



A G E N D A

GARDEN GROVE PLANNING COMMISSION

REGULAR MEETING

JULY 16, 2015

COMMUNITY MEETING CENTER
11300 STANFORD AVENUE

REGULAR SESSION - 7:00 P.M. COUNCIL CHAMBER

ROLL CALL: CHAIR O'NEILL, VICE CHAIR KANZLER
COMMISSIONERS MAI, MARGOLIN, PAK, PAREDES, ZAMORA

Members of the public desiring to speak on any item of public interest, including any item on the agenda except public hearings, must do so during Oral Communications at the beginning of the meeting. Each speaker shall fill out a card stating name and address, to be presented to the Recording Secretary, and shall be limited to five (5) minutes. Members of the public wishing to address public hearing items shall do so at the time of the public hearing.

Any person requiring auxiliary aids and services due to a disability should contact the City Clerk's office at (714) 741-5035 to arrange for special accommodations. (Government Code §5494.3.2).

All revised or additional documents and writings related to any items on the agenda, which are distributed to all or a majority of the Planning Commissioners within 72 hours of a meeting, shall be available for public inspection (1) at the Planning Services Division during normal business hours; and (2) at the City Council Chamber at the time of the meeting.

Agenda item descriptions are intended to give a brief, general description of the item to advise the public of the item's general nature. The Planning Commission may take legislative action it deems appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

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

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES: June 18, 2015
- C. CONTINUED PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)
 - C.1. VARIANCE NO. V-011-2015

APPLICANT: DAVID WEBBER
LOCATION: SOUTH SIDE OF GARDEN GROVE BOULEVARD,
WEST OF EUCLID STREET AT 11100 AND 11102
GARDEN GROVE BOULEVARD

REQUEST: Variance approval to deviate from the required number of parking spaces, Municipal Code Section 9.18.140.030 (Parking Spaces Required), to allow the operation of a new 14,300 square foot restaurant/eating establishment, East Seafood Buffet, at 11102 Garden Grove Boulevard. The site is in the CC-3 (Civic Center Core) zone. This project is exempt pursuant to CEQA Section 15301 – Existing Facilities and Section 15332 – In-Fill Development Projects.

STAFF RECOMMENDATION: Approve Variance No. V-011-2015, subject 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

Regular Meeting Minutes
Thursday, June 18, 2015

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

Chair O'Neill
Vice Chair Kanzler
Commissioner Mai
Commissioner Margolin
Commissioner Pak
Commissioner Paredes
Commissioner Zamora

Absent: Kanzler

PLEDGE OF ALLEGIANCE: Led by Commissioner O'Neill

ORAL COMMUNICATIONS – PUBLIC: None.

JUNE 4, 2015 MINUTES:

Action: Received and filed.

Motion: Margolin Second: Zamora

Ayes: (6) Mai, Margolin, O'Neill, Pak, Paredes, Zamora
Noes: (0) None
Absent: (1) Kanzler

Due to a conflict of interest, Commissioner Mai recused himself from the following discussion.

PUBLIC HEARING – VARIANCE NO. V-011-2015. FOR PROPERTY LOCATED AT 11100 AND 11102 GARDEN GROVE BOULEVARD, SOUTH SIDE OF GARDEN GROVE BOULEVARD, WEST OF EUCLID STREET.

Applicant: David Webber
Date: June 18, 2015

Request: Variance approval to deviate from the required number of parking spaces, Municipal Code Section 9.18.140.030 (Parking Spaces Required), to allow the operation of a new 14,300 square foot restaurant/eating establishment, East Seafood Buffet, at 11102 Garden

Grove Boulevard. The site is in the CC-3 (Civic Center Core) zone. This project is exempt pursuant to CEQA Section 15301 – Existing Facilities and Section 15332 – In-Fill Development Projects.

Action: Public Hearing opened. Speaker(s): None. Staff submitted revisions to the conditions of approval, Josh McIntosh submitted a letter with traffic concerns in Costco parking lot, and Costco submitted a letter of opposition.

Action: No action taken on the item. Motion to continue the open public hearing to the Thursday, July 16, 2015 regular Planning Commission Meeting at 7:00 p.m. approved.

Motion: Margolin Second: Zamora

Ayes: (5) Margolin, O'Neill, Pak, Paredes, Zamora

Noes: (0) None

Absent: (2) Kanzler, Mai

MATTERS FROM COMMISSIONERS: Commissioner Paredes mentioned traffic concerns in the area and asked staff for an accident report. He also suggested the use of vacant lots for community gardens. Staff responded that a community garden was located downtown at 7th and Garden Grove Boulevard on City-owned property; that there was a long waiting list to use the garden; and, that he should contact Kim Huy in Community Services for more information.

MATTERS FROM STAFF: Staff stated that the Thursday, July 2, 2015 Planning Commission meeting was cancelled.

ADJOURNMENT: At 7:15 p.m. to the next Regular Meeting of the Garden Grove Planning Commission on Thursday, July 2, 2015, at 7:00 p.m. in the Garden Grove Council Chamber, 11300 Stanford Avenue, Garden Grove.

Motion: O'Neill Second: Zamora

Ayes: (5) Margolin, O'Neill, Pak, Paredes, Zamora

Noes: (0) None

Absent: (2) Kanzler, Mai

Judith Moore, Recording Secretary

COMMUNITY DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: South side of Garden Grove Boulevard, west of Euclid Street, at 11100 and 11102 Garden Grove Boulevard
HEARING DATE: June 18, 2015	GENERAL PLAN: Civic Center Mixed Use
CASE NO.: Variance No. V-011-2015	ZONE: CC-3 (Civic Center Core)
APPLICANT: David Webber	CEQA DETERMINATION: Exempt
PROPERTY OWNER(S): Emerald Square II, LLC	APN: 099-105-40 & 42

REQUEST:

A request for Variance approval to deviate from the required number of parking spaces, Municipal Code Section 9.18.140.030 (Parking Spaces Required), to allow the operation of a new 14,300 square foot restaurant/eating establishment, East Seafood Buffet, at 11102 Garden Grove Boulevard.

BACKGROUND:

The subject (2) properties (with Assessor's Parcel Nos. 099-105-40 & 42) have a gross lot area of approximately 2.5 acres, making up an integrated development, and are developed with an existing approximately 30,000 square foot building. The properties are zoned CC-3 (Civic Center Core) and have General Plan Land Use Designations of Civic Center Mixed Use. The properties abut CC-3 zoned properties to the north, across Garden Grove Boulevard, south, east, and west.

The existing 30,000 square foot building is located in the center with parking lots located at the front, fronting along Garden Grove Boulevard, and at the rear, behind the building, to the south. The site provides a total of 152 parking spaces, of which eighty-four (84) parking spaces are located in the front parking lot area, and the remaining sixty-eight (68) parking spaces are located in the rear parking lot area.

The existing 30,000 square foot building, in its entirety, was previously occupied by Office Depot, which began its business in 1997 according to business license records. In April of 2015, a building permit was issued by the City of Garden Grove to allow the construction of a demising wall, splitting the existing 30,000 square foot tenant space into a 15,700 square foot tenant space and a 14,300 square foot tenant space. Office Depot has downsized its operation and is now occupying the

15,700 square foot tenant space, with the address of 11100 Garden Grove Boulevard. The proposed East Seafood Buffet restaurant will occupy the newly created 14,300 square foot tenant space, which has a new address of 11102 Garden Grove Boulevard.

To the west of the subject site is an existing fast-food drive-thru eating establishment, Del Taco, and an existing large retail store, Costco. A driveway runs along the westerly property line of the subject site, which provides reciprocal access and parking to Del Taco and Costco utilizing the existing driveways.

For a retail commercial use, under 40,000 square feet in gross floor area, the Municipal Code ("Code") requires a minimum of one (1) parking space per 200 square feet of gross floor area. Prior to the subdivision of the existing 30,000 square foot Office Depot tenant space, Code required the existing Office Depot retail store to provide a minimum of 150 parking spaces. The existing site provides a total of 152 total parking spaces, which is a surplus of two (2) parking spaces.

Following the subdivision of the existing 30,000 square foot tenant space, into two (2) tenant spaces, the Office Depot will occupy the 15,700 square foot tenant space, which requires a minimum of seventy-nine (79) parking spaces. For restaurant/eating establishment uses, Code requires a minimum of one (1) parking space per 100 square feet of gross floor area. The proposed East Seafood Buffet restaurant, will occupy the newly created 14,300 square foot tenant space, which requires a minimum of 143 parking spaces. Thus, the total number of required parking spaces will be 222 based on Code for restaurant and retail land use parking rates.

Based on the existing 152 parking spaces that are provided, the proposed development will be deficient by seventy-one (71) parking spaces, which is equal to a thirty-two percent (32%) reduction. Municipal Code Section 9.18.140.060, Joint Use and Parking Management, states that when there is any reduction in parking beyond ten percent (10%), a parking management plan is required. However, said reduction may not exceed twenty-five (25%). Therefore, because the subject proposal exceeds the twenty-five (25%) threshold allowed by Code, the applicant has requested approval of a Variance, to deviate from the minimum number of required parking spaces.

DISCUSSION:

In order for the proposed project to move forward as proposed, the applicant is requesting consideration of a Variance from Municipal Code Section 9.18.140.030 (Parking Spaces Required) in order to deviate from the minimum number of required parking spaces to allow the operation of a new 14,300 square foot restaurant/eating establishment, East Seafood Buffet, at 11102 Garden Grove Boulevard.

To support their Variance request, the applicant has submitted an observed parking analysis report and a traffic impact study, both prepared by licensed traffic engineers from RK Engineering Group, Inc. ("RK Engineering"). The following discussion will briefly summarize the analysis conducted and the findings made by RK Engineering.

OBSERVED PARKING ANALYSIS:

RK Engineering conducted an observed parking analysis for the subject site to determine the projected parking demand, for the proposed mixed (restaurant and retail) development by utilizing observed parking demand studies.

As previously mentioned, with the proposed restaurant, along with the downsized Office Depot tenant, there will be a proposed deficiency of seventy-one (71) parking spaces, equal to a thirty-two percent (32%) reduction in parking. Therefore, due to the deficiency, the number of parking spaces provided does not meet the parking requirements of the Code. The observed parking analysis report states that a "buffet-style restaurant", such as the proposed East Seafood Buffet restaurant, does not operate like a typical restaurant, because much of the square footage is required for the buffet customer queuing line. A review of the floor plan shows that the customer queuing line accounts for approximately 1,500 square feet. A strict interpretation of the Code, at a rate of one (1) parking space per 100 square feet, requires fifteen (15) parking spaces for this customer queuing area, alone.

To establish peak parking demand for the previously existing 30,000 square foot Office Depot tenant, RK Engineering obtained observed parking counts on a typical weekday and a typical weekend day, Friday and Saturday, respectively. The peak demand occurred on Saturday, where there were a total of seventy (70) parked cars on-site, which is approximately 46% of the total parking spaces supplied. Because there is reciprocal access between the Costco site and the Office Depot site, Staff notes that it is a common occurrence to find Costco customers parking on the Office Depot site. The observed parking analysis report notes that on Saturday, during the observed peak time, sixty-three (63) of the seventy (70) vehicle occupants who parked on the Office Depot site were observed walking to the Costco site. However, it should be noted, to be conservative, the visitors to Costco were not reduced from the total observed demand data. It should also be noted that the total observed parking demand for the Office Depot was based on its prior condition, when it occupied the entire 30,000 square foot building. This was a conservative approach, since the proposed Office Depot will have approximately half (15,700) of the square footage of the previous tenant space size.

To establish peak parking demand for the proposed East Seafood Buffet restaurant, RK Engineering performed an observed parking demand survey at an operating King Buffet restaurant, located in Los Angeles, which has the same floor plan layout and operational characteristics as the East Seafood Buffet restaurant. The existing

King Buffet, in Los Angeles, has a gross floor area of 11,200 square feet with a total of eighty (80) parking spaces provided on-site. During the observed peak hour, which was on a Friday and Saturday at 2:00 p.m., there were a total of fifty-eight (58) parked cars, which is approximately 72.5% of the total parking supplied. The projected parking demand for the proposed East Seafood Buffet is calculated based on the existing Los Angeles King Buffet observed demand. The existing Los Angeles location is approximately 11,200 square feet, and the proposed East Seafood Buffet, at 11102 Garden Grove Boulevard, is 14,300 square feet. The ratio of square footage was applied to the observed demand to determine an appropriate projected demand for the proposed East Seafood Buffet restaurant.

The observed demand for the Office Depot and the projected demand for the proposed East Seafood Buffet were added to determine the projected parking demand for the proposed mixed use development (East Seafood Buffet and Office Depot). On a typical weekday, the projected peak hour demand totals 140 parked vehicles. On a typical weekend day, the peak hour is projected to demand a total of 133 parked vehicles. Taking the worst case scenario, a weekday, the projected peak demand finds there will be a surplus of twelve (12) parking spaces, based on the 152 existing parking spaces available on-site.

Therefore, the projected parking demand determines that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant. See Figure 1 below.

DAY	TOTAL NUMBER OF PARKING SPACES PROVIDED	PEAK PARKING TIME	PEAK PARKING DEMAND	NUMBER OF SURPLUS PARKING SPACES AT PEAK
Typical Weekday	152	2:00PM	140	12
Typical Weekend Day	152	2:00PM	133	19

Figure 1

As part of this observed parking analysis report, a trip generation analysis was conducted. Trip generation represents the amount of trips that are produced and attracted by a development. The report analyzed the expected number of trips generated by the proposed East Seafood Buffet restaurant, alone, excluding the expected number of trips generated by the Office Depot. The analysis concluded that the proposed restaurant is expected to generate more than fifty (50) p.m. (night) peak hour trips. Because the number of trips is expected to exceed fifty (50) peak hour trips, RK Engineering suggested that a traffic impact study be conducted and included as part of this application.

TRAFFIC IMPACT STUDY:

As previously mentioned, a traffic impact study was recommended by RK Engineering, in part due to the increased trip generation expected by the operation of the proposed East Seafood Buffet restaurant. Thus, a traffic impact study was conducted by RK Engineering to evaluate the proposed project, with respect to on-site and off-site traffic impacts, pursuant to the requirements and specifications of the City of Garden Grove. The purpose of the traffic impact study is to evaluate the proposed mixed development (East Seafood Buffet and Office Depot) from a traffic circulation standpoint and determine whether significant impacts may occur as a result of the project.

The study area, of the traffic impact study, included the following nearby three (3) offsite intersections:

1. Main Street (north/south) at Garden Grove Boulevard (east/west)
2. Project Access Driveway (the driveway located just west of the subject building, which provides primary access to the site) (north/south) at Garden Grove Boulevard (east/west)
3. Euclid Street (north/south) at Garden Grove Boulevard (east/west)

The objectives of the traffic impact study included: (1) documentation of existing traffic conditions in the vicinity of the site; (2) evaluation of existing plus project traffic conditions; (3) evaluation of traffic conditions, in 2016, with and without the project; and (4) determination of any on-site and off-site improvements deemed necessary as a result of impacts from the project.

The traffic impact study found, for existing traffic conditions, all study area intersections were operating at acceptable levels of service during peak hours (between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The traffic impact study also found that the proposed mixed development (East Seafood Buffet and Office Depot) is projected to generate two (2) fewer vehicles per hour during the a.m. peak hour and approximately eighty-eight (88) net new vehicles per hour during the p.m. peak hour.

Based on ICU (Intersection Capacity Utilization) calculations, the level of service ("LOS") of a signalized or unsignalized traffic intersection is given a letter grade of A, B, C, D, E or F. For example, a LOS intersection grade of "A", the highest grade, would mean that traffic flows freely and individual users are virtually unaffected by the presence of others in the traffic stream. A LOS intersection grade of "F", the worst grade, would signify that there is a forced or breakdown in traffic flow where the condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse that point. The acceptable LOS for intersections within the City of Garden Grove is "D" or better.

The intersection level of service analyses were performed for existing and future conditions. The results of the traffic impact study analyses indicate that the proposed project, even with the projected increase in trip generation, would have less than a significant impact at all study area intersections.

Based on the review and findings of the traffic impact study, Staff supports RK Engineering's conclusion that the proposed project can be accommodated with the following recommendations:

1. Ensure that the on-site circulation system is per the submitted detailed site plan.
2. Repaint the existing stop bar and the existing stop sign legend at the Project Access Driveway on Garden Grove Boulevard.
3. Provide on-site bicycle racks in easily accessible and highly visible locations to promote alternative modes of transportation.
4. Encourage management to display a poster/message board that promotes walking, bicycling, and public transit and provides information about these options within the neighborhood.
5. Encourage employees to use alternative modes of transportation, such as carpooling and public transit. Consider providing incentives for such usage.

VARIANCE:

Pursuant to State law and 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 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.
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.
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.
4. That the granting of such 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.

In this case, Staff believes the weight of the evidence dictates that all five (5) required findings can be made.

1. There are exceptional or extraordinary circumstances or conditions applicable to the property or to the intended use that do not apply generally to other property or classes of use in the same vicinity or zone.

The East Seafood Buffet restaurant will be part of a multi-tenant mixed use development, which will include a restaurant use and a retail use (Office Depot). Other sites in the same vicinity, as well as in similarly zoned properties with similar uses, do not have a mix of uses, but rather, have an existing commercial use on a stand-alone lