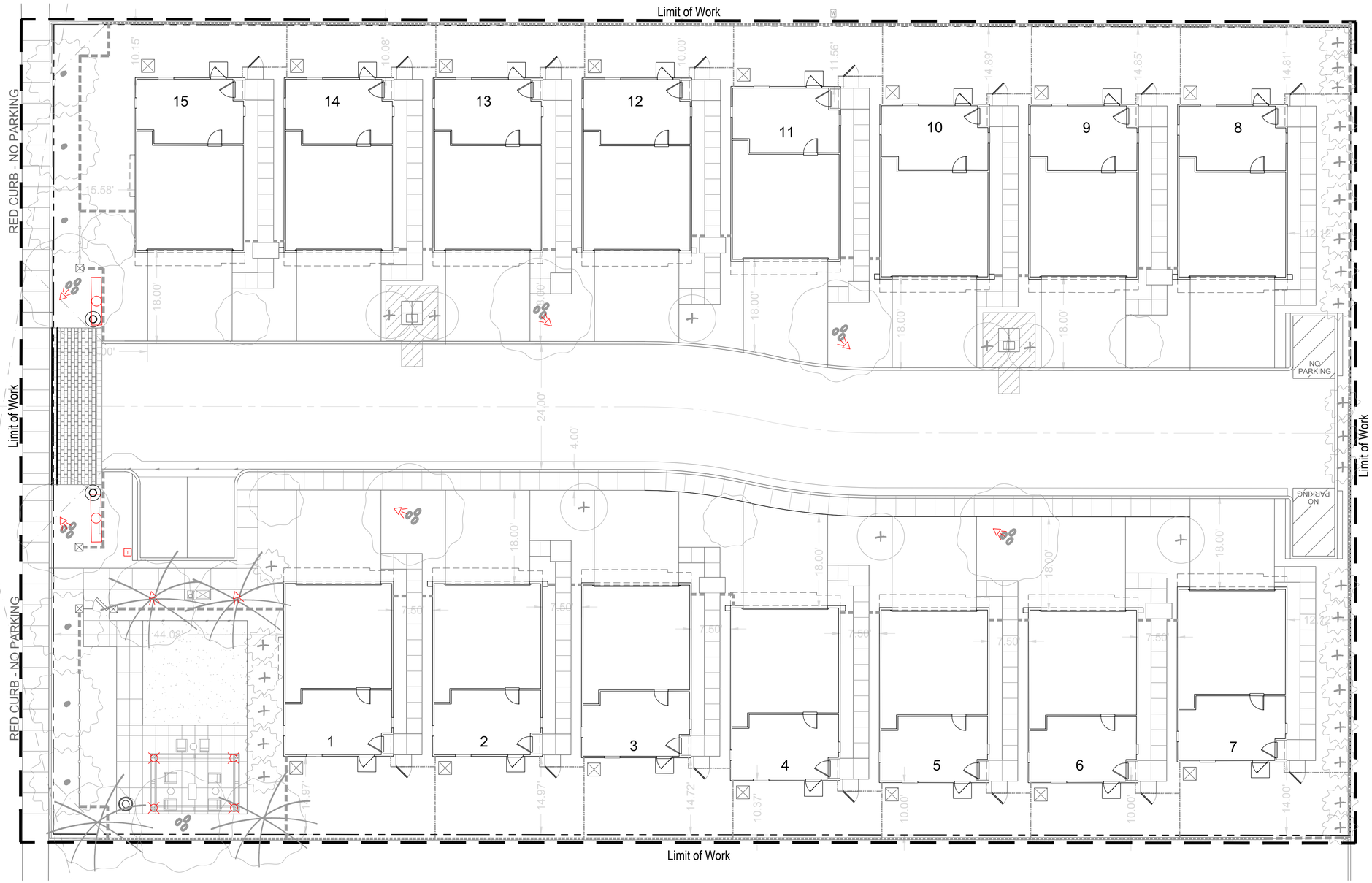

LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
1	nColumn-10 Lumascape Cylindrical in-grade luminaire. 180° ground Wash (GW180) Order code: JB, Aluminum Alloy, (DB) Dark Bronze, Mini-Mount Lamp: 3LED, 4.4W / 4.5VA, 2700K, Beamspread: Spot	4
2	dFresco-9 - Lumascape Wall wash. Order code: LC, Aluminum Alloy, (DB) Dark Bronze, Mini J-Box for 1/2in. Thr Lamp: 3LED, 4.4W / 13.5VA, 2700K, Beamspread: Wide Flood	2
3	dAxis-5 - Lumascape Directional up light ideal for large landscape features. 8.8in. H x 2.7in. Dia. Order code: NP, Aluminum Alloy, (DB) Dark Bronze, Mini J-Box for 1/2in. Thr Lamp: 3LED, 4.2W, 2700K, Beamspread: Narrow Flood	8
4	PROLINK - 300 Transformer Lumascape - SSw/PXTIMER SS, Stainless Steel, Wall 300W	1

LIGHTING NOTES:
1. Landscape lighting (landscape up-lights, path lights/bollards, etc.) to be coordinated with Electrical Engineer in future phase.
2. Final site lighting photometrics to be prepared by Electrical Engineer, in future CD phase.

Schematic Lighting Plan

0 5' 10' 20'
Scale: 1" = 10'

The Olson Company

Schematic 2nd Submittal | Project No.: TOC21-D
Date: Dec. 15, 2023

L-5

Newhope & Garden Grove

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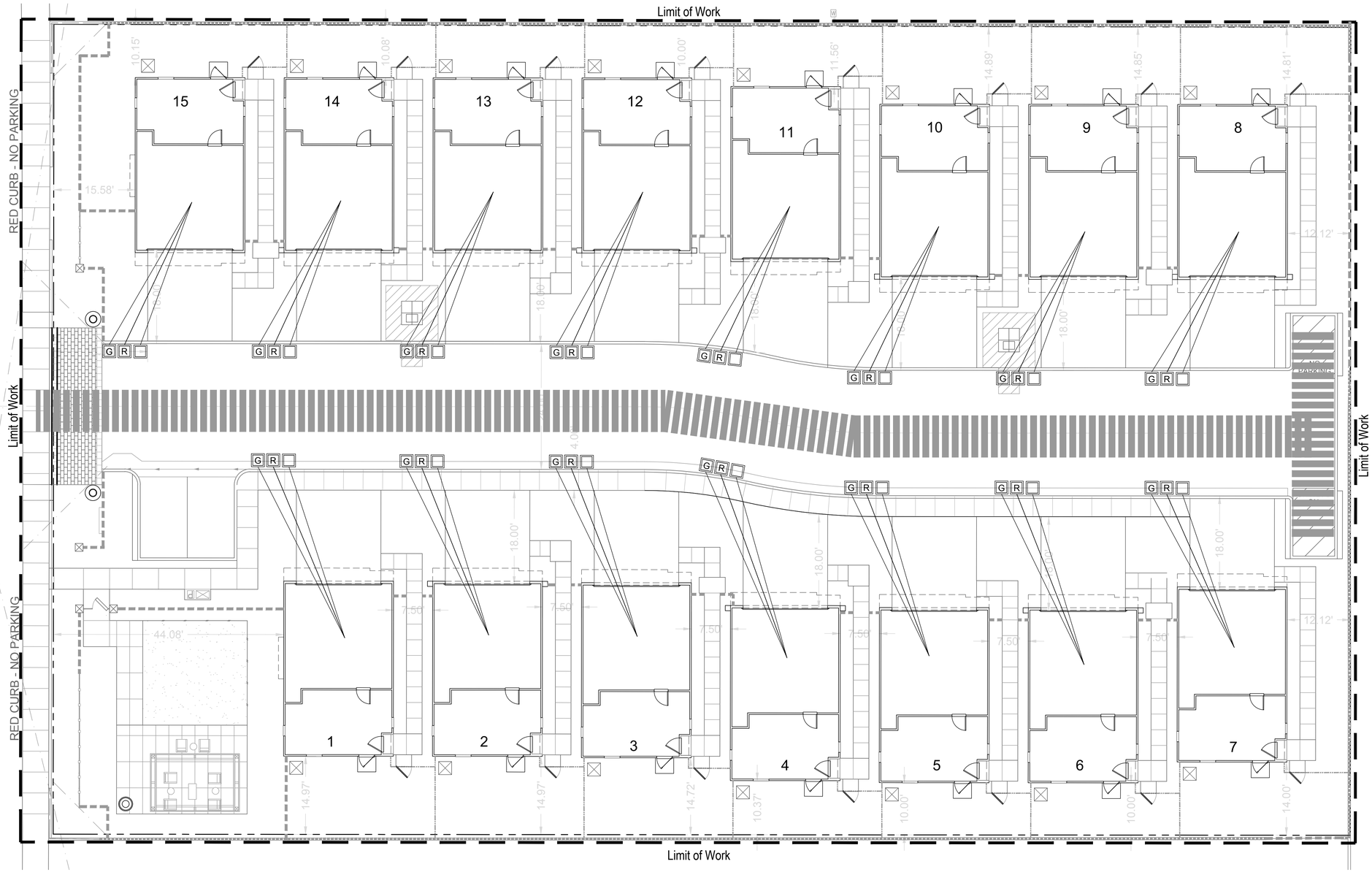
Laguna Hills, CA 92653 (www.studio-PAD.com)



LEGEND

- Regular trash bin.
- Recycle bin.
- Green Waste bin.
- Trash hauler path of travel.

0 5' 10' 20'

Scale: 1" = 10'

Schematic Trash Circulation Plan

The Olson Company

Schematic 2nd Submittal | Project No.: TOC21-D
Date: Dec. 15, 2023

L-6

Newhope & Garden Grove

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Landscape Architecture
23196 La Cadena Drive (Ste 103)
Laguna Hills, CA 92653 (www.studio-PAD.com)

TENTATIVE TRACT No. 19298
A VESTING TENTATIVE TRACT MAP
FOR CONDOMINIUM PURPOSES

LEGAL DESCRIPTION:

FIRST AMERICAN TITLE COMPANY
ORDER NUMBER: OSA-6970163 (RA)

Real property in the City of Garden Grove, County of Orange, State of California, described as follows:

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 4 SOUTH, RANGE 10 WEST IN THE RANCHO LAS BOLSAS AS SHOWN ON A MAP RECORDED IN BOOK 51, PAGE 10 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF TRACT NO. 800, AS SHOWN ON MAP RECORDED IN BOOK 47, PAGES 20 AND 21 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY, DISTANT THEREON NORTH 0° 29' 38" WEST 871.87 FEET, AS MEASURED ALONG SAID WEST LINE, FROM THE CENTERLINE OF GARDEN GROVE BOULEVARD AS SHOWN ON SAID MAP: THENCE AT RIGHT ANGLES SOUTH 89° 30' 22" WEST 248.20 FEET; THENCE NORTH 0° 29' 38" WEST 154.98 FEET; THENCE NORTH 89° 35' 20" EAST 248.20 FEET TO A POINT IN SAID WEST LINE DISTANT NORTH 0° 29' 38" WEST 154.62 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 0° 29' 38" EAST 154.62 FEET TO THE POINT OF BEGINNING.

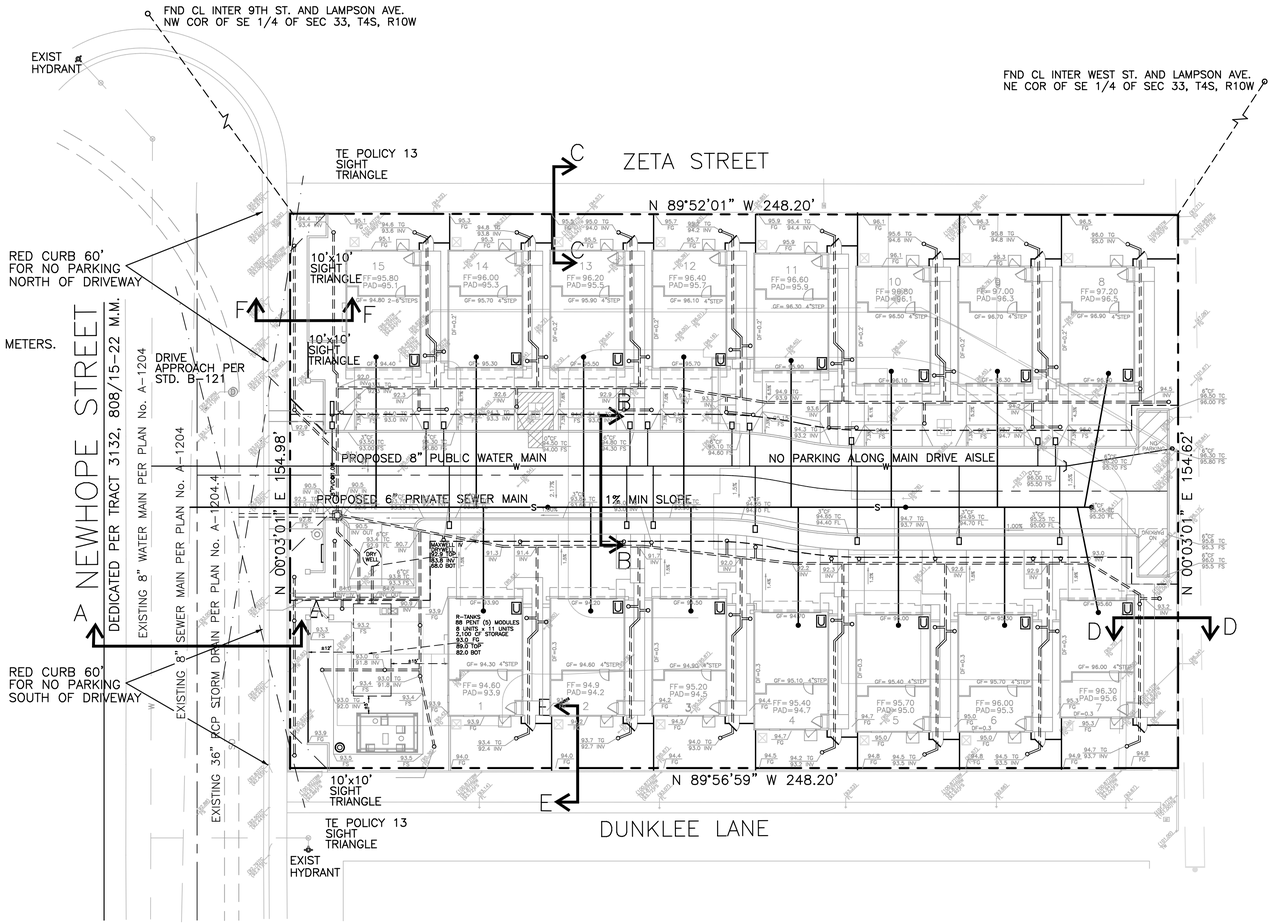
EXISTING EASEMENTS:

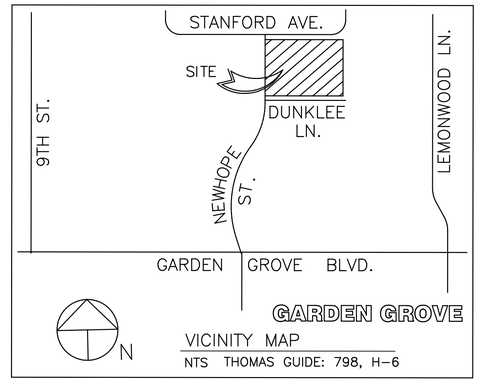
3. An easement for RIGHTS OF WAY TO CONSTRUCT AND MAINTAIN ELECTRIC LINES and incidental purposes in the document recorded JANUARY 17, 1910 in Book 176 of Deeds, Page 370 AND APRIL 9, 1910 IN BOOK 178, PAGE 33 OF DEEDS.

The location of the easement cannot be determined from record information.

GENERAL NOTES

1. EXISTING LAND USE: SINGLE FAMILY RESIDENTIAL
2. PROPOSED LAND USE: 15 DETACHED RESIDENTIAL CONDOMINIUMS.
3. EXISITING GENERAL PLAN:
4. PROPOSED GENERAL PLAN:
5. EXISTING ZONING: R-1-7
6. PROPOSED ZONING: PUD
7. WATER SERVICE PROVIDED BY: CITY OF GARDEN GROVE. MASTER METERED WITH PRIVATE ON-SITE WATER SYSTEM WITH INDIVIDUAL PRIVATE METERS.
8. SEWER SERVICE PROVIDED BY: CITY OF GARDEN GROVE. PRIVATE ON-SITE SEWER SYSTEM.
9. ALL PROPOSED UTILITIES ARE TO BE UNDERGROUND (OTHER THAN FOR TEMPORARY CONSTRUCTION PURPOSES AND EXISTING POLE LINES).
10. ELECTRIC SERVICE PROVIDED BY: SOUTHERN CALIFORNIA EDISON.
11. GAS SERVICE PROVIDED BY: NONE
12. TELEPHONE SERVICE PROVIDED BY: VERIZON.
13. CABLE TELEVISION PROVIDED BY: TIME WARNER.
14. PROJECT IS WITHIN THE GARDEN GROVE UNIFIED SCHOOL DISTRICT.
15. STREET IMPROVEMENTS SHOWN HEREON SHALL MEET THE REQUIREMENTS OF THE CITY OF GARDEN GROVE.
16. ALL LOTS SHALL BE HOMEOWNER OR HOMEOWNER ASSOCIATION MAINTAINED.
17. PROPERTY IS LOCATED WITHIN FLOOD ZONE "X", (AREAS OF MINIMAL HAZARD), PER FIRM MAP NUMBER 06059C0143J, EFFECTIVE DATE DECEMBER 3, 2009.
18. ASSESSOR'S PARCEL NUMBER: 090-671-07
19. PARKING PROVIDED: 30 ENCLOSED (2 PER UNIT IN GARAGE)
    30 UN-COVERED (2 PER UNIT IN DRIVEWAY)
    2 GUEST
    62 TOTAL
20. TRASH PICKUP WILL BE USING INDIVIDUAL CARTS WITH CARTS STORED IN GARAGES.





VICINITY MAP
NTS THOMAS GUIDE: 798, H-6

DENSITY CALCULATIONS:

PROPOSED CONDOMINIUMS:	15 UNITS
NET LOT AREA:	0.88 AC
PROPOSED DENSITY:	17.1 DU/AC

PROPERTY ADDRESS:

12828 NEWHOPE ST.
GARDEN GROVE, CA 92840

DEVELOPER:

THE OLSON COMPANY
3020 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CALIFORNIA 90740-2750
(562) 596-4770
ATTENTION: MR. BRIAN GEIS

PREPARED BY:

REGISTERED PROFESSIONAL ENGINEER ALAN R. SHORT No. 30873 EXP. 3/31/26 CIVIL STATE OF CALIFORNIA

7263 W Galen Drive
Herriman, UT 84096
(949) 586-5200
ALANSHORTPE@GMAIL.COM
ALAN R. SHORT, P.E.

DATE: 2/28/24

ALAN R. SHORT, P.E.
R.C.E. 30873, EXPIRES 3/31/26

STATEMENT OF OWNERSHIP:

WE, THE UNDERSIGNED, DO HEREBY STATE THAT WE ARE THE RECORD OWNERS OF THE PROPERTY COMPRISING THIS VESTING TENTATIVE TRACT MAP AND THAT WE HAVE CONSENTED TO THE FILING OF SAID MAP.

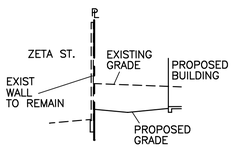
BRIAN KENNETH BRUGGEMAN,
SUCCESSOR TRUSTEE OF THE FREDERICK H. BRUGGEMAN TRUST,
DATED JULY 23, 2016

BY: _____ DATE: _____

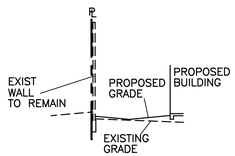
EXISTING ASSESSOR'S PARCEL NUMBER: 090-671-07

LEGEND:

	TENTATIVE TRACT BOUNDARY
FF= 207.50	FINISHED FLOOR ELEVATION
PAD= 206.8	PROPOSED PAD ELEVATION
S	EXISTING SEWER MAIN
W	EXISTING WATER MAIN
SD	EXISTING STORM DRAIN
S	PROPOSED PRIVATE SEWER LINE
	PROPOSED PRIVATE SEWER CLEANOUT
EX FH	EXISTING FIRE HYDRANT
W	PROPOSED PUBLIC WATER LINE
	PROPOSED WATER METER
	PROPOSED BACKFLOW
	PROPOSED BLOW-OFF
TC	TOP OF CURB ELEVATION
FL	FLOW LINE ELEVATION
FS	FINISHED SURFACE ELEVATION
1	PROPOSED LOT NUMBER
U	PROPOSED UTILITY CONNECTIONS
	PROPOSED AREA DRAINS



SECTION C-C
N.T.S.



SECTION D-D
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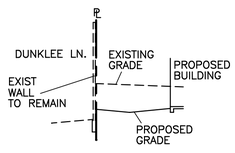

SECTION E-E
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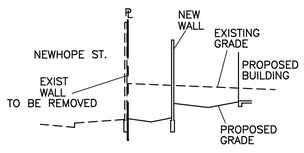

SECTION F-F
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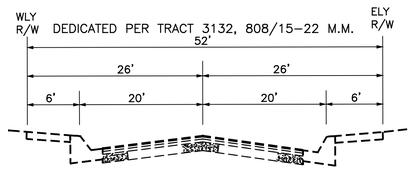
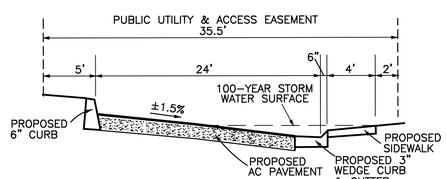


NEWHOPE STREET
SECTION A-A
N.T.S.



PRIVATE DRIVE
SECTION B-B
N.T.S.

BASIS OF BEARINGS:

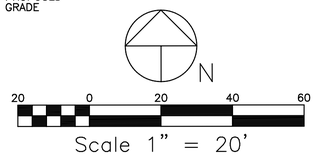
THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING BETWEEN O.C.S. HORIZONTAL CONTROL STATION GPS No. 3057 AND STATION GPS No. 3057 BEING NORTH 89° 49' 26" WEST PER RECORDS ON FILE IN THE OFFICE OF ORANGE COUNTY SURVEYOR.

BENCH MARK:

BENCHMARK: O.C.S. VERTICAL CONTROL No. GG-127

ELEVATION: 99.663 FEET (NAVD 88)

DESCRIPTION:
FOUND 2-2/4" BRONZE CITY OF GARDEN GROVE BENCHMARK SET IN CONCRETE 0.1 FEET BELOW FINISHED SURFACE. MONUMENT IS LOCATED IN THE NORTHEAST CORNER OF THE INTERSECTION OF LAMPSON AVE. AND NINTH ST., 24 EAST OF THE BCR AND 1.7 FEET NORTH OF THE CURB FACE.



Scale 1" = 20'

EARTHWORK ESTIMATE

	CUT	FILL
RAW VOLUME	2,430 CY	40 CY
OVER-EXCAVATION	1,800 CY	1,800 CY
SUBSIDENCE (0.15')	-210 CY	
SHRINKAGE (12.5%)		5 CY
EXPORT	-2,175 CY	
	1,845 CY	1,845 CY

SCALE: 1" = 20'
DATE: 2/28/24
GROSS AREA: ±0.88 AC
CONTOUR: 1'
TOTAL LOTS: 1 NUMBERED

VESTING TENTATIVE TRACT NO. 19298

SHEET 1 OF 1

EXIST SEWER MH

EXIST HYDRANT

EXIST WATER METER

EXIST POLE

UPPER CROSS ARM HEIGHT ELEV:134.50'

LOWER CROSS ARM HEIGHT ELEV: 129.50'

EXIST OVERHEAD UTILITIES

COMMUNICATION LINE LOWEST LOCATION ELEV:112.84'

POWER LINE LOWEST ELEV: 129.55'

EXIST SD MH

NEWHOPE STREET

EXISTING 8" WATER MAIN PER PLAN No. A-1204

EXISTING 8" SEWER MAIN PER PLAN No. A-1204

EXISTING 36" RCP STORM DRAIN PER PLAN No. A-1204.4

EXIST WATER METER

EXIST HYDRANT

N

10 0 10 20 30

Scale 1" = 10'

PREPARED BY:

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DATE:

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R.C.E. 30873, EXPIRES 3/31/24

DEVELOPER:

THE OLSON COMPANY
3010 OLD RANCH PARKWAY, SUITE 100
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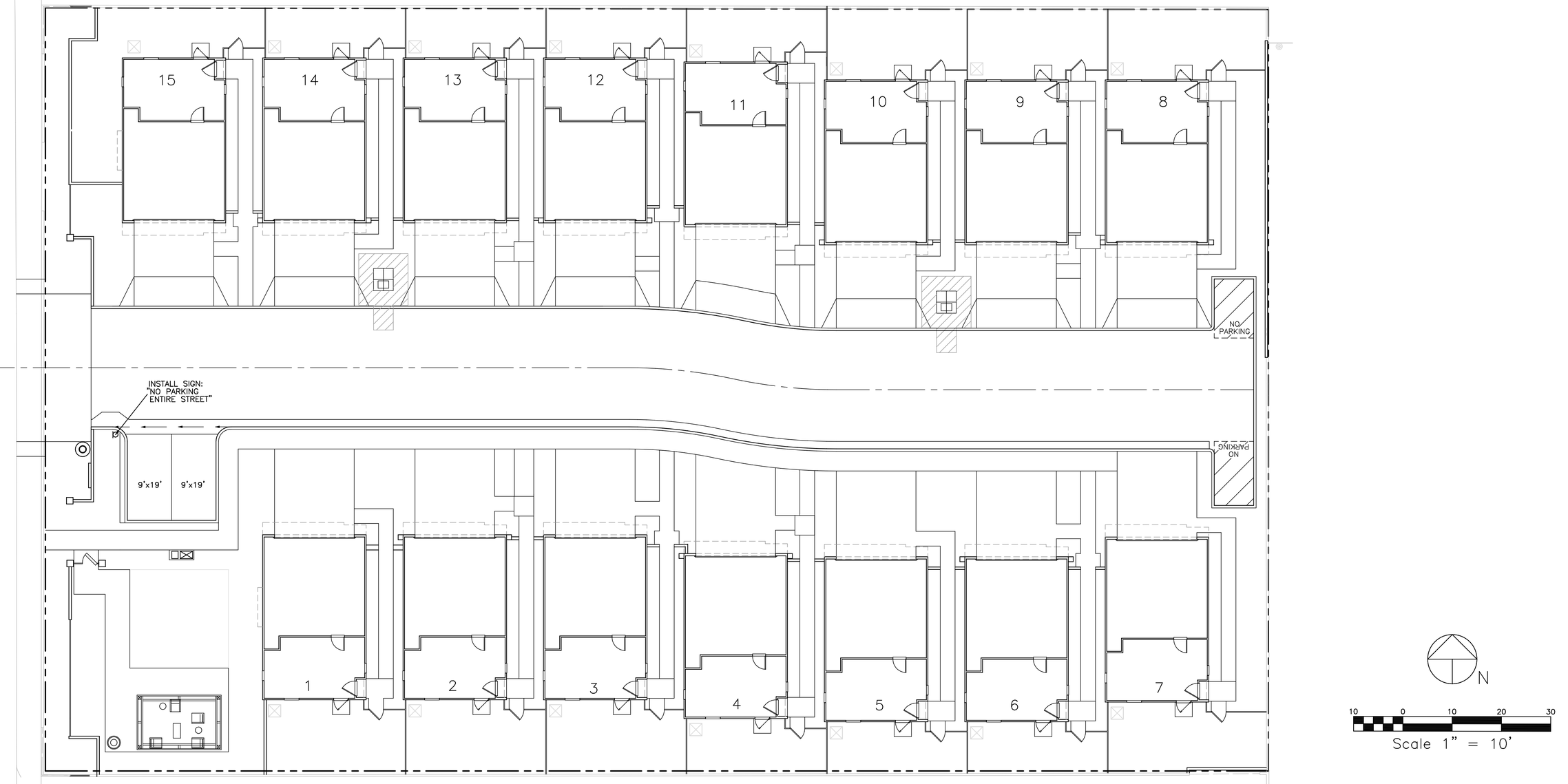
(562) 596-4770
ATTENTION: MR. BRIAN GEIS

EXISTING FACILITIES
TT No. 19298
GARDEN GROVE
NEWHOPE ST.

EXIST POLE

2/28/24



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10 0 10 20 30

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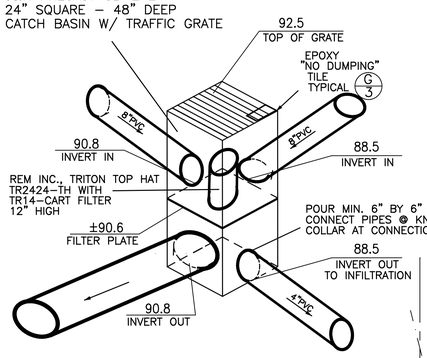
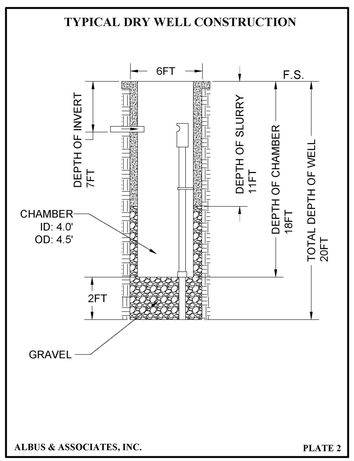
SITE PLAN
GARDEN GROVE
NEWHOPE ST.

2/28/24



24" JUNCTION STRUCTURE DETAIL

N.T.S.

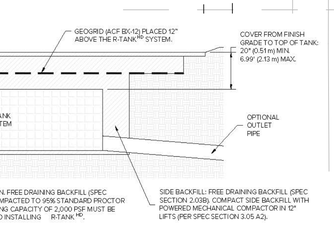


DRYWELL DETAIL

N.T.S.

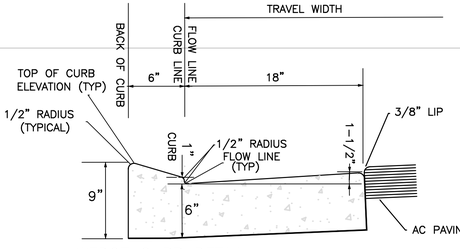
R-TANK HD

- Heavy-duty module (33.4 psi)
- 20" minimum cover
- 84" maximum cover
- Five internal plates
- Standard module for traffic applications



R-TANK DETAIL

N.T.S.



WEDGE CURB DETAIL

N.T.S.

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R.C.E. 30873, EXPIRES 3/31/26

DATE: 2/28/24

N

10 0 10 20 30

Scale 1" = 10'

DEVELOPER:

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3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CALIFORNIA 90740-2750
(562) 596-4770
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CONCEPT GRADING
TT No. 19298
GARDEN GROVE
NEWHOPE ST.

2/28/24 SHEET 1 OF 1

Attachment 3

RESOLUTION NO. 6086-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THAT THE CITY COUNCIL (1) APPROVE ZONING AMENDMENT NO. A-040-2024 TO AMEND THE CITY'S OFFICIAL ZONING MAP TO CHANGE THE ZONING OF AN APPROXIMATLY 0.88-ACRE PARCEL LOCATED ON THE EAST SIDE OF NEWHOPE STREET, NORTH OF GARDEN GROVE BOULEVARD, AT 12828 NEWHOPE STREET, ASSESSOR'S PARCEL NO. 090-671-07, FROM R-1 (SINGLE-FAMILY RESIDENTIAL) TO RESIDENTIAL PLANNED UNIT DEVELOPMENT (PUD-019-2024) ZONING WITH AN R-3 (MULTIPLE-FAMILY RESIDENTIAL) BASE ZONE; AND (2) APPROVE RESIDENTIAL PLANNED UNIT DEVELOPMENT NO. PUD-019-2024 TO ESTABLISH STANDARDS OF DEVELOPMENT TO FACILITATE THE DEVELOPMENT OF A 15-UNIT RESIDENTIAL DETACHED CONDOMINIUM PROJECT ON THE SUBJECT SITE.

WHEREAS, Olson Urban Housing, LLC., the applicant, submitted a request to develop a 0.88-acre site with a new residential project consisting of fifteen (15) detached condominium units, along with associated site improvements, on the property located on the east side of Newhope Street, north of Garden Grove Boulevard, at 12828 Newhope Street, Assessor's Parcel No. 090-671-07 (the "Property"); and

WHEREAS, the applicant has requested the following approvals to facilitate the proposed development: (i) zoning map amendment to re-zone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone; (ii) residential Planned Unit Development to facilitate the development of the project; (iii) Site Plan approval to construct fifteen (15) three-story detached homes along with associated site improvements; (iv) a Vesting Tentative Tract Map to create a one-lot subdivision for the purpose of selling each dwelling unit as a condominium; and (v) a Variance to deviate from the minimum property size to establish a residential Planned Unit Development (collectively, the "Project"); and

WHEREAS, the proposed Zoning Amendment No. A-040-2024 would amend the City's Official Zoning Map to change the zoning of the property located at 12828 Newhope Street (Assessor's Parcel No. 090-671-07) from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone; and

WHEREAS, the proposed Planned Unit Development No. PUD-019-2024 would establish development standards for a residential Planned Unit Development to facilitate the development of the residential project; and

WHEREAS, pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. ("CEQA") and CEQA's implementing guidelines, California Code of Regulations, Title 14, Section 15000 et seq., an initial study was prepared for the proposed Project and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration as the proposed Project with the proposed mitigation measures cannot, or will not, have a significant effect on the environment; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared and is attached to the Mitigated Negative Declaration listing the mitigation measures to be monitored during Project implementation; and

WHEREAS, the Mitigated Negative Declaration with mitigation measures was prepared and circulated in accordance with CEQA and CEQA's implementing guidelines; and

WHEREAS, concurrent with its adoption of this Resolution, the Planning Commission also adopted Resolution No. 6087-24 recommending that the City Council approve Site Plan No. SP-136-2024, Variance No. V-042-2024, and Vesting Tentative Tract Map No. TT-19298, subject to specified Conditions of Approval, and Resolution No. 6088-24 recommending that the City Council adopt a Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the Project; and

WHEREAS, at its regular meeting held April 18, 2024, the Planning Commission of the City of Garden Grove held a duly noticed public hearing and considered the report submitted by City Staff and all oral and written testimony presented regarding the Project, the Initial Study, and the proposed Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program.

NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED as follows:

1. The Planning Commission hereby recommends the City Council adopt an Ordinance approving Amendment No. A-040-2024, and Planned Unit Development No. PUD-019-2024.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030 and 9.12.030.020, are as follows:

FACTS:

The project site is currently comprised of an approximately 38,775 square-foot (0.88 acres) parcel on the east side of Newhope Street, north of Garden Grove Boulevard.

The site is currently developed with a vacant single-family residence. The subject site has a General Plan Land Use designation of Medium Density Residential (MDR) and is zoned R-1 (Single Family Residential). The property abuts R-1 zoned properties developed with single-family dwellings to the east. To the north, south, and west, across Newhope Street, the subject site is adjacent to the Garden Park Townhomes condominium development, within the Planned Unit Development No. PUD-102-72 zone.

The proposed project will consist of fifteen (15) three-story detached single-family style condominium units. Each unit is approximately 1,675 square feet, and will consist of three (3) or four (4) bedrooms, two (2) or three (3) full bathrooms, one (1) or two (2) half bathrooms, an attached two-car garage, and a front porch. Associated site improvements will consist of a private drive aisle, visitor parking adjacent to the main entrance, driveways at each garage with additional parking spaces, a common recreation area, private open space areas at the rear yards of each lot, and site landscaping improvements.

The subject property's MDR land use designation is intended for the development of mainly multi-family residential neighborhoods that: provide a variety of housing types; provide access to schools, parks, and other community services; provide a high-quality architectural design that preserves privacy; provide common spaces, recreation areas and services convenient to residents; provide an excellent environment for family life; and preserve residential property values. The MDR land use designation allows for a residential density of up to 32 dwelling units per acre.

FINDINGS AND REASONS:

Zoning Amendment

1. Proposed Amendment No. A-040-2024 is internally consistent with the goals, policies, and elements of the General Plan.

   Under the proposed Amendment No. A-040-2024, the City's Official Zoning Map will be amended to rezone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone, to ensure consistency with the existing General Plan Land Use Designation of Medium Density Residential (MDR).

   The proposed PUD-019-2024 with an R-3 (Multiple-Family Residential) base zone implements the MDR Land Use Designation. This PUD zone is intended to facilitate the development of the subject condominium development. The MDR land use designation is intended for a range of 21.1 to 32 dwelling units per

acre. The proposed project will consist of 15 units, or 17 units per acre, which is less than the maximum allowed.

Rezoning the site from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone is consistent with the goals and policies of the General Plan Land Use Element, including:

Policy LU-2.2: Strive to provide a diverse mix of housing types, along with uniformly high standards of residential property maintenance to preserve residents' real estate values and their high quality of life. The proposed development of fifteen (15) for-sale units will add to the mix of diverse housing types in the immediate neighborhood. The proposed development will ensure maintenance of all common areas, such as the private drive aisle, guest parking areas, the common recreation area, and street frontage landscaping, which will be the responsibility of the Homeowner's Association to ensure proper maintenance that preserves the residents' real estate values. Furthermore, the project will contribute to meeting the City's Regional Housing Needs Allocation (RHNA), as well as the Housing Element policies.

Policy LU-2.4: Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The site is located within a residential neighborhood, characterized by the Garden Park Townhomes condominium development to the north, west, and south. To the east, the project abuts R-1 (Single-Family Residential) zoned properties. The proposed PUD zone with an R-3 base zone, allowing for up to seventeen (17) units per acre is appropriate, as it will not only provide opportunities for new housing developments, but also be consistent with the surrounding lower density neighborhood.

Goal LU-4: The City seeks to develop uses that are compatible with one another. The 0.88-acre site is proposed to be improved with fifteen (15) condominium units, at seventeen (17) units per acre, which is within the allowable density of 32 units per acre otherwise allowed under the R-3 base zoning and the existing Medium Density Residential (MDR) General Plan Land Use Designation of the property. The proposed PUD will, limit the maximum density to seventeen (17) units per acre. The proposed project is within the allowed density of the MDR land use designation and is similar in scale to the adjoining residential neighborhood. The proposed design will consist of three-story units, which are allowed by the R-3 base zone. Thus, the project is similar both in land use intensity and physical scale of the adjoining residential neighborhood.

Policy LU-4.1: Locate higher-density residential uses within proximity of commercial uses to encourage pedestrian traffic, and to provide a consumer base for commercial uses. The site is located within a residential neighborhood with nearby access to Garden Grove Boulevard, a major commercial area. Approval of the proposed Zoning Map Amendment will facilitate the development of an existing property with fifteen (15) condominium. The construction of the new residential units would increase the local population, and add to the consumer base for commercial services within the immediate vicinity.

Goal H-2: Housing supply to accommodate housing needs at all affordability levels. The proposed project will provide fifteen (15) new, market-rate, for-sale housing units. This type of project helps further diversify the City's housing stock and increase housing opportunities. The number of units will further contribute to meeting the City's Regional Housing Needs Allocation (RHNA).

Policy H-3.1: Maintain land use policies and regulations that create capacity for the development of a range of residential development types that can fulfill local housing needs, including accessory dwelling units, low-density single-family uses, moderate-density townhomes and middle housing, higher-density apartments and condominiums, senior housing, and mixed-use projects. Approval of the proposed Zoning Map Amendment will facilitate the development of a vacant single-family developed property with fifteen (15), detached, market-rate residential units. The zoning amendment, to establish residential Planned Unit Development (PUD-019-2024) zoning with an R-3 base zone allows for this development specifically. This medium-density development will provide a net increase of fourteen (14) units, as compared to the existing condition of the property, creating additional housing capacity.

Policy CD-7.1: Encourage future development and redevelopment projects to reinforce district scale, identity, and urban form. The site is surrounded on three sides by the existing Garden Park Townhomes development. The adoption of the PUD-019-2024 zone will help ensure the proposed development will be consistent with the existing townhome community. The proposed three-story townhome project will be consistent with the form and scale of the immediate neighborhood.

2. Proposed Amendment No. A-040-2024 is deemed to promote the public interest, health, safety and welfare.

Under the proposed Amendment No. A-040-2024, the City's Official Zoning Map will be amended to rezone the project site from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning

with an R-3 (Multiple-Family Residential) base zone, to facilitate the development of the proposed fifteen (15) unit project, and to ensure consistency with the existing General Plan Land Use Designation of Medium Density Residential (MDR).

The subject property is currently improved with an unoccupied single-family home. As facilitated through the proposed Amendment, an otherwise vacant property will be developed with fifteen (15) residential units, and associated site features. A net increase of fourteen (14) residential units will help promote the public interest, as it helps the City achieve its housing goals. It also will allow the redevelopment of a property, helping ensure proper maintenance. Furthermore, the project has been reviewed by the Community Development and Public Works Department, and Orange County Fire Authority to help ensure the project promotes public health, safety, and welfare.

3. The proposed Zoning Map Amendment will ensure a degree of compatibility with surrounding properties and uses.

Under the proposed Amendment No. A-040-2024, the City's Official Zoning Map will be amended to rezone the project site from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone, to facilitate the development of the proposed fifteen (15) unit project, and to ensure consistency with the existing General Plan Land Use Designation of Medium Density Residential (MDR).

The proposed Zoning Map Amendment will facilitate the development of the proposed project. The site's proposed small-lot subdivision style housing is compatible with the surrounding residential uses and properties. Accordingly, the R-3 base zoning designation is appropriate for the site and will ensure that the site is compatible with and is developed and maintained in continuity with surrounding land uses.

4. The parcels covered by the proposed amendment to the Zoning Map are physically suitable for the requested land use designation(s), compatible with the surrounding land uses, and consistent with the General Plan.

Under the proposed Amendment No. A-040-2024, the City's Official Zoning Map will be amended to rezone the project site from zoning map amendment to re-zone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone, to facilitate the development of the proposed fifteen (15) unit detached condominium project, and to ensure

consistency with the existing General Plan Land Use Designation of Medium Density Residential (MDR).

The proposed Zoning Map amendment will facilitate the development of the proposed fifteen (15) unit townhome project. The site's proposed detached, single-family style condominium units are compatible with the surrounding area, which consists of a mix of multiple-family and single-family residential uses. Accordingly, the PUD zone with the R-3 base zone is appropriate for the site, as it will be consistent with the variety of residential developments in the immediate area. In addition, the site has access to all necessary public infrastructure to adequately serve the proposed development.

Planned Unit Development

1. That the location, design and proposed uses are compatible with the character of existing development in the vicinity and will be well integrated into its setting.

   The proposed residential Planned Unit Development is intended to facilitate a housing development that is more compatible with the surrounding Garden Park Townhome development. The surrounding Garden Park Townhomes were constructed at a density of approximately eleven (11) units per acre, with ten-foot (10'-0") setbacks to the side and rear property lines, 31.08% lot coverage, and a parking ratio of approximately 2.2 parking spaces per unit. The proposed project, as facilitated through the residential Planned Unit Development, will provide a density of approximately seventeen (17) dwelling units per acre, with minimum ten-foot (10'-0") side and rear setbacks, 29.43% lot coverage, and 4.1 parking spaces per unit, respectively.

   The Planned Unit Development allows for the proposed development to be more consistent with the Garden Park Townhomes that surround the subject site. The Garden Park Townhomes were approved in 1972, under Planned Unit Development No. PUD-102-72. The Planned Unit Development adopted for the townhomes in 1972 do not meet the current Municipal Code standards. Therefore, the proposed Planned Unit Development No. PUD-019-2024 is necessary and appropriate to establish development standards that are more consistent and compatible with the development standards of the Garden Park Townhomes.

2. That the plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding or access streets.

   The subject project proposes an internal twenty-four foot (24'-0") wide central drive aisle that leads from the development's entrance from Newhope Street.

The proposed private street will serve as the only vehicular access point to the project site. Each proposed unit is improved with an attached garage and driveway for parking, which have access from the central drive aisle. Just south of the private aisle, and running parallel with it, is a four-foot (4'-0") wide sidewalk. The internal sidewalk connect the common recreation area and guest parking spaces to the development. Certain units along the southern property line have a three-foot (3'-0") wide concrete walkway that connects the entries to the sidewalk. The remaining units have a three-foot (3'-0") wide walkway that connects the entries to their respective driveway areas.

The on-site circulation was designed in such a manner to ensure proper access and safety for vehicles driving within the proposed development, and along the adjacent Newhope Street. The City's Traffic Engineering Division is supportive of the project, and has reviewed the proposed plans, and the associated Traffic Memorandum prepared by a qualified Traffic Engineer.

3. That the provision is made for both public and private open spaces.

Each unit will provide a private recreation area with depths ranging from ten feet (10'-0") to fifteen feet (15'-0") and widths ranging from twenty-eight feet and six inches (28'-6") to thirty-three feet (33'-0"). The private recreation areas are conveniently accessed from the entry to each unit, on the ground-floor, adjacent to the garage. Conditions of approval will require that all private recreation areas be open and unobstructed from the ground to the sky at all times.

Additionally, the Planned Unit Development Standards propose a minimum common recreation space of 100 square feet per unit. The project will provide the required common recreation area in the southwest corner of the property, adjacent to the main entrance from Newhope Street. The project provides an approximately 1,590 square-foot active recreational open space area with minimum dimensions of 35'-0" in each direction. The recreation area features lounge seating, a shade structure, and a flexible lawn space

The central drive aisle, sidewalk, and front and side yard landscaping are all private to the subject development, but open and shared amongst the proposed units. These areas will also feature passive landscaping, lighting, and other site features.

4. That provision is made for the protection and maintenance of private areas reserved for common use.

The Planned Unit Development provides for the protection and maintenance of private areas for common use via a shared recreation area on-site.

The Planned Unit Development Standards propose a minimum common recreation space of 100 square feet per unit. The project will provide the required common recreation area in the southwest corner of the property, adjacent to the main entrance from Newhope Street. The project provides an approximately 1,590 square-foot active recreational open space area with minimum dimensions of 35'-0" in each direction. The recreation area features lounge seating, a shade structure, and a flexible lawn space.

5. That the quality of the project achieved through the planned unit development zoning is greater than could be achieved through traditional zoning.

   The requested Planned Unit Development will help facilitate the development of residential units, to be sold as condominiums, similar to the Garden Park Townhomes. The Garden Park Townhomes were approved in 1972, under Planned Unit Development No. PUD-102-72. The PUD-102-72 development standards do not meet the current Municipal Code standards, for amongst other things, setbacks, parking, and required open space. In an effort to be consistent with the directly adjacent Garden Park Townhomes development, the subject project is intending to develop in a similar scale and scope. Strictly following the R-3 base zone standards would not allow for the proposed project to more closely match the development patterns of the existing neighborhood.

   Therefore, the proposed Planned Unit Development is necessary to establish development standards that are more consistent and compatible with the development standards of the Garden Park Townhome approval in 1972. These development standards differ from those achieved through traditional zoning. The adoption of the Planned Unit Development will allow for the subject parcel to develop in a manner consistent with the surrounding neighborhood. Maintaining neighborhood consistency, and harmony amongst different developments, can only be achieved through the proposed PUD.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT AND RESOLUTION NO. 6086-24

In addition to the foregoing, the Planning Commission incorporates herein by this reference the facts and findings set forth in the staff report and in Resolution Nos. 6087-24 and 6088-24.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024 possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.D.2 (Zone Change), and 9.12.030.020 (Planned Unit Development).

2. Upon City Council approval of Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024, the City of Garden Grove General Plan Zoning Map would be amended to modify the City's Official Zoning Map to change the zoning of the subject property, located at 12828 Newhope Street, Assessor's Parcel No. 090-671-07, from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone, per the attached map/exhibits, Exhibit "B".

3. The overall development and subsequent occupancy and operation of the site shall be subject to those environmental mitigation measures identified in the Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program.

4. The following Standards of Development shall apply to PUD-019-2024:

STANDARDS OF DEVELOPMENT:

All standards of development as specified in the attached Exhibit "A" (Standards of Development for Planned Unit Development No. PUD-019-2024) shall apply. Wherever a development standard is not specified in the PUD, the latest provisions of the Garden Grove Municipal Code shall apply.

EXHIBIT "A"

STANDARDS OF DEVELOPMENT FOR PLANNED UNIT DEVELOPMENT NO. PUD-019-2024

ATTACHMENT TO PLANNING COMMISSION RESOLUTION NO. 6086-24

SECTION I. APPLICABILITY

The provisions contained in this Planned Unit Development (PUD) supplemental text shall apply, as specified, to the multiple-family residential uses permitted under PUD-019-2024, and pursuant to the implementation provisions for PUD-019-2024 as found under Planning Commission Resolution No. 6087-24 for Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024. Except as otherwise stated in this text, the requirements of the City of Garden Grove Municipal Code development standards for the R-3 (Multiple-Family Residential) zone and applicable zoning ordinances shall apply.

SECTION II. GENERAL DEVELOPMENT STANDARDS

A. Purpose and Intent

The purpose and intent of Planned Unit Development No. PUD-019-2024 is to facilitate the development of fifteen (15) detached residential condominium units, pursuant to the implementation provisions for PUD-019-2024 as found under Planning Commission Resolution No. 6087-24 for Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024.

B. Maximum Density

The density for the subject site shall not exceed a maximum of seventeen (17) dwelling units per acre.

C. Parking

Parking for residential uses within PUD-019-2024 shall be a minimum of 3.75 spaces per unit, and shall comply with the following:

1. Each unit shall provide an attached two-car enclosed garage with a minimum interior clearance of twenty-foot (20'-0") depth and twenty-foot (20'-0") width.
2. Two (2) guest parking spaces shall be located in front of the enclosed garage in the driveway. Each guest parking space shall have a minimum dimension of eight feet (8'-0") by eighteen feet (18'-0").

D. Development Streets and Sidewalks

1. The property shall maintain a minimum 24'-0" wide private street, with direct access to Newhope Street, for the purposes of providing access to each individual driveway for each unit.

2. A minimum four-foot (4'-0") wide sidewalk, providing pedestrian access to Newhope Street, shall be provided parallel to a minimum of one full length of the private street.

E. Common Recreation Area

The project shall provide a minimum of 100 square feet per unit of common recreation area, which is accessible to all residents within the subdivision.

1. Common recreation area shall have minimum dimensions of thirty feet (30'-0") wide.

F. Private Recreation Area

A private recreation area shall be provided for each unit. The private recreation area shall comply with the following standards:

1. Each dwelling unit shall have a private recreation area that shall have a minimum dimension of ten feet (10’-0”) by twenty-five feet (25’-0”) wide.

G. Development Setbacks

The following minimum setbacks shall be observed to the development’s perimeter property lines, unless otherwise specified:

1. The development block wall shall maintain a minimum five-foot (5’-0”) setback from the property line along Newhope Street (west). Elsewhere for the development, the block wall may be located on the property lines, up to a maximum height of seven feet (7’-0”).

2. All dwelling units shall maintain the following setbacks to the development property lines:

    a. Minimum fourteen-foot (14’-0”) front setback to all floors
    b. Minimum ten-foot (10’-0”) side setback to all floors
    c. Minimum ten-foot (10’-0”) rear setback to all floors

3. All dwelling units and structures shall maintain a minimum seven-and-a-half-foot separation (7’-6”), as measured from wall to wall.

4. Any accessory structures provided in the common recreation space shall maintain the following setbacks to the development property lines:

    a. Minimum fourteen-foot (14’-0”) front setback
    b. Minimum five-foot (5’-0”) side setback
    c. Minimum five-foot (5’-0”) rear setback

5. Garages, with straight-in access to the garage, shall maintain a minimum setback of eighteen (18’-0”) feet, as measured to the face of curb on the private street.

H. Dwelling Height

Dwellings located adjacent to all zones, including R-1, may be designed in a three-story configuration, and shall not exceed a maximum of three stories with a maximum building height of thirty-five feet (35’-0”), measured from adjacent finished grade to

the highest point on the roof. Third story living area floor space shall not be limited to any specific area percentage of any of the lower stories.

I. Dwelling Unit Entries

Each dwelling unit shall provide a minimum two-foot (2'-0") deep covered entry on the ground level, to serve as the primary entry.

J. Base Zone

The base zone is R-3 (Multiple-Family Residential). Except as otherwise provided these Planned Unit Development Provisions and Standards of Development, the development standards of the R-3 zoning district shall continue to apply to property within the area covered by this Planned Unit Development. In the event of any conflict between these Planned Unit Development Provisions and Standards of Development and the base zone, the provisions of these Planned Unit Development Provisions and Standards of Development shall prevail.

K. Implementation

The residential project authorized by this Planned Unit Development shall be implemented through development in compliance with Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024, as approved by the Garden Grove City Council, including all related Conditions of Approval, and/or any duly approved amendments to Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024. Minor modifications to the Site Plan and/or the Conditions of Approval to Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and/or Variance No. V-042-2024, which do not materially change the scope or intensity of the project and which will not result in impacts that have not previously been addressed, may be approved by the Department Director. Amendments to Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024, which do not require an amendment to this Planned Unit Development, may be approved by the Planning Commission.

L. Project Modifications and Subsequent Development

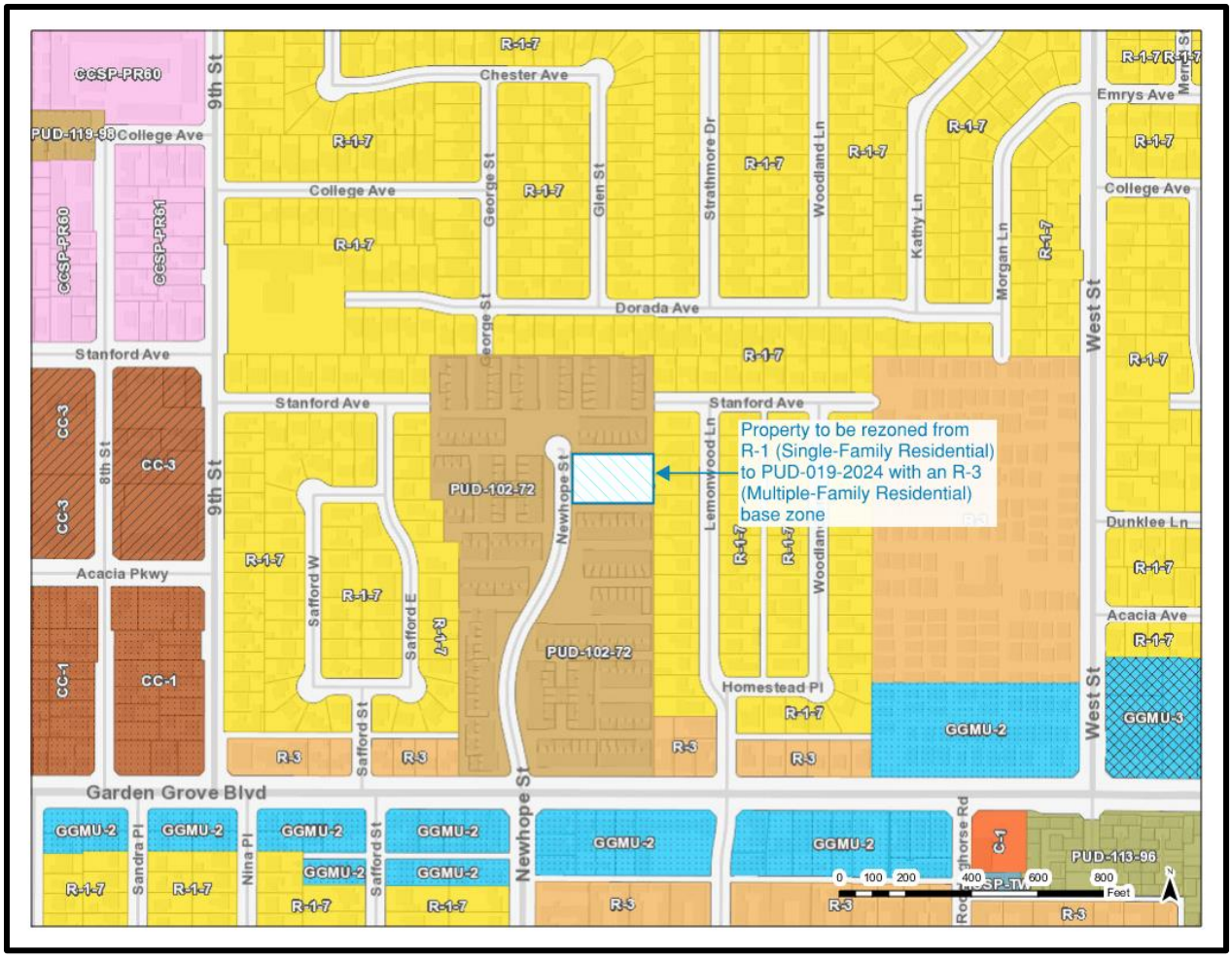
The project reflected in Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 was designed in accordance with the zoning and subdivisions standards in effect as of the project application submittal date. Modifications to the approved project and all subsequent use and development occurring after construction of the approved project shall be subject to the zoning and development standards in effect on the date of submittal of a complete

application for such modifications or subsequent development and/or commencement of such use.

GARDEN GROVE

Exhibit "B"

A-040-2024, & PUD-019-2024



LEGEND

SUBJECT SITE(S)
APN: 090-671-07

NOTES

1. SITE ADDRESS – 12828 NEWHOPE STREET
2. CURRENT ZONING: R-1 (SINGLE-FAMILY RESIDENTIAL)
3. PROPOSED ZONING: PUD-019-2024 WITH AN R-3 (MULTIPLE-FAMILY RESIDENTIAL) BASE ZONE

CITY OF GARDEN GROVE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING SERVICES DIVISION
APRIL 2024

Attachment 4

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE APPROVING (1) ZONING AMENDMENT NO. A-040-2024 TO AMEND THE CITY'S OFFICIAL ZONING MAP TO CHANGE THE ZONING OF AN APPROXIMATLY 0.88-ACRE PARCEL LOCATED ON THE EAST SIDE OF NEWHOPE STREET, NORTH OF GARDEN GROVE BOULEVARD, AT 12828 NEWHOPE STREET, ASSESSOR'S PARCEL NO. 090-671-07, FROM R-1 (SINGLE-FAMILY RESIDENTIAL) TO RESIDENTIAL PLANNED UNIT DEVELOPMENT (PUD-019-2024) ZONING WITH AN R-3 (MULTIPLE-FAMILY RESIDENTIAL) BASE ZONE; AND (2) RESIDENTIAL PLANNED UNIT DEVELOPMENT NO. PUD-019-2024 TO FACILITATE THE DEVELOPMENT OF A 15-UNIT RESIDENTIAL DETACHED CONDOMINIUM PROJECT ON THE SUBJECT SITE

CITY ATTORNEY SUMMARY

This Ordinance approves an amendment to the City's official zoning map to change the zoning of an approximately 0.88-acre parcel located at 12828 Newhope Street (Assessor's Parcel No. 090-671-07), from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone to permit and facilitate a new multiple-family residential project consisting of fifteen (15) detached condominium units, along with associated site improvements. This Ordinance also approves residential Planned Unit Development No. PUD-019-2024 establishing residential planned unit development zoning regulations applicable to the subject site. The residential project authorized by Planned Unit Development No. PUD-019-2024 shall be implemented through development in compliance with Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024, as approved by the Garden Grove City Council on _____ __, 2024.

THE CITY COUNCIL OF THE CITY OF GARDEN GROVE FINDS AND DETERMINES AS FOLLOWS:

WHEREAS, Olson Urban Housing, LLC., the applicant, submitted a request to develop a 0.88-acre site with a new multiple-family residential project consisting of fifteen (15) residential units, along with associated site improvements, on properties located on the east side of Newhope Street, north of Garden Grove Boulevard, at 12828 Newhope Street, Assessor's Parcel No. 090-671-07 (the "Property"); and

WHEREAS, the applicant has requested the following approvals to facilitate the proposed development: (i) zoning map amendment to re-zone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone; (ii) residential Planned Unit Development to facilitate the development of the project; (iii) Site Plan approval to construct fifteen (15) three-story detached homes along with associated site improvements; (iv) with a Vesting Tentative Tract Map to create

a one-lot subdivision for the purpose of selling each dwelling unit as a condominium; and (v) a Variance to deviate from the minimum property size to establish a residential Planned Unit Development (collectively, the "Project"); and

WHEREAS, the Property currently has a General Plan Land Use Designation of Medium Density Residential (MDR) and is zoned R-1 (Single-Family Residential); and

WHEREAS, Planned Unit Development No. PUD-019-2024 with an R-3 (Multiple-Family Residential) base zone will establish zoning regulations governing the Property and the development of the proposed residential project; and

WHEREAS, the implementation provisions and standards of development for Planned Unit Development No. PUD-019-2024 are set forth in Planning Commission Resolution No. 6086-24 and shall apply to the initial development of the residential project; the base zone shall be R-3 (Multiple-Family Residential); and the project shall be implemented through development in compliance with Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024, as approved by the Garden Grove City Council, including all related conditions of approval and/or duly approved amendments thereto; and

WHEREAS, development of the proposed Project will not require the replacement of any occupied or vacant protected units pursuant to Subdivision (b) of Government Code Section 66300.6; and

WHEREAS, an Initial Study and proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program have been prepared for the Project in accordance with the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.* ("CEQA"), and CEQA's implementing guidelines, California Code of Regulations, Title 14, Section 15000 *et seq.;* and

WHEREAS, following a public hearing held on April 18, 2024, the Garden Grove Planning Commission adopted: (1) Resolution No. 6086-24 recommending the Garden Grove City Council to approve Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024; (2) Resolution No. 6087-24 recommending that the City Council approve Site Plan No. SP-136-2024, Variance No. V-042-2024, and Vesting Tentative Tract Map No. TT-19298, subject to specified Conditions of Approval; and (3) Resolution No. 6088-24 recommending that the City Council adopt a Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the Project; and

WHEREAS, pursuant to a legal notice, a Public Hearing regarding the Project and the Mitigated Negative Declaration was held by the City Council on _____ __, 2024, and all interested persons were given an opportunity to be heard; and

WHEREAS, concurrently with the adoption of this Resolution, the City Council adopted Resolution No. _____ adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project, and Resolution No. _____ approving Site Plan No. SP-136-2024, Variance No. V-042-2024, and Vesting Tentative Tract Map No. TT-19298; and

WHEREAS, the City Council gave due and careful consideration to the matter during its meeting of _____ __, 2024, and considered all oral and written testimony presented; and

WHEREAS, the City Council hereby incorporates by reference the findings and reasons set forth in Planning Commission Resolution No. 6086-24 and makes the following findings regarding Zoning Amendment No. A-040-2024:

A. Amendment No. A-040-2024 is internally consistent with the goals, policies, and elements of the General Plan.

B. Amendment No. A-040-2024 is deemed to promote the public interest, health, safety and welfare.

C. The proposed zone change will ensure a degree of compatibility with surrounding properties and uses.

D. The parcels covered by the proposed amendment to the Zoning Map are physically suitable for the requested land use designation(s), compatible with the surrounding land uses, and consistent with the General Plan.

E. Approval of Amendment No. A-040-2024 is consistent with Government Code Section 66300 because it will increase the permitted residential density of the subject parcel and will not change the zoning of the subject parcels to a less intensive use or reduce the intensity of land use within a zoning district below what was allowed under zoning for the parcel in effect on January 1, 2018.

F. The "No Net Loss" provisions of Government Code Section 65863 and Section 9.60.030 of the Garden Grove Municipal Code do not apply because approval of Amendment No. A-040-2024 will not require or permit the reduction of the allowable residential density for any housing element parcel.

WHEREAS, the City Council hereby incorporates by reference the findings and reasons set forth in Planning Commission Resolution No. 6086-24 and makes the following findings regarding Planned Unit Development No. PUD-019-2024:

A. That the location, design and proposed uses are compatible with the character of existing development in the vicinity and will be well integrated into its setting.

B. That the plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding or access streets.

C. That the provision is made for both public and private open spaces.

D. That provision is made for the protection and maintenance of private areas reserved for common use.

E. That the quality of the project achieved through the planned unit development zoning is greater than could be achieved through traditional zoning.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE DOES ORDAIN AS FOLLOWS:

Section 1. The City Council finds that the above recitals are true and correct.

Section 2. City Council Resolution No. ____ adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project is incorporated herein by reference with the same force and effect as if set forth in full herein.

Section 3. The facts and reasons stated in Planning Commission Resolution No. 6086-24 recommending approval of Zoning Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024, a copy of which is on file in the Office of the City Clerk, are hereby incorporated herein by reference with the same force and effect as if set forth in full.

Section 4. Zoning Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024 are hereby approved, subject to the implementation provisions and development standards set forth in Planning Commission Resolution No. 6086-24.

Section 5. The property shown on the map attached hereto is hereby zoned to residential Planned Unit Development zoning (PUD-019-2024) with R-3 (Multiple-Family Residential) base zoning, as shown thereon. Zone Map part Q-12 is amended accordingly.

Section 6. Severability. If any section, subsection, subdivision, sentence, clause, phrase, word, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The

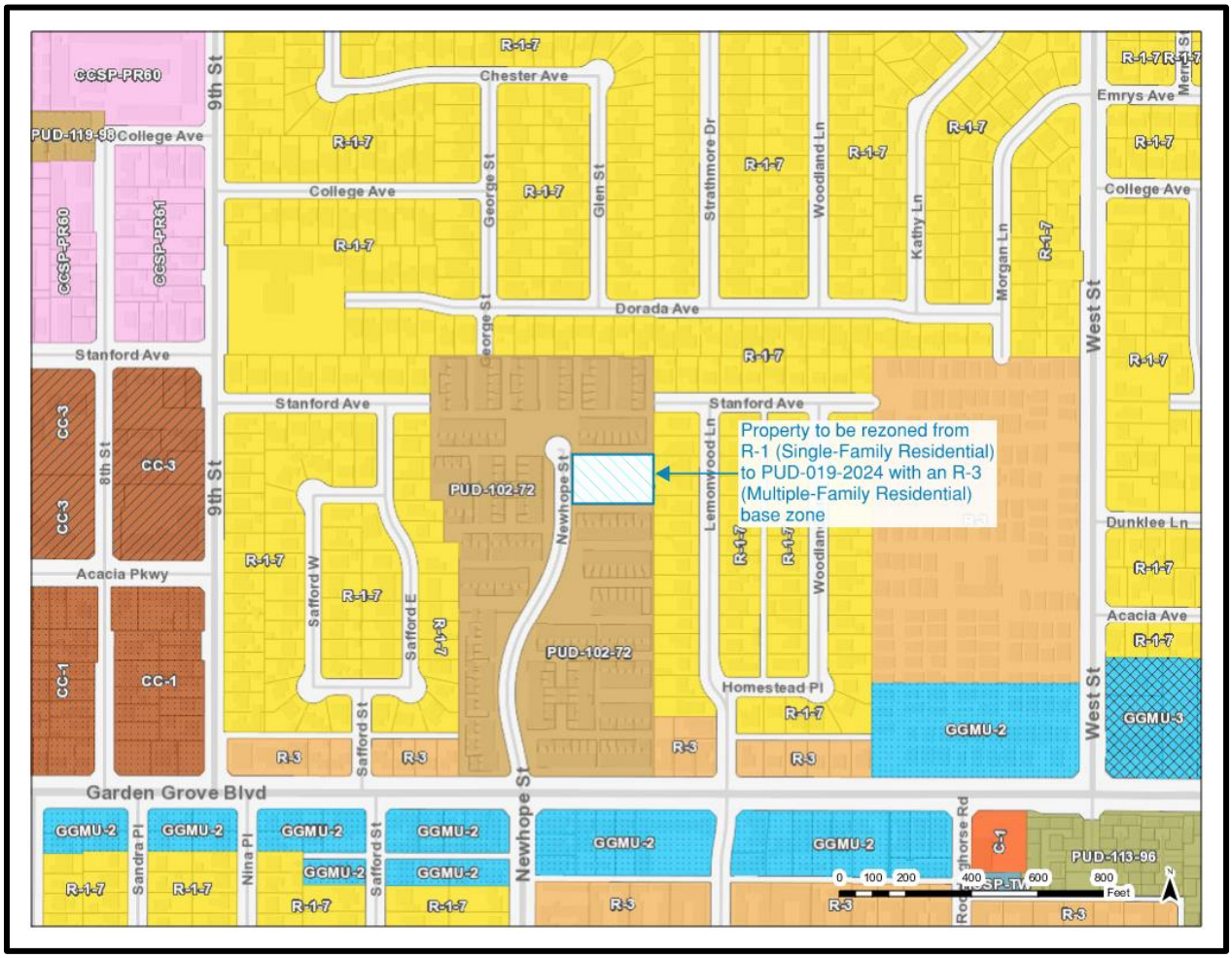
City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, word, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, words, or portions thereof be declared invalid or unconstitutional.

Section 7. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and posted pursuant to the provisions of law and this Ordinance shall take effect on the date that is thirty (30) days after adoption.

GARDEN GROVE

Exhibit "A"

A-040-2024, & PUD-019-2024



LEGEND

SUBJECT SITE(S)
APN: 090-671-07

NOTES

1. SITE ADDRESS – 12828 NEWHOPE STREET
2. CURRENT ZONING: R-1 (SINGLE-FAMILY RESIDENTIAL)
3. PROPOSED ZONING: PUD-019-2024 WITH AN R-3 (MULTIPLE-FAMILY RESIDENTIAL) BASE ZONE

CITY OF GARDEN GROVE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING SERVICES DIVISION
APRIL 2024

Attachment 5

RESOLUTION NO. 6087-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THAT THE CITY COUNCIL APPROVE SITE PLAN NO. SP-136-2024, VESTING TENTATIVE TRACT MAP NO. TT-19298, AND VARIANCE NO. V-042-2024 FOR A PROPERTY LOCATED ON THE EAST SIDE OF NEWHOPE STREET, NORTH OF GARDEN GROVE BOULEVARD, AT 12828 NEWHOPE STREET, ASSESSOR'S PARCEL NO. 090-671-07.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on April 18, 2024, does hereby recommend that the City Council approve Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 for the property located on the east side of Newhope Street, north of Garden Grove Boulevard, at 12828 Newhope Street, Assessor's Parcel No. 090-671-07, subject to (i) the Conditions of Approval attached hereto as "Exhibit A"; (ii) City Council adoption and effectiveness of an Ordinance approving Zoning Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024; and (iii) City Council approval of a Resolution adopting a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the Project.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Olson Urban Housing, LLC., with authorization of property owner, the Frederick H. Bruggeman Trust.

2. The applicant has requested the following approvals to facilitate the proposed development: (i) zoning map amendment to re-zone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone; (ii) residential Planned Unit Development to facilitate the development of the project; (iii) Site Plan approval to construct fifteen (15) three-story detached homes along with associated site improvements; (iv) a Vesting Tentative Tract Map to create a one-lot subdivision for the purpose of selling each dwelling unit as a condominium; and (v) a Variance to deviate from the minimum property size to establish a residential Planned Unit Development (collectively, the "Project").

3. Pursuant to the California Environmental Quality Act CEQA), Public Resources Code Section 21000 et. seq., and the CEQA guidelines, 14 California Code of Regulations Sec. 15000 et. seq., an initial study was prepared, and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration because the proposed Project with implementation of the proposed mitigation measures cannot, or will not, have a significant effect on the environment. A Mitigation Monitoring and Reporting Program (MMRP) has

been prepared and is attached to the Mitigated Negative Declaration listing the mitigation measures to be monitored during project implementation. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were prepared and circulated in accordance with CEQA and CEQA's implementing guidelines.

4. Concurrently with its adoption of this Resolution, the Planning Commission also adopted (A) Resolution No. 6086-24 recommending that the City Council approve (i) Zoning Amendment No. A-040-2024 to amend the City's Official Zoning Map to change the zoning of the subject property from R-1 (Single-Family Residential) to Residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone, and (ii) residential Planned Unit Development No. PUD-019-2024 to establish development standards to facilitate the development of the project, and (B) Resolution No. 6088-24 recommending that the City Council adopt a Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the Project. The facts and findings set forth in Resolution No. 6086-24 and Resolution No. 6088-24 are hereby incorporated into this Resolution by reference.

5. The property has a General Plan Land Use designation of Medium Density Residential (MDR), and is currently zoned Single-Family Residential (R-1). The subject 0.88-acre lot is currently improved with a vacant single-family dwelling.

6. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.

7. The report submitted by City staff was reviewed.

8. Pursuant to a legal notice, a public hearing was held on April 18, 2024, and all interested persons were given an opportunity to be heard.

9. The Planning Commission gave due and careful consideration to the matter during its meeting of April 18, 2024, and considered all oral and written testimony presented regarding the Project, the Initial Study, and the Mitigated Negative Declaration.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.32.030 and 9.40.060, are as follows:

FACTS:

The project site is currently comprised of an approximately 38,775 square-foot (0.88 acres) parcel on the east side of Newhope Street, north of Garden Grove Boulevard. The site is currently developed with a vacant single-family residence. The subject site has a General Plan Land Use designation of Medium Density Residential (MDR) and is zoned R-1 (Single-Family Residential). The property abuts R-1 zoned properties developed with single-family dwellings to the east. To the north, south, and west, across Newhope Street, the subject site is adjacent to the Garden Park Townhomes condominium development, within the Planned Unit Development No. PUD-102-72 zone.

The proposed project will consist of fifteen (15), three-story detached single-family style condominium units. Each unit is approximately 1,675 square feet, and will consist of three (3) or four (4) bedrooms, two (2) or three (3) full bathrooms, one (1) or two (2) half bathrooms, an attached two-car garage, and a front porch. Associated site improvements will consist of a private drive aisle, visitor parking adjacent to the main entrance, driveways at each garage with additional parking spaces, a common recreation area, private open space areas at the rear yards of each lot, and site landscaping improvements.

The project site's MDR land use designation is intended for the development of mainly multi-family residential neighborhoods that: provide a variety of housing types; provide access to schools, parks, and other community services; provide a high-quality architectural design that preserves privacy; provide common spaces, recreation areas and services convenient to residents; provide an excellent environment for family life; and preserve residential property values. The MDR land use designation allows for a residential density of up to 32 dwelling units per acre.

FINDINGS AND REASONS:

SITE PLAN

1. The proposed development project is consistent, in compliance, and conformity with the applicable, objective standards, provisions, conditions or requirements of the General Plan, Title 9, or other applicable ordinances or policies of the City.

   The proposed project includes the construction of fifteen (15) residential units, along with associated site improvements, including, but not limited to a private drive aisle, visitor parking adjacent to the main entrance, driveways at each garage with additional parking spaces, a common recreation area, private open space areas at the rear yards of each lot, and site landscaping improvements.

   With the approval of Amendment No. A-040-2024, and Planned Unit Development No. PUD-019-2024, the subject site will be zoned PUD-019-2024 with an R-3 (Multiple-Family Residential) base zone. The MDR land use designation is intended to create, maintain, and enhance residential areas

characterized by mostly traditional multi-family apartments, condominiums, and townhomes. The MDR land use designation is implemented by the R-3 zone, which is intended to provide for a variety of types and densities of multiple-family residential dwellings. The proposed project is also consistent with several goals and policies of the City's General Plan, including the following:

Policy LU-2.2: Strive to provide a diverse mix of housing types, along with uniformly high standards of residential property maintenance to preserve residents' real estate values and their high quality of life. The proposed development of fifteen (15) for-sale units will add to the mix of diverse housing types in the immediate neighborhood. The proposed development will ensure maintenance of all common areas, such as the private drive aisle, guest parking areas, the common recreation area, and street frontage landscaping, which will be the responsibility of the Homeowner's Association to ensure proper maintenance that preserves the residents' real estate values. Furthermore, the project will contribute to meeting the City's Regional Housing Needs Allocation (RHNA), as well as the Housing Element policies.

Policy LU-2.4: Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The site is located within a residential neighborhood, characterized by the Garden Park Townhomes condominium development to the north, west, and south. To the east, the project abuts R-1 (Single-Family Residential) zoned properties. The proposed development, with a density of seventeen (17) units per acre is appropriate, as it will not only provide opportunities for new housing developments, but also be consistent with the surrounding lower density neighborhood.

Goal LU-4: The City seeks to develop uses that are compatible with one another. The 0.88-acre site is proposed to be improved with fifteen (15) three-story, detached, residential units, at seventeen (17) units per acre. This is within the allowable density of thirty-two (32) units per acre of the R-3 base zoning and the MDR General Plan land use designation of the property. The proposed project is within the allowed density of the MDR land use designation and similar in scale to the adjoining residential neighborhood. The proposed design will consist of three-story detached condominium units, which are allowed by the proposed R-3 base zoning. Thus, the project is similar both in land use intensity and physical scale of the adjoining residential neighborhood.

Policy LU-4.1: Locate higher-density residential uses within proximity of commercial uses to encourage pedestrian traffic, and to provide a consumer base for commercial uses. The site is located within a residential neighborhood with nearby access to Garden Grove Boulevard, a major commercial area. Approval of the proposed Zoning Map Amendment will facilitate the development of an existing property with fifteen (15) condominium units. The construction of the new residential units would increase the local population, and add to the consumer base for commercial services within the immediate vicinity.

Goal H-2: Housing supply to accommodate housing needs at all affordability levels. The proposed project will provide fifteen (15) new, market-rate, for-sale housing units and increase housing opportunities. The number of units will further contribute to meeting the City's Regional Housing Needs Allocation (RHNA).

Policy H-3.1: Maintain land use policies and regulations that create capacity for the development of a range of residential development types that can fulfill local housing needs, including accessory dwelling units, low-density single-family uses, moderate-density townhomes and middle housing, higher-density apartments and condominiums, senior housing, and mixed-use projects. The proposed project would facilitate the development of a vacant single-family property with fifteen (15), detached, market-rate, residential units. This moderate-density multiple-family development will provide a net increase of fourteen (14) units, as compared to the existing condition of the property, creating additional housing capacity.

Policy CD-7.1: Encourage future development and redevelopment projects to reinforce district scale, identity, and urban form. The site is surrounded on three sides by the existing Garden Park Townhomes development. The proposed development has been developed, to the greatest extent possible to be consistent with the existing townhome community. The proposed project will be consistent with the form and scale of the immediate neighborhood.

2. The provisions of the California Environmental Quality Act have been complied with.

   Pursuant to the California Environmental Quality Act CEQA), Public Resources Code Section 21000 et. seq., and the CEQA guidelines, 14 California Code of Regulations Sec. 15000 et. seq., an Initial Study was prepared and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration because the proposed Project with implementation of the proposed mitigation measures cannot, or will not, have a significant effect on the environment. A Mitigation Monitoring and Reporting Program has been prepared and is attached to the Mitigated Negative Declaration listing the mitigation measures to be monitored during project implementation. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were prepared and circulated in accordance with CEQA and CEQA's implementing guidelines. Therefore, the provisions of the California Environmental Quality Act have been complied with. Pursuant to Resolution No. 6088-24, the Planning Commission recommended that the City Council adopt a Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the Project.

3. The proposed development project does not have specific, adverse impacts, as defined in subdivision (j)(1)(A) of Government Code Section 65589.5, on public health and safety without any feasible method to satisfactorily mitigate

or avoid the specific adverse impact, other than the disapproval of the proposed project.

The proposed fifteen (15) residential unit development will not have specific, adverse impacts on public health and safety. The proposed project is within the maximum allowable density, is compatible with surrounding uses, is similar in scale to the adjoining neighborhood, and is consistent with land use types and intensities in the immediate neighborhood. Furthermore, the Project will contribute to meeting the City's Regional Housing Needs Allocation (RHNA), as well as the Housing Element policies.

VESTING TENTATIVE TRACT MAP

1. That the proposed map is consistent with the General Plan.

The proposed project includes the construction of fifteen (15) residential units, along with associated site improvements, including, but not limited to a private drive aisle, visitor parking adjacent to the main entrance, driveways at each garage with additional parking spaces, a common recreation area, private open space areas at the rear yards of each lot, and site landscaping improvements.

With the approval of Amendment No. A-040-2024, and Planned Unit Development No. PUD-019-2024, the subject site will be zoned PUD-019-2024 with an R-3 (Multiple-Family Residential). The MDR land use designation is intended to create, maintain and enhance residential areas characterized by mostly traditional multi-family apartments, condominiums, and townhomes. The MDR land use designation is implemented by the R-3 zone, which is intended to provide for a variety of types and densities of multiple-family residential dwellings. The proposed project is also consistent with several goals and policies of the City's General Plan, including the following:

Policy LU-2.2: Strive to provide a diverse mix of housing types, along with uniformly high standards of residential property maintenance to preserve residents' real estate values and their high quality of life. The proposed development of fifteen (15) for-sale units will add to the mix of diverse housing types in the immediate neighborhood. The proposed development will ensure maintenance of all common areas, such as the private drive aisle, guest parking areas, the common recreation area, and street frontage landscaping, which will be the responsibility of the Homeowner's Association to ensure proper maintenance that preserves the residents' real estate values. Furthermore, the project will contribute to meeting the City's Regional Housing Needs Allocation (RHNA), as well as the Housing Element policies.

Policy LU-2.4: Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The site is located within a residential neighborhood, characterized by the Garden Park Townhomes condominium development to the north, west, and south. To the east, the project abuts R-1 (Single-Family Residential) zoned properties. The proposed

PUD zone with an R-3 base zone, allowing for up to seventeen (17) units per acre is appropriate, as it will not only provide opportunities for new housing developments, but also be consistent with the surrounding lower density neighborhood.

Goal LU-4: The City seeks to develop uses that are compatible with one another. The 0.88-acre site is proposed to be improved with fifteen (15) condominium units, at seventeen (17) units per acre, which is within the allowable density of 32 units per acre otherwise allowed under the R-3 base zoning and the MDR General Plan Land Use Designation. The proposed PUD will, however, limit the maximum density to 17 units per acre. The proposed project is within the allowed density of the MDR land use designation and similar in scale to the adjoining residential neighborhood. The proposed design will consist of three-story units, which are allowed by the R-3 base zone. Thus, the project is similar both in land use intensity and physical scale of the adjoining residential neighborhood.

Policy LU-4.1: Locate higher-density residential uses within proximity of commercial uses to encourage pedestrian traffic, and to provide a consumer base for commercial uses. The site is located within a residential neighborhood characterized, with nearby access to Newhope Street and Garden Grove Boulevard. Approval of the proposed Zoning Map Amendment will facilitate the development of a vacant single-family developed property with fifteen (15) condominiums. The construction of the new residential units would increase the local population and add to the consumer base for commercial services within the immediate neighborhood.

2. That the design and improvement of the proposed subdivision is consistent with the General Plan.

   The subject site has a General Plan land use designation of MDR (Medium Density Residential). The applicant is requesting Vesting Tentative Tract Map No. TT-19298 approval to create a one-lot subdivision for the purpose of developing the site with fifteen (15) for-sale, detached residential condominium units (17 units per acre). The MDR land use designation is intended to create, maintain and enhance residential areas characterized by mostly traditional multi-family apartments, condominiums, and townhomes. The MDR Land Use Designation allows a density up to thirty-two (32) units per acre. Thus, by proposing fifteen (15) condominium units, the project is consistent with the State Subdivision Map Act, and the General Plan.

3. That the site is physically suitable for the proposed type of development.

   The site is physically suitable for the type of development proposed by the developer and complies with the spirit and intent of the MDR General Plan land use designation. The proposed 0.88-acre site will consist of fifteen (15) three-story units, which would be allowed under the proposed R-3 base zone, and is

consistent with the General Plan. The residential Planned Unit Development has been designed in a manner that is compatible with the surrounding neighborhood. As designed, the site is able to accommodate fifteen (15) units, along with parking, landscaping, private and common recreation areas, setbacks, and building height standards. Therefore, the property is sufficient in size to accommodate the proposed development.

4. That the requirements of the California Environmental Quality Act have been satisfied.

   Pursuant to the California Environmental Quality Act CEQA), Public Resources Code Section 21000 et. seq., and the CEQA guidelines, 14 California Code of Regulations Sec. 15000 et. seq., an Initial Study was prepared, and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration because the proposed Project with implementation of the proposed mitigation measures cannot, or will not, have a significant effect on the environment. A Mitigation Monitoring and Reporting Program has been prepared and is attached to the Mitigated Negative Declaration listing the mitigation measures to be monitored during project implementation. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were prepared and circulated in accordance with CEQA and CEQA's implementing guidelines.

5. That the site is physically suitable for the proposed density of the development.

   The subject property has a General Plan land use designation of MDR, which is intended to create, maintain and enhance residential areas characterized by mostly traditional multi-family apartments, condominiums, and townhomes. The R-3 base zone, as proposed under A-040-2024, in conjunction with the existing MDR land use designation, allow a residential density up to thirty-two (32) units per acre. The proposed project will consist of fifteen (15) units which is within that allowable density. The proposed PUD development standards have also been designed to be consistent with the surrounding residential neighborhoods. As designed, the site is able to accommodate fifteen (15) units, along with parking, landscaping, private and common recreation areas, setbacks, and other development standards of the proposed PUD. Therefore, the property is physically suitable for the proposed density of the development, as allowed under the MDR land use designation, and the proposed PUD-019-2024 with R-3 base zoning.

6. That the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

   The design of the residential subdivision and the proposed improvements are not likely to cause serious public health problems. Additionally, certain

conditions of approval will be in place to further safeguard public health. The proposed subdivision has been designed to comply with the intent of the MDR General Plan land use designation, and the R-3 (multiple-Family Residential) base zone. City Departments, including the Traffic Division, Water Division, Engineering Division and the Planning Services Division, and the Orange County Fire Authority (OCFA) have reviewed the proposed development and have applied conditions of approval to minimize potential impacts that the project may have on the community, including public health.

7. That the design of the subdivision and the proposed improvements will not conflict with easements of record or easements established by court judgment acquired by the public at large for access through or use of property within the proposed subdivision; or, if such easements exist, that alternate easements for access or for use will be provided, and that these will be substantially equivalent to the ones previously acquired by the public.

   The design of the residential subdivision and the proposed improvements will not conflict with easements of record, or easements established by court judgment acquired by the public at large for access through or use of property within the proposed subdivision. The project has been designed to avoid development over existing easements.

8. That the design and improvement of the proposed subdivision are suitable for the uses proposed, and the subdivision can be developed in compliance with the applicable zoning regulations.

   Under the proposed Amendment No. A-040-2024, the City's Official Zoning Map will be amended to rezone the project site from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone, to facilitate the development of the proposed fifteen (15) unit project, and to ensure consistency with the existing General Plan Land Use Designation of Medium Density Residential (MDR).

   The proposed Zoning Map amendment will facilitate the development of the proposed fifteen (15) unit condominium project. The site's proposed detached, small-lot subdivision style housing is compatible with the surrounding area, which consists of a mix of multiple-family and single-family residential uses. Accordingly, the PUD zone with the R-3 base zone is appropriate for the site, as it will be consistent with the variety of residential developments in the immediate area. In addition, the site has access to all necessary public infrastructure to adequately serve the proposed development.

   The design and improvement of the subdivision, as proposed under Vesting Tentative Tract Map No. TT-19298 is suitable for the fifteen (15) proposed residential units. The proposed subdivision has been specifically designed to

accommodate the fifteen (15) residential units on the subject property, and to create a one-lot subdivision for the purpose of selling each unit as a condominium. Therefore, the design and improvement of the proposed subdivision is suitable for the proposed use and the subdivision can be developed in compliance with the MDR land use designation, and the proposed residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone.

9. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision.

To the extent feasible, the project has been designed in accordance with Government Code Section 66473.1, such as to allow for passive or natural heating opportunities in the subdivision design, to encourage the orientation of structures to take advantage of shade and prevailing breezes, to allow solar access for passive heating and opportunities for placement of shade trees and other vegetation for cooling.

10. That the design, density and configuration of the subdivision strikes a balance between the effect of the subdivision on the housing needs of the region and of public service needs that the character of the subdivision is compatible with the design of existing structures.

The proposed Vesting Tentative Tract Map No. TT-19298 would create a one-lot subdivision to sell each of the fifteen (15) proposed residential units as a condominiums. The project has been reviewed in relation to the housing needs and goals of the City, and is compatible with the existing developments in the immediate vicinity, including the Garden Park Townhomes. The proposed development will increase the number of residential units, and further the goals of the Housing Element of the General Plan. The proposed subdivision would allow for the sale of each proposed residential unit. This design is similar to the surrounding Garden Park Townhomes development. Moreover, the project complies with the density requirements of the General Plan, as well as the proposed Residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone.

11. That the lot sizes of the subdivision are substantially the same as the lot sizes within the general area.

The proposed Vesting Tentative Tract Map No. TT-19298 would create a one-lot subdivision to sell each of the fifteen (15) proposed residential units as a condominiums. The proposed subdivision would allow for the sale of each proposed residential unit. This design is similar to the surrounding Garden Park Townhomes development. Moreover, the project complies with the density requirements of the General Plan, as well as the proposed Residential

Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone.

12. The subject property is not located within a state responsibility area or a very high fire hazard severity zone, the proposed subdivision is served by local fire suppression services, and the proposed subdivision meets applicable design, location, and ingress-egress requirements.

    The subject property is not located within a state responsibility area or a very high fire hazard severity zone. The Orange County Fire Authority (OCFA) has reviewed the proposed subdivision, and found that the project will be adequately served by local fire suppression services, and the proposed subdivision meets applicable design, location, and ingress-egress requirements. Furthermore, the project has been conditioned to comply with all OCFA requirements relating to fire suppression services, and emergency access.

13. The discharge of waste from the proposed subdivision into the existing sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board. The conditions of approval for on and off-site improvements will ensure permitted capacity of the public sewer system is not exceeded.

    The Water Services Division has reviewed the project, and found that there is sufficient sewer capacity to support the project. So long as the project adheres to the Conditions of Approval, as recommended, the Water Services Division does not anticipate that the discharge of waste from the proposed subdivision will result in any violation of California Regional Water Quality Control Board requirements.

VARIANCE

Section 9.12.030.020.C.2 of the Municipal Code requires all residential Planned Unit Developments to provide a minimum lot size of one (1) acre. The subject lot is 0.88 acres in area, which is less than the minimum. Therefore, a Variance is required for the establishment of the PUD zone, and to allow a deviation from the minimum lot size requirement for a residential PUD.

Pursuant Garden Grove Municipal Code Section 9.32.030.D.6, in order to grant a property owner's request for a Variance, the Planning Commission must make each of the following five (5) findings:

1. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use or development of

the property that do not apply generally to other property in the same zone or neighborhood.

Approval of this Variance will allow the project to deviate from the minimum one-acre lot size required for the establishment of the requested residential Planned Unit Development. There are exceptional or extraordinary circumstances or conditions applicable to the property involved that do not apply generally to other similar properties in the immediate vicinity, within the same zone, or other similarly zoned properties throughout the City.

The subject site is surrounded and constrained by previously developed Garden Park Townhomes to the north, south, and west, across Newhope Street. The Garden Park Townhome development was constructed in 1973, under Planned Unit Development No. PUD-102-72. The subject property remained as an R-1 (Single-Family Residential) zoned property, developed with a single-family home.

The resulting development of the Garden Park Townhomes created a situation where a single-family property was left in the midst of a multiple-family development. This is an exceptional and extraordinary circumstance wherein the rest of the neighborhood is developed with multiple-family developments, but the subject parcel is zoned for R-1 single-family residential uses. This circumstance has ultimately left the subject property unable to develop multiple-family residences, akin to the Garden Park Townhomes that surround the property, and also pulls access from Newhope Street.

The requested Planned Unit Development will help facilitate the development of residential units, to be sold as condominiums, similar to the Garden Park Townhomes. The Garden Park Townhomes were approved in 1972, under Planned Unit Development No. PUD-102-72. The Planned Unit Development adopted for the townhomes do not meet the current Municipal Code standards, for amongst other things, setbacks, parking, and required open space. Therefore, the proposed Planned Unit Development is necessary to establish development standards that are more consistent and compatible with the development standards of the Garden Park Townhome approval in 1972.

The granting of the requested Variance will allow for the establishment of a Planned Unit Development that will allow for the subject parcel to develop in a manner consistent with the surrounding neighborhood.

2. That such Variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone, but which is denied to the subject property.

Approval of this Variance will allow the project to deviate from the minimum one-acre lot size required for the establishment of the requested residential Planned Unit Development. The project site currently has an R-1 (Single-Family Residential) zoning, and an MDR (Medium Density Residential) land use

designation. The MDR land use is implemented through higher density residential zones, such as the R-3 (Multiple-Family Residential) zone. The current R-1 zoning of the property only allows for single-family development. Adoption of a Planned Unit Development will allow for a multiple-family residential development that is more akin to those implemented by the R-3 zone. Thus, the PUD rectifies an existing condition wherein the subject property is denied development rights that would otherwise be granted to a property within the MDR Land Use Designation.

Within the immediate vicinity of the subject lot is the Garden Park Townhomes. These townhomes were originally constructed in 1973, and are also implemented under a Planned Unit Development within the MDR Land Use Designation. The requested Variance for minimum PUD acreage would grant the subject property land use entitlements that would be substantially similar to the Garden Park Townhomes. Accordingly, approval of the proposed Variance will not set a precedent, and will allow the applicant to enjoy a substantial property right possessed by the Garden Park Townhomes, and other, similar residential Planned Unit Developments.

3. That the granting of a Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such zone or neighborhood in which the property is located.

Approval of this Variance will allow the project to deviate from the minimum one-acre lot size required for the establishment of the requested residential Planned Unit Development.

The Variance will not adversely affect surrounding properties, which are developed with existing residential uses. The existing Garden Park Townhomes to the north, west, and south, and the single-family residential properties to the east will remain unaffected by the granting of the Variance, allowing a residential PUD of less than one acre. Specifically, the PUD allows for a maximum density of residential units (17 units/acre) that is less than the maximum density ordinarily allowed by the MDR Land Use Designation (32 units/acre). Approving the Variance, allowing the PUD, helps implement a potentially less impactful residential development, as proposed, than what would otherwise be allowed by the General Plan, and allow for the subject parcel to develop in a manner consistent with the neighborhood.

Also as a part of the project application, the City has conducted a thorough environmental review, under California Environmental Quality Act (CEQA) guidelines, and found that any environmental impacts would be less than significant, provided certain mitigation measures are implemented. A discussion of the CEQA process is also found in this report.

The project will be required to comply with all applicable building, and life-safety codes and regulations to ensure that there are no adverse impacts on public health, safety, or welfare. Furthermore, the proposal has been reviewed

by all City departments in order to ensure compliance with all applicable Municipal Code provisions. Provided the project complies with the Conditions of Approval, the approval of the Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such zone or neighborhood in which the property is located.

4. That the granting of such Variance will not adversely affect the City's General Plan.

   The General Plan does not explicitly impose a minimum lot size for a residential Planned Unit Development zone. Therefore, the proposed Variance from the minimum residential Planned Unit Development lot size will not adversely affect the General Plan.

   Furthermore, the Medium Density Residential (MDR) General Plan Land Use Designation is intended to create, maintain and enhance residential areas characterized by mostly traditional multi-family apartments, condominiums, townhomes, and single-family small-lot subdivisions. The proposed PUD is consistent with the intent of the MDR Land Use Designation. As proposed, the PUD would facilitate the development of a detached condominium community, at a residential density that is consistent with the scale of the surrounding Garden Park Townhomes and single-family development.

   The project site currently has an R-1 (Single-Family Residential) zoning, and an MDR (Medium Density Residential) General Plan Land Use Designation. The MDR designation is implemented through higher density residential zones, such as the R-3 (Multiple-Family Residential) zone. The current R-1 zoning of the property would only allow for single-family development. Adoption of a Planned Unit Development will allow for a multiple-family residential development that is more akin to those implemented by the R-3 zone. Thus, the PUD ultimately makes the subject property and zoning more in conformance with the General Plan than the existing condition.

   The proposed project will be consistent with the spirit and intent of the General Plan, furthering its goals, policies, and implementation programs. The project would also help meet the community's need for a variety of residential uses in the MDR Land Use Designation. Therefore, the granting of the requested Variance will not adversely affect the City's General Plan.

5. That approval of the Variance is subject to such conditions as will assure that it does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated.

   Approval of this Variance will allow the project to deviate from the minimum one-acre lot size required for the establishment of the requested residential Planned Unit Development. The project site currently has an R-1 (Single-Family Residential) zoning, and an MDR (Medium Density Residential) General

Plan Land Use Designation. The MDR designation is implemented through higher density residential zones, such as the R-3 (Multiple-Family Residential) zone. The current R-1 zoning of the property would only allow for single-family development. Adoption of a Planned Unit Development will allow for a multiple-family residential development that is more akin to those implemented by the R-3 zone. The proposed density of the project (17 units per acre) is within the maximum density allowed under the MDR land use designation (maximum 32 units per acre).

The surrounding Garden Park Townhome development was approved in 1972, and was established through its own Planned Unit Development No. PUD-102-72. The proposed Planned Unit Development, subject to the approval of the subject Variance, will establish development standards, similar to, and consistent with the existing Garden Park Townhome Development. This includes, but is not limited to, standards for maximum residential densities, building heights, setbacks, parking, and common and private open spaces. These development standards, with the R-3 base zone, are based on the development standards of the City's small-lot subdivision ordinance. The conditions established by these proposed development standards help ensure a development similar to the surrounding neighborhood.

Thus, there is no special privilege granted. The approval of the Variance does not grant any development opportunities inconsistent with those afforded to other properties in the neighborhood, namely the Garden Park Townhomes. Furthermore, so long as the Conditions of Approval are adhered to for the life of the project, the Variance will not grant any special privileges.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference the facts and findings set forth in the staff report and in Resolution Nos. 6086-24 and 6088-24.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan, Vesting Tentative Tract Map, and Variance possess characteristics that would justify the request in accordance with Municipal Code Sections 9.32.030.D.3 (Site Plan), Section 9.40.060 (Tentative Maps), Section 9.32.030.D.6 (Variance), and 9.60.020 (Review of Housing Development Projects).

2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "A") shall apply to Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024.

EXHIBIT "A"

Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. 19298, & Variance No. V-042-2024

12828 Newhope Street

CONDITIONS OF APPROVAL

General Conditions

1. The applicant and each owner of the property shall execute, and the applicant shall record a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office, on the property. Proof of such recordation is required within 30 days of the approval.

2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to the project applicant, the owner(s) and tenant(s) of the property, and each of their respective successors and assigns, including all subsequent purchasers and/or tenants. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the applicable City hearing body, except as otherwise provided herein.

3. Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. 19298, and Variance No. V-042-2024 only authorizes the development of a fifteen (15) unit, detached, single-family style of housing project, as depicted on the plans submitted by the applicant and made a part of the record of the _____ __, 2024, City Council proceedings. Approval of this Plan, Vesting Tentative Tract Map, and Variance shall be contingent upon approval of Zoning Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024, and shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.

4. Minor modifications to the approved Site Plan, and/or these Conditions of Approval may be approved by the Community Development Department Director, in his or her discretion. Proposed modifications to the approved project and/or these Conditions of Approval that would result in the intensification of the project, or create impacts that have not been previously addressed and which are determined by the Community Development Department Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.

5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Engineering Division

Project Design

6. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks, basement, and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit per the requirements of the Orange County Health Department and the mitigation requirements of governing regulatory requirements. The report shall make recommendations for foundations and pavement structural section design of interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and the implementation of water quality for storm water runoff, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.

7. Prior to the issuance of any grading or building permits, the applicant shall submit to the City for review and approval a final design Water Quality Management Plan that:

    a. Addresses required mitigation Site Design Best Management Practices (BMPs) based upon the latest Santa Ana Regional Water Quality Control Board (SARWQCB) Drainage Area Management Plan (DAMP) as identified in the geotechnical report recommendations and findings, including, but not limited to, infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas as required by the latest adopted County of Orange Technical Guidance Document (TGD).

    b. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.

    c. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.

    d. Incorporates structural and Treatment Control BMPs as defined in the DAMP.

    e. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.

f. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.

g. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.

h. Provides a hydrological analysis with scaled map as well as hydrologic and hydraulic calculations to size storm drains per the Orange County RDMD standards.

8. Parkway culverts shall be designed per City of Garden Grove Standard Plan B-209. Storm drain lateral pipe connections to City-maintained storm drains within City rights-of-way shall be RCP, with a minimum diameter of eighteen inches (1'-6").

9. Grading plans prepared by a registered Civil Engineer are required. As required under Section 107 of the California Building Code (CBC), the grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to thirty feet (30'-0") outside the boundary, and designed to preclude cross lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan showing all existing utility facilities, easements and proposed utility facilities. All onsite improvements shall be tied by horizontal dimensional control to the property boundary as established by survey. A minimum uninterrupted twenty-foot (20'-0") wide throat access to the site is required from the street for multiple-family residential projects, and shall meet the requirements of the California Fire Code throughout the site. Vehicle maneuvering, as demonstrated by Auto Turn along private streets and access ways, shall be demonstrated on the grading plan. Street improvement plans shall conform to all format and design requirements of the City Standard Drawings & Specifications. All demolition and grading plans shall incorporate the mitigation measures set forth in Mitigation Measure NOI-2, described in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

10. All vehicular access drives to the site shall be provided in locations approved by the City Traffic Engineer. (Policies and Procedures – TE-17)

11. The applicant shall coordinate with the Planning Services Division and Orange County Fire Authority to identify proper emergency vehicle access to the site, and shall provide the Engineering Division a copy of the approval letters upon first submittal of the grading and street improvement plans.

12. The applicant shall complete the following for the tract map:

a. Prior to recordation of a tract map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Sections 7 9 330, and 7 9 337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City in AutoCAD DWG format.

b. Prior to recordation of a tract map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital graphics file of said map in a manner described in Sections 7 9 330 and 7 9 337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City in AutoCAD DWG format.

c. Prior to issuance of a grading permit, the applicant shall submit to the Engineering Division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description, and the plat for review and approval of the tract map.

d. All subdivision mapping shall be concurrently reviewed by the City Engineering Division and the County of Orange Survey Department. The applicant shall forward all plan check comments received from the County of Orange Survey Department to the City of Garden Grove's Engineering Division upon receipt from the county.

13. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition, and Section 1110A of the California Building Code.

14. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502 and State mandated commercial organic recycling law-AB 1826, including any other applicable State recycling laws related to refuse, recyclables, and/or organics:

a. Potential conflicts with fire code access requirements and garbage pickup routing for access activities shall be considered in implementation of design and source control. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD 32 for additional information.

b. The trash containers shall be located to allow pick-up and maneuvering, including turnarounds, and concrete aprons for roll-out areas.

c. Pursuant to State mandated commercial organic recycling law, including AB 1826 and SB 1383 and its implementing regulations, the applicant is

required to coordinate storage and removal of the organics waste with local recycling/trash company.

d. Pursuant to applicable state mandated laws, the applicant is required to contact and coordinate with the operations manager of the local recycling/trash company (Republic Services, 800-700-8610) to ensure the trash enclosure includes the appropriate size and number of containers for the disposal of items such as, but may not limited to, municipal solid waste (MSW), recyclables, and organic green waste.

e. Based on the amount of waste disposed, per week, the applicant shall coordinate with the local recycling/trash company to ensure the adequate frequency of trash pick-up is serviced to the site for municipal solid waste (MSW), recyclables, and organic green waste, including any other type of waste.

f. The applicant shall ensure large bulk items, intended for coordinated and scheduled pick-up by the local recycling/trash company, are not placed in areas that encroach into drive aisles, parking spaces, pedestrian pathways, or areas in the front of the property including areas public right-of-way (e.g., street, sidewalk), during and after construction. Any large bulk items shall be out of public vantage points.

g. The requirements for the trash enclosure and design criteria are bound and coordinated with the Water Quality Management Plan (WQMP), when required, as depicted on the project grading plan, which shall be incorporated into the WQMP by narrative description, exhibits and an Operation and Maintenance Plan (O&M).

15. Any new or required block walls and/or retaining walls shall be shown on the grading plans, both in plan-view and cross sections. Cross sections shall show vertical and horizontal relations of improvements (existing and proposed) on both sides of property lines. Required wall heights shall be measured vertically from the highest adjacent finished grade. Block walls shall be designed in accordance to City of Garden Grove Standard B-504, B-505, B-506, and B-508, or designed by a professional registered engineer. In addition, the following shall apply:

a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division prior to installation.

b. Openings for drainage through walls shall be shown in section details and approved by the City Engineer. Cross-lot drainage is not allowed.

c. The applicant shall remove any existing substandard driveway approaches, curbs, sidewalks, ADA ramps, access gate, pavement

sections, tree well and landscaping, and construct Newhope Street frontage improvements as identified below. All landscape, irrigation, sidewalk, and lighting improvements installed within the public rights-of-way shall be maintained by the applicant and shall require the approval of the City Engineer, Public Works Street Division, and Planning Services Division.

d. Existing substandard driveways on Newhope Street shall be removed and replaced with new curb, gutter, and sidewalk per City standards and specifications.

e. The applicant is prohibited from installing any vehicle access gate at the main entrance of the project on Newhope Street.

f. The new driveway approaches to the site on Newhope Street shall be constructed in accordance with Garden Grove Standard B-121.

g. The applicant shall install red curb near driveway approaches on Newhope Street per approved site plan.

h. The applicant shall remove the existing improvements fronting the project on Newhope Street and construct new minimum four-foot (4'-0") wide sidewalk panels in accordance with City of Garden Grove Standard B-105. The owner/contractor shall verify the placement limits of sidewalk concrete panels with public works inspector prior to start of construction.

i. The applicant shall construct curb and gutter when replacing any existing driveway approach along the property frontage on Newhope Street in accordance with City Standard Plan B-114.

j. The applicant shall locate all existing public utilities across the property frontage and within the property boundary of the project prior to commencement of grading operation and mobilization.

k. Street signs shall be installed as required and approved by the City Traffic Engineer.

16. The applicant shall coordinate with the Planning Services Division and Public Works Street Division before placing any type of landscaping within the public right-of-way and proposed landscape area fronting Newhope Street. Any proposed new landscaping in said areas shall be maintained by the owner.

17. Driveway Opening Policy shall be in accordance with City's Traffic Policy & Procedures TE-8.

18. Sight Distance Standards shall be in accordance with City's Traffic Policy & Procedures TE-13.

19. Development Review and Comment Sheet shall be in accordance with City's Traffic Policy & Procedures TE-17.

20. Private Property Tow Away Sign Design shall be in accordance with City's Traffic Policy & Procedures TE-19.

21. No Parking Fire Lane Sign Design shall be in accordance with City's Traffic Policy & Procedures TE-20.

22. Traffic Impact Mitigation Fees shall be in accordance with Garden Grove City Council Resolution 9401-16.

23. Parking lot layout shall be in accordance with City Standard B-311 & B-312.

24. Off-street parking requirements for residential uses shall be in accordance with Section 7-9-70.3 of the Orange County Code of Ordinances.

25. A maneuvering area shall be provided at the end of the dead-end drive aisle, and shall consist of two (2) eight-foot-by-fifteen-foot (8'-0" x 15'-0") wide turnaround spaces.

Permit Issuance

26. The applicant shall be subject to Traffic Mitigation Fees, In-Lieu Park Fees Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule in effect as of the date the Applicant's application for a vesting tentative map was deemed complete (March 29, 2024).

27. A separate street permit is required for work performed within the public right-of-way.

28. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance in effect as of the date the Applicant's application for a vesting tentative map was deemed complete (March 29, 2024).

29. The applicant shall identify a temporary parking site(s) for construction crew and construction trailers office staff prior to issuance of a grading permit. No construction parking is allowed on local streets. Construction vehicles should be parked off traveled roadways in a designated parking area. Parking areas, whether on-site or off-site, shall be included and covered by the erosion control plans.

30. Prior to issuance of a grading permit, the applicant shall submit and obtain approval of a worksite traffic control plan for all the proposed improvements within public right-of-way, and shall be subject to the review and approval of the City Traffic Engineer.

Project Construction/Operation

31. The applicant shall coordinate with City's Public Works Department (engineering, water services and streets division) and setup appointments for preconstruction inspections for all the onsite and offsite improvements prior to commencement of grading operation and mobilization.

32. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters onsite during construction, unless an Encroachment Permit is obtained for placement in street.

33. The applicant and his contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California-licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. The applicant and their contractor shall also re-set the tie monuments where curb or curb ramps are removed, and replaced or new ramps are installed. The Applicant and their contractor shall be liable for, at their expense, any resurvey required due to their negligence in protecting existing ties, monuments, benchmarks, or any such horizontal and vertical controls. Temporary Benchmarks shall not be used for Vertical control. Benchmarks shall be to the National Geodetic Vertical Datum (NGVD).

34. Heavy construction truck traffic and hauling trips, and any required lane closures, shall occur outside peak travel periods. Peak travel periods are considered to be from 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m.

35. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:

    a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.

    b. Demonstrate that the applicant is prepared to implement and maintain all non-structural BMPs described in the Project WQMP.

c. Demonstrate that an adequate number of copies of the approved Project WQMP are available onsite.

d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.

Water Services Division

36. New water service installations and fire services shall be installed by developer/owner's contractor per City Standards. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted.

37. Water meters shall be located within the City right-of-way, or within a dedicated waterline easement. Fire services and large water services three inches (0'-3") and larger, shall be installed by contractor with Class A or C-34 license, per City water standards, and inspected by approved Public Works inspection.

38. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection, should a large meter for multiple units be proposed. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross-connection inspector shall be notified for inspection after the installation is completed. The owner shall have RPPD device tested once a year thereafter by a certified backflow device tester, and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.

39. It shall be the responsibility of the applicant to abandon any existing private water well(s) per Orange County Health Department requirements. Abandonment(s) shall be inspected by Orange County Health Department inspector after permits have been obtained.

40. A composite utility site plan shall be part of the water plan approval.

41. Water systems within private streets shall be constructed per City Standards by developer, and dedicated to the City. Bonding will be required.

42. There shall be a minimum fifteen-foot (15'-0") clearance of building footings from water main. Clearances less than fifteen feet (15'-0") shall be reviewed and approved by the Water Services Division.

43. There shall be no structures or utilities built on, or crossing water, or sewer main easements.

44. New utilities shall have a minimum five-foot (5'-0") horizontal, and a minimum one-foot (1'-0") vertical clearance from water main and appurtenances.

45. There shall be a minimum clearance from sewer main and water main of ten feet (10'-0") from outside of pipe to outside of pipe.

46. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.

47. If a fire sprinkler system is required, and individual water meters and services are proposed off public water main, meters, and services shall be installed per City Standard B-719, which specifies a residential fire sprinkler connection (RFSC) on the backside of the meter.

48. Should a private water main onsite be proposed, and the units are required to have fire sprinkler system, a separate fire service with above ground DCDA device will be required.

49. Any fire service and private fire hydrant lateral shall have above-ground backflow device with a double-check valve assembly. The device shall be tested immediately after installation, and once a year thereafter by a certified backflow device tester, and the results to be submitted to the Water Services Division. The device shall be on private property and is the responsibility of the property owner. The above-ground assembly shall be screened from public view, as required by the Planning Services Division.

50. If applicable, water meters and boxes shall be installed upon payment of applicable fees, and after new water system (including water services) pass all bacteriological and pressure tests.

51. No permanent structures, trees, or deep-rooted plants shall be placed over sewer or water mains.

52. Any existing water services currently serving the property are to be abandoned at the water main with a stainless steel repair clamp.

53. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority (OCFA).

54. Contractor shall abandon any existing unused sewer lateral(s) at street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug, and encased in concrete. Only one sewer connection per lot is allowed.

55. Owner shall install a new private sewer main with clean-out at the right-of-way line and laterals on-site. The sewer main connection in public right-of-way shall be a minimum six-inch (0'-6") diameter, extra strength VCP with

wedgelock joints and inspected by GGSD. All on-site sewer and appurtenances to be installed per the California Plumbing Code, and inspected by the Building and Safety Division.

56. All perpendicular crossings of the sewer, including laterals, shall maintain a minimum vertical separation of twelve inches (1'-0") below the water main, outer diameter to outer diameter. All exceptions to the above require a variance from the State Water Resources Control Board. Potholing is required to confirm separations.

57. If a water main is exposed during installation of sewer lateral, a twenty-foot (20'-0") section of the water main shall be replaced with twenty feet (20'-0") of PVC C-900 DR-14 Class 305 water pipe, size in kind, and centered at the crossing.

Orange County Fire Authority

58. The applicant shall comply with all applicable Orange County Fire Authority (OCFA) requirements, including but not limited to the Fire Master Plan.

Building and Safety Division

59. Terms and Conditions of the Covenants, Conditions, and Restrictions (CC&Rs) shall be incorporated onto the construction plans for reference on how common areas, drainage, site improvements, access and maintenance will affect units.

60. All work shall comply with the latest edition of the California (CA) Building Standards Code (CBC) at time of permit application.

Planning Services Division

61. The applicant shall submit detailed plans showing the proposed location of utilities and mechanical equipment to the Community Development Department, Planning Services Division for review and approval prior to submitting plans into the Building and Safety Division Plan Check process. The project shall also be subject to the following:

    a. Above-ground utility equipment (e.g. electrical, gas, telephone, cable TV) shall not be located in the street setback, within the common areas, or any parking areas, and such equipment shall be screened by densely planted and maintained landscaped hedges or a fence or wall. Ground-mounted equipment shall not exceed the maximum allowable height for a wall, fence, or hedge.

    b. Roof-mounted mechanical equipment shall be screened by parapet walls, rooftop architectural features such as a tower equal to the height

of the equipment, or low walls surrounding the equipment and shall be painted to match the color of the building materials.

c. No exterior piping, plumbing, or mechanical ductwork shall be permitted on any exterior façade and/or be visible from any public right-of-way or adjoining property. Roof rain gutters are permitted. The rain gutters shall follow the natural architecture lines of the building.

62. All landscaping shall be consistent with the landscape requirements of Title 9 of the Municipal Code. The developer shall submit a complete landscape plan governing the entire development. The landscape irrigation plans shall include type, size, location and quantity of all plant material. The landscape plan shall include irrigation plans and staking and planting specifications. All landscape irrigation shall comply with the City's Landscape Ordinance and associated Water Efficiency Guidelines. The landscape plan is also subject to the following:

a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plan. The sprinklers shall be of drip or micro-spray system sprinkler heads for water conservation.

b. Forty percent (40%) of the trees on the site shall consist of minimum size 24-inch box, and the remaining 60 percent (60%) shall be of minimum size 15 gallons. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, drought-tolerant species shall be used.

c. All landscape areas, including the areas located within the public rights-of-ways along Newhope Street that abuts the subject property, are the responsibility of the applicant/property owner(s).

d. Trees planted within ten feet (10'-0") of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low-height variety to ensure safe sight clearance. All trees planted on the subject property, whether for screening the project from the neighboring lots or for aesthetic or selling/marketing purposes, shall have an irrigation system installed in order maintain the trees.

e. All trees shall be double-staked in accordance with City standards.

f. Enhanced landscape treatment shall be provided in the five-foot (5'-0") wide site perimeter setback between the block wall and the street frontage property line. The enhanced landscaping within this area shall include trees, shrubs, vines, and flowering ground covers and turf in a hierarchical design order.

g. The landscape treatment along the street frontage, including the area designated as public right-of-way, shall incorporate the landscape area between the sidewalk and the development wall with ground cover, shrubs and bushes, and trees that highlight the project's entrance as well as enhance the exterior appearance along Newhope Street. The plant material for the entrance shall be the type to inhibit graffiti such as vines and dense growing shrubs and bushes, and shall be maintained.

h. Clinging vines shall be installed within the landscape planters along the perimeter block walls to deter graffiti.

i. Fifty percent (50%) of all required shrubs shall be a minimum size of five (5) gallons at time of planting.

j. Live groundcover shall be planted and maintained where shrubbery is not sufficient to cover exposed soil. Mulch may be used in place of groundcover where groundcover will not grow or where groundcover will cause harm to other plants, but not more than 30% of the groundcover area shall have the mulch substitute.

k. Groundcover plants shall be planted at a density and spacing necessary for them to become well established and provide surface coverage within 18 months of planting.

l. The landscape plan shall incorporate and maintain for the life of the project those means and methods to address water run-off also identified as Low Impact Development provisions, which address water run-off. This is to also to be inclusive of any application of Water Quality Management Plans (WQMP), Drainage Area Management Plans (DAMP) and any other water conservation measures applicable to this type of development.

m. The irrigation system shall comply with all applicable provisions of the City's Water Conservation Ordinance, the City's Municipal Code landscape provisions, and all applicable state regulations.

n. All above-ground utilities (e.g. water backflow devices, electrical transformers, irrigation equipment) shall be shown on the landscaping plan in order to ensure proper landscape screening will be provided.

63. Permitted hours and days of construction and grading shall be as follows, and all work shall be comply with the noise regulations set forth in Chapter 8.47 of the City of Garden Grove Municipal Code:

a. Monday through Friday – not before 7:00 a.m. and not after 5:00 p.m.

b. Saturday – not before 8:00 a.m. and not after 5:00 p.m. All construction activity on Saturday shall be limited to interior construction only.

c. Sunday and Federal Holidays – no construction shall occur.

64. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust) that includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, and the use methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible. Also, use of solar, low emission water heaters, and low sodium parking lot lights, shall be required to ensure compliance with Title 24.

65. The applicant shall prepare Covenants, Conditions, and Restrictions (CC&R's) for review and approval by the City Attorney's office and Community Development Department prior to the issuance of building permits. The approved CC&R's shall be recorded at the same time that the subdivision map is recorded and two copies (a hard copy and an electronic copy) of the recorded CC&R's shall be provided to the Planning Services Division. The CC&R's shall include the following stipulations and/or provisions:

a. All units shall maintain the ability to park two cars within the garages at all times. Unless otherwise permitted by State Law, garages shall not be converted to any other use.

b. There shall be no business activities, day care, or garage sales conducted within or from the garages.

c. Parking spaces in the garages shall be made available to the occupants of the unit at all times.

d. Residents shall not park or store vehicles anywhere on the site except within the designated parking spaces in the garages for their dwelling unit. However, the two (2) unassigned, open guest parking spaces may be utilized by residents or guests for temporary parking. Any issues arising from the use, application, or restriction of such open parking spaces shall be at the resolve of the Homeowner's Association.

e. All graffiti vandalism shall be abated within the premises. Best management practices shall be implemented to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, an necessary. Graffiti shall be

removed/eliminated as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.

f. Each residence shall be utilized as one (1) dwelling unit. No portion of any residence shall be utilized or rented as a separate dwelling unit.

g. The CC&R's shall include provisions providing the owners or tenants a means of contacting persons responsible for site maintenance, repairs, trash pick-up, and other related matters for a development of this type. This shall also include scheduling of maintenance of such items as the recreation area, landscape area maintenance, etc. This also includes ensuring tree overhangs do not block or hinder any vehicles such as street sweepers, trash trucks, fire trucks, etc., from maneuvering around the cul-de-sac.

h. Storage of boats, recreational vehicles, or commercial vehicles on the property is prohibited.

i. The CC&R's shall include stipulations that maintenance of the private drive aisles, storm drain, sewer system, and open space areas within the interior of the development, and the landscape setback areas outside the development walls adjacent to Newhope Street is the responsibility of the Homeowner's Association, including the common landscaped areas.

j. Each unit shall have a minimum of 150 cubic feet of storage space, which may be provided in the garage parking areas, and typical closet space within the unit shall not count toward this requirement.

k. Each unit shall maintain a private open space area with minimum dimensions of ten feet (10'-0") by twenty-five feet (25'-0"). This area shall be open and unobstructed from the ground to the sky.

l. All recreation areas, landscaping along the front and side yards of each unit, the project site entryway, landscaped areas in all common areas, and any landscaping within the public right-of-way shall be maintained for the life of the project and such maintenance provisions shall be included in the CC&R's.

m. The common recreation areas, as identified on the approved site plan, shall be equipped with outdoor furniture and playground equipment, subject to review by the Planning Services Division, and Building and Safety Division.

n. There shall be no parking allowed along the private street, except within the designated parking areas. All curbs not designated as parking areas

shall be painted red. The applicant shall post "No Parking" signs along the drive aisle.

o. The maintenance of the private street, storm drains, sewer system, and open space areas is the responsibility of the applicant and property owner(s), including the common recreation areas, and the common landscape areas.

p. Each unit shall be provided with an air conditioning condensing unit and/or system so that there are no wall-mounted, or window mounted units. If units are located on the roof, an architectural design of the roof areas shall be done to effectively screen such units from adjacent properties and the public right-of-way.

q. Mailboxes shall be provided and installed by the applicant. The local postmaster shall approve the design and location.

r. Each unit shall be provided with washer and dryer hook-ups.

s. The Conditions of Approval for Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 shall be incorporated into the CC&Rs, and provisions corresponding to any applicable Conditions of Approval shall be included in the CC&Rs.

t. The following provisions shall be included within the CC&R's (in substantially the same form as below or as otherwise approved by the City Attorney):

i. Compliance with Stormwater Quality Regulations. The Homeowner's Association shall implement, and fund implementation of, the Operation and Maintenance ("O&M") Plan for the Property, which was approved by the City as part of the Water Quality Management Plan ("WQMP") required for development of the Property, and shall operate and maintain the Best Management Practices ("BMPs") described in the O&M Plan for the Property, which includes:

a. Description of all post-construction BMPs (non-structural and structural),

b. Description of the Property owner's(s') responsibilities and required training of persons performing BMP implementation, operation and maintenance,

c. Implementation frequency and operating schedule,

d. Inspection/maintenance frequency and schedule,

e. Specific maintenance activities,

f. Required permits from resource agencies, if any,

g. Forms to be used in documenting implementation, operation and maintenance activities,

h. Recordkeeping requirements.

A copy of the approved O&M Plan is described in the current WQMP for the Project, as it may be amended from time to time according to its terms, which is on file with the City of Garden Grove Community Development Department, and is incorporated herein by this reference. The Committee shall maintain a copy of the current WQMP at a location on the Property.

The Property shall be, and the Homeowner's Association shall ensure that the Property is used and maintained in full compliance with the provisions of the O&M Plan and Chapter 6.40 (Stormwater Quality) of the Garden Grove Municipal Code, as it may be amended. The City shall have the right to inspect the Property for the purpose of verifying compliance with this provision. The City of Garden Grove shall be an intended third-party beneficiary to this provision. The City shall have the right and authority, but not the obligation, to enforce this provision by any legal or equitable means, or by any method available to the Property owners as provided elsewhere in the Declaration, against the Declarant, Homeowner's Association, Owners, their successors and assigns, or other persons in possession of the Property. This provision shall not be amended or terminated without the written approval of the City of Garden Grove Community Development Department.

ii. Enforcement: The City is hereby made a party to this Declaration solely for purposes of enforcing its provisions and the Conditions of Approval of PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024. The City, its agents, departments and employees shall have the unrestricted right and authority, but not the obligation, to enforce the provisions of this Declaration and the Conditions of Approval of PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024. In the enforcement of this Declaration, the City shall not be limited to the procedures or processes described in this Declaration and may use any remedy provided under law or equity, including the City's Municipal Code. The City, its agents, departments and employees may further refuse to issue any building, electrical or

plumbing permit that may be in violation of these Declarations or Amendment No. A-040-2024, Planned Unit Development No. PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 approvals. However, the City shall not be liable for failing or refusing to enforce the provisions of these Declarations or the Conditions of Approval of PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024. The alternative dispute resolution provisions set forth in Section / Article [SECTION] of this Declaration shall not apply to or legally bind the City.

iii. Assessments: The City may levy special assessments against the properties in connection with its actions to enforce the conditions of this Declaration or Amendment No. A-040-2024, Planned Unit Development No. PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 approvals, or to abate the violation thereof. The City shall have the same power as the Association to levy special assessments pursuant to the provisions of [SECTION] of this Declaration in the event that it incurs expenses in the enforcement of the conditions of these Declarations or PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 approvals. Notice of intention to make such assessment shall be mailed by the City to the Owner of each affected [LOT/UNIT] affording the Owner thirty (30) days' notice to satisfy or reimburse the City's expenditure. In the event of the failure of any Owner of any affected [LOT/UNIT] to reimburse the City within thirty (30) days, notice of such assessment shall be mailed by the City to said Owner, and said assessment shall thereafter be due as a separate debt to the City within thirty (30) days following the mailing of such notice. Any such delinquent assessment may be and may become a lien upon the interest of the defaulting Owner in the [LOT/UNIT] upon the execution by the City and the recording in the Orange County Recorder's office of a notice of delinquent assessment under the same conditions that the Association could record the same pursuant to the provisions of [SECTION]. The City may foreclose on such notice of delinquent assessment in the same manner and with the same power as the Association could foreclose on such notice pursuant to the provisions of [SECTION]. It is the intent of Declarant, which intent shall be binding upon all of Declarant's successors in interest in the Properties, that the City shall be deemed an interest holder pursuant to the provisions of these Declarations in order to enforce the rights which have been given to the City generally in these Declarations and specifically pursuant to this Section.

iv. Attorney Fees: The City shall be entitled to recover its attorney's fees incurred in connection with its actions to enforce the conditions of these Declarations or Amendment No. A-040-2024, Planned Unit Development No. PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 approvals, or to abate the violation thereof.

v. Public Safety Access: The Police and Fire Department personnel may enter upon any part of the common area for the purpose of enforcing State and Local laws.

vi. Modification/Termination: This Declaration shall not be terminated or substantially amended without the prior written approval of the City of Garden Grove Community Development Department.

66. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the Planning Services Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Lighting shall be provided throughout all private drive aisles and entrances to the development per City standards for street lighting. Lighting in the common areas shall be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences.

67. All units shall be equipped with a minimum of three cubic feet of space for the collection and storage of refuse and recyclable material. All exterior collection areas shall be located within a screened yard.

68. Decorative stamped concrete or pavers shall be provided within the front twenty feet (20'-0") for the driveway along Newhope Street. The final design and configuration shall be shown on the final site plan, grading plan, and landscape plans.

69. Second and third-story windows, on side and rear building sides shall be located to avoid direct views from those windows, balconies, and decks into any immediately opposite windows and private recreation areas of residential dwelling units on adjacent properties. Where second-story windows are oriented toward an adjacent property's private recreation area, one or more of the following measures shall be provided:

a. High-windows with a minimum sill height of six feet (6'-0"), as measured from the finished floor.

b. View-obscuring treatment such as wing walls.

c. Obscure, opaque, or frosted fixed (non-slider) windows.

d. A row of screening/canopy trees evenly spaced shall be placed along the property line(s), which shall be of a minimum height that blocks any direct views. Screening/canopy trees shall be maintained in perpetuity.

70. All new block walls, and/or retaining wall(s), including existing block walls to remain, if any, shall be shown on the grading plans. Block walls shall be developed to City Standards or designed by a Registered Engineer and shall be measured from on-site finished grade. The applicant shall provide the following:

a. Decorative masonry walls are required along the north, south, east, and west property lines and shall be constructed to a minimum height of 6'-0", up to a maximum of 7'-0", as measured from highest point of finished grade. Whether new or existing, the block walls shall be decorative and utilize stucco finish, slump stone or split-face block. Street-facing perimeter walls shall include trailing vines, hedges planted along the base of the exterior face, or other landscaping treatments that deter graffiti.

b. The applicant shall work with the existing property owners along the project perimeter in designing and constructing the required perimeter block walls. This requirement is to avoid having double-walls and minimize any impact that it might cause to the existing landscaping on the neighbor's side as much as possible. The perimeter block wall shall be constructed and situated entirely within the subject property. In the event that the applicant cannot obtain approval from the property owners, the applicant shall construct the new wall with a decorative cap to be placed between the new and existing walls. In the event the location of a new wall adjacent to an existing wall or fence has the potential to affect the landscape planter, then the applicant shall work with City Staff to address this situation. The Community Development Director shall be authorized to approve minor alterations the size and/or location of the landscape planter to accommodate the placement of such wall.

71. During construction, if paleontological or archaeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with applicable law. In the event that fossil specimens or cultural resources are encountered on the site during construction and cannot be preserved in place, the applicant shall contact and retain, at applicant's expense, a qualified paleontologist or archaeologist, as applicable, acceptable to the City to evaluate and determine appropriate treatment for the specimen or resource, and work in the vicinity of the discovery shall halt until appropriate assessment and treatment of the specimen or resource is determined by the paleontologist or archeologist (work can continue elsewhere on the project site). Any mitigation, monitoring, collection, and specimen/resource treatment

measures recommended by the paleontologist/archaeologist shall be implemented by the applicant at its own cost.

72. The applicant shall comply with the Migratory Bird Treaty Act (MBTA), and Sections 3503, 3503.5, and 3515 of the California Fish and Game regulations, which require the protection of active nests of all bird species, prior to the removal of any on-site landscaping, including the removal of existing trees.

73. All mitigation measures that are part of the Mitigated Negative Declaration that was adopted in conjunction with approval of Amendment No. A-040-2024, Planned Unit Development No. PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 shall be implemented. In addition, the project is subject to the Mitigation Monitoring and Reporting Program adopted by the City Council as part of the Mitigated Negative Declaration. In order to assist the City to verify that all required project mitigation measures and project design features are complied with in a timely manner, a project-specific mitigation-monitoring program for monitoring all applicable project-related mitigation measures shall be prepared by the developer/applicant and approved by the Planning Services Division prior to issuance of building permits. Said mitigation monitoring program shall be implemented during project construction through completion. The developer/applicant shall provide the City with a report demonstrating adherence to all mitigation measures quarterly or otherwise upon request.

74. Final Vesting Tentative Tract Map No. TT-19298 shall be approved by the City and recorded by the applicant prior to issuance of building permits for the proposed development.

75. The applicant shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 and his/her agreement with all conditions of the approval.

76. The applicant shall, as a condition of Project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Amendment No. A-040-2024, Planned Unit Development No. PUD-019-2024, Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including but not limited to any award of attorney fees to a party challenging such project approval. The

City shall retain the right to select its counsel of choice in any action referred to herein.

77. In accordance with Garden Grove Municipal Code Sections 9.32.160 and 9.40.070.A, respectively, the rights granted pursuant to Site Plan No. SP-136-2024, Vesting Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 shall be valid for a period of two years from the effective date of the ordinance approving Zoning Amendment No. A-040-2024 and Planned Unit Development No. PUD-019-2024. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of the Municipal Code, the rights conferred by Site Plan No. SP-136-2024, and Variance No. V-042-2024 shall become null and void if the subject development and construction necessary and incidental thereto is not commenced within two (2) years of the expiration of the appeal period and thereafter diligently advanced until completion of the project. In the event construction of the project is commenced but not diligently advanced until completion, the rights granted pursuant to Site Plan No. SP-136-2024, and Variance No. V-042-2024 shall expire if the building permits for the project expire.

78. Prior to issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the name and address of the development, and the developer's name, address, and a 24-hour emergency telephone number.

79. The Conditions of Approval set forth herein include certain development impact fees and other exactions. Pursuant to Government Code §66020(d), these Conditions of Approval constitute written notice of the amount of such fees. The applicant is hereby notified that the 90-day protest period, commencing from the effective date of approval of Site Plan No. SP-136-2024, Tentative Tract Map No. TT-19298, and Variance No. V-042-2024 has begun.

Exhibit "B"

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET

MITIGATION MONITORING AND REPORTING PROGRAM

MM No.	Mitigation Measure	Method of Verification	Timing of Implementation	Enforcing Party	Remarks	Initials	Date
Cultural Resources							
CUL-1	**Unanticipated Discovery of Archaeological Resources.** Prior to issuance of grading permits, the Applicant shall provide educational material designed to assist Project construction crews identify potential archaeological resources during grading. These materials shall specify the following procedures to be followed if resources are discovered, and shall be distributed to construction crews prior to initiation of construction activities. In addition, construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find and the City shall be immediately notified. A qualified archaeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A shall flag the area in the field and shall evaluate the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code. If the find is considered a "unique archaeological resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Planning Services Division; Building and Safety Division)	Planning: Building:	Planning: Building:	Planning: Building:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
CUL-1	**Unanticipated Discovery of Archaeological Resources – *Continued.*** Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred method of handling as to avoid any adverse impacts to the "unique archaeological resource." All recovered and salvaged resources shall undergo an identification process. The permanent preservation of the unique archaeological resource by an established accredited professional repository selected by the archaeologist, or repatriation of the recovered resources in cooperation with the designated most likely descendant shall occur as needed. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the developer/applicant's expense. The archaeologist shall prepare a comprehensive report complete with methods and results that shall be submitted to the City of Garden Grove Building and Safety Division, the South Central Coastal Information Center, and the State Historic Preservation Office (SHPO), if required.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Planning Services Division; Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
CUL-1	**Unanticipated Discovery of Archaeological Resources – *Continued.*** Prior to commencement of grading activities, the City of Garden Grove Building and Safety Division shall verify that all project grading and construction plans include specific requirements regarding Public Resources Code Section 21083.2(g) and the treatment of archaeological resources as specified herein.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Planning Services Division; Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
		Geology and Soils					
GEO-1	**Unanticipated Discovery of Paleontological Resources.** If evidence of subsurface paleontological resources is found during construction activities, excavations within 50 feet of the find shall cease and the construction contractor shall contact the City of Garden Grove Community Development Director. With direction from the Community Development Director, a qualified paleontologist certified by the County of Orange shall be retained to evaluate the find prior to resuming construction activities in the immediate vicinity of the find. If the City of Garden Grove determines the resource is significant and cannot be immediately recovered or a then the qualified paleontologist shall prepare and execute a Paleontological Resources Mitigation Program (PRMP) for the salvage and curation of the identified resource(s). The PRMP shall specify the fieldwork and laboratory methods to be undertaken, curation requirements, proposed staff qualifications, and whether the entire resource is to be collected or a specified statistically significant sample.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Building and Safety Division; Community Development Director)	Building: Director:	Building: Director:	Building: Director:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
Hazards and Hazardous Materials							
HAZ-1	**Asbestos.** Prior to demolition activities, the Applicant shall provide an asbestos survey conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos is present in concentrations greater than 1 percent in construction materials. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure.	Monitoring/ Field Inspection	Prior to Demolition Activities	Community Development Department (Building and Safety Division; City Building Official)	Building: City Building Official:	Building: City Building Official:	Building: City Building Official:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
HAZ-1	**Asbestos - *Continued.*** Asbestos shall be removed when the material is in poor physical condition and there is sufficient space for the removal technique. Asbestos shall be encapsulated when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. Asbestos shall be enclosed when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise. The State certified asbestos containment contractor shall provide evidence acceptable to the City Building Official that asbestos surveys, containment and removal have been completed as required by SCAQMD.	Monitoring/ Field Inspection	Prior to Demolition	Community Development Department (Building and Safety Division, City Building Official)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
			Noise				
NOI-1	**Construction Noise.** The Project contractor shall implement the following best management practices: 1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 10:00 p.m. No construction activities are permitted during nighttime hours or holidays. 2. During all Project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. 3. Equipment shall be shut off and not left to idle when not in use. 4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest sensitive receptor buildings during all Project construction activities. 5. The Project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the Project site during construction.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During Construction	Community Development Department (Building and Safety Division)	Building:	Building:	Building:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
NOI-1	**Construction Noise - *Continued.*** 6. Heavy construction truck traffic and hauling trips, and any required lane closures shall occur outside peak travel periods. Peak travel periods are considered to be from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. 7. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors. 8. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the Project site with the contact phone number.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	During Construction	Community Development Department (Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
	Tribal Cultural Resources						
TRC-1	**Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** A. The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to demolition that involves removing footings or other structures at depths of 2 feet and beyond, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	Prior to commencement of ground-disturbing activities (Execution of monitoring agreement) During Ground-Disturbing Activities (monitoring)	Community Development Department (Planning Services Division; Building and Safety Division)	Planning: Building:	Planning: Building:	Planning: Building:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
TRC-1	**Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities - *Continued.*** C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	Prior to commencement of ground-disturbing activities (Execution of monitoring agreement) During Ground-Disturbing Activities (monitoring)	Community Development Department (Planning Services Division, and Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
TRC-2	**Unanticipated Discovery of Tribal Cultural Resource Objects - (Non-Funerary/Non-Ceremonial).** A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	During Ground-Disturbing Activities	Community Development Department (Building and Safety Division)	Building:	Building:	Building:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
Hazards and Hazardous Materials							
TRC-3	**Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.** A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D. Preservation in place (i.e., avoidance) is the Kizh's preferred manner of treatment for discovered human remains and/or burial goods. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	During Ground-Disturbing Activities	Community Development Department (Building and Safety Division)	Building:	Building:	Building:

Attachment 6

RESOLUTION NO. 6088-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THAT THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND AN ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM FOR THE NEWHOPE AND GARDEN GROVE RESIDENTIAL PROJECT AT 12828 NEWHOPE STREET, ASSESSOR'S PARCEL NO. 090-671-07.

WHEREAS, Olson Urban Housing, LLC., the applicant, submitted a request to develop a 0.88-acre site with a new multiple-family residential project consisting of fifteen (15) residential units, along with associated site improvements, on properties located on the east side of Newhope Street, north of Garden Grove Boulevard, at 12828 Newhope Street, Assessor's Parcel No. 090-671-07 (the "Property"); and

WHEREAS, the applicant has requested the following approvals to facilitate the proposed development: (i) zoning map amendment to re-zone the subject property from R-1 (Single-Family Residential) to residential Planned Unit Development (PUD-019-2024) zoning with an R-3 (Multiple-Family Residential) base zone; (ii) residential Planned Unit Development to facilitate the development of the project; (iii) Site Plan approval to construct fifteen (15) three-story detached homes along with associated site improvements; (iv) a Vesting Tentative Tract Map to create a one-lot subdivision for the purpose of selling each dwelling unit as a condominium; and (v) a Variance to deviate from the minimum property size to establish a residential Planned Unit Development (collectively, the "Project"); and

WHEREAS, pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. ("CEQA") and CEQA's implementing guidelines, California Code of Regulations, Title 14, Section 15000 et seq., an Initial Study was prepared for the proposed Project and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration as the proposed Project with the proposed mitigation measures cannot, or will not, have a significant effect on the environment; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared and is attached to the Mitigated Negative Declaration listing the mitigation measures to be monitored during Project implementation; and

WHEREAS, the Mitigated Negative Declaration with mitigation measures was prepared and circulated in accordance with CEQA and CEQA's implementing guidelines; and

WHEREAS, concurrent with its adoption of this Resolution, the Planning Commission also adopted Resolution No. 6086-24 recommending that the City Council approve Amendment No. A-040-2024 and Planned Unit Development No.

PUD-019-2024, and Resolution No. 6087-24 recommending that the City Council approve Site Plan No. SP-136-2024, Variance No. V-042-2024, and Vesting Tentative Tract Map No. TT-19298, subject to specified Conditions of Approval; and

WHEREAS, at its regular meeting held April 18, 2024, the Planning Commission of the City of Garden Grove held a duly noticed public hearing and considered the report submitted by City staff and all oral and written testimony presented regarding the Project, the Initial Study, and the proposed Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program.

NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED as follows:

1. Pursuant to the California Environmental Quality Act CEQA), Public Resources Code Section 21000 et. seq., and the CEQA guidelines, 14 California Code of Regulations Sec. 15000 et. seq., an Initial Study was prepared, and it has been determined that the Project qualifies for a Mitigated Negative Declaration because the Project, with the proposed mitigation measures cannot, or will not, have a significant effect on the environment. The Mitigated Negative Declaration with mitigation measures was prepared and circulated in accordance with CEQA and CEQA's implementing guidelines.

2. The Planning Commission has considered the proposed Mitigated Negative Declaration together with comments received during the public review process.

3. The Planning Commission finds that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.

4. The Planning Commission finds on the basis of the whole record before it, including the Initial Study and comments received, that there is no substantial evidence that the Project, with the proposed mitigation measures, will have a significant effect on the environment.

5. The Planning Commission hereby recommends the City Council adopt the Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the Project.

Exhibit "A"

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET

MITIGATION MONITORING AND REPORTING PROGRAM

MM No.	Mitigation Measure	Method of Verification	Timing of Implementation	Enforcing Party	Remarks	Initials	Date
	Cultural Resources						
CUL-1	**Unanticipated Discovery of Archaeological Resources.** Prior to issuance of grading permits, the Applicant shall provide educational material designed to assist Project construction crews identify potential archaeological resources during grading. These materials shall specify the following procedures to be followed if resources are discovered, and shall be distributed to construction crews prior to initiation of construction activities. In addition, construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find and the City shall be immediately notified. A qualified archaeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A shall flag the area in the field and shall evaluate the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code. If the find is considered a "unique archaeological resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Planning Services Division; Building and Safety Division)	Planning: Building:	Planning: Building:	Planning: Building:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
CUL-1	**Unanticipated Discovery of Archaeological Resources – *Continued.*** Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred method of handling as to avoid any adverse impacts to the "unique archaeological resource." All recovered and salvaged resources shall undergo an identification process. The permanent preservation of the unique archaeological resource by an established accredited professional repository selected by the archaeologist, or repatriation of the recovered resources in cooperation with the designated most likely descendant shall occur as needed. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the developer/applicant's expense. The archaeologist shall prepare a comprehensive report complete with methods and results that shall be submitted to the City of Garden Grove Building and Safety Division, the South Central Coastal Information Center, and the State Historic Preservation Office (SHPO), if required.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Planning Services Division; Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
CUL-1	**Unanticipated Discovery of Archaeological Resources – *Continued.*** Prior to commencement of grading activities, the City of Garden Grove Building and Safety Division shall verify that all project grading and construction plans include specific requirements regarding Public Resources Code Section 21083.2(g) and the treatment of archaeological resources as specified herein.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Planning Services Division; Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
		Geology and Soils					
GEO-1	**Unanticipated Discovery of Paleontological Resources.** If evidence of subsurface paleontological resources is found during construction activities, excavations within 50 feet of the find shall cease and the construction contractor shall contact the City of Garden Grove Community Development Director. With direction from the Community Development Director, a qualified paleontologist certified by the County of Orange shall be retained to evaluate the find prior to resuming construction activities in the immediate vicinity of the find. If the City of Garden Grove determines the resource is significant and cannot be immediately recovered or a then the qualified paleontologist shall prepare and execute a Paleontological Resources Mitigation Program (PRMP) for the salvage and curation of the identified resource(s). The PRMP shall specify the fieldwork and laboratory methods to be undertaken, curation requirements, proposed staff qualifications, and whether the entire resource is to be collected or a specified statistically significant sample.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During ground disturbing activities	Community Development Department (Building and Safety Division; Community Development Director)	Building: Director:	Building: Director:	Building: Director:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
Hazards and Hazardous Materials							
HAZ-1	**Asbestos.** Prior to demolition activities, the Applicant shall provide an asbestos survey conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos is present in concentrations greater than 1 percent in construction materials. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure.	Monitoring/ Field Inspection	Prior to Demolition Activities	Community Development Department (Building and Safety Division; City Building Official)	Building: City Building Official:	Building: City Building Official:	Building: City Building Official:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
HAZ-1	**Asbestos - *Continued.*** Asbestos shall be removed when the material is in poor physical condition and there is sufficient space for the removal technique. Asbestos shall be encapsulated when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. Asbestos shall be enclosed when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise. The State certified asbestos containment contractor shall provide evidence acceptable to the City Building Official that asbestos surveys, containment and removal have been completed as required by SCAQMD.	Monitoring/ Field Inspection	Prior to Demolition	Community Development Department (Building and Safety Division, City Building Official)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
			Noise				
NOI-1	**Construction Noise.** The Project contractor shall implement the following best management practices: 1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 10:00 p.m. No construction activities are permitted during nighttime hours or holidays. 2. During all Project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. 3. Equipment shall be shut off and not left to idle when not in use. 4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest sensitive receptor buildings during all Project construction activities. 5. The Project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the Project site during construction.	Requirement to be included in Construction Plans and Specifications Monitoring/ Field Inspection	During Construction	Community Development Department (Building and Safety Division)	Building:	Building:	Building:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
NOI-1	**Construction Noise - *Continued.*** 6. Heavy construction truck traffic and hauling trips, and any required lane closures shall occur outside peak travel periods. Peak travel periods are considered to be from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. 7. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors. 8. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the Project site with the contact phone number.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	During Construction	Community Development Department (Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
	Tribal Cultural Resources						
TRC-1	**Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** A. The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to demolition that involves removing footings or other structures at depths of 2 feet and beyond, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	Prior to commencement of ground-disturbing activities (Execution of monitoring agreement) During Ground-Disturbing Activities (monitoring)	Community Development Department (Planning Services Division; Building and Safety Division)	Planning: Building:	Planning: Building:	Planning: Building:

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
TRC-1	**Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities - *Continued.*** C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	Prior to commencement of ground-disturbing activities (Execution of monitoring agreement) During Ground-Disturbing Activities (monitoring)	Community Development Department (Planning Services Division, and Building and Safety Division)			

NEWHOPE & GARDEN GROVE RESIDENTIAL PROJECT – LOCATED AT 12828 NEWHOPE STREET MITIGATION MONITORING AND REPORTING PROGRAM							
MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
TRC-2	**Unanticipated Discovery of Tribal Cultural Resource Objects - (Non-Funerary/Non-Ceremonial).** A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	During Ground-Disturbing Activities	Community Development Department (Building and Safety Division)	Building:	Building:	Building:

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MM No.	**Mitigation Measure**	**Method of Verification**	**Timing of Implementation**	**Enforcing Party**	**Remarks**	**Initials**	**Date**
Hazards and Hazardous Materials							
TRC-3	**Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.** A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D. Preservation in place (i.e., avoidance) is the Kizh's preferred manner of treatment for discovered human remains and/or burial goods. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	Requirement to be included in Construction Plans and Specifications Monitoring /Field Inspection	During Ground-Disturbing Activities	Community Development Department (Building and Safety Division)	Building:	Building:	Building: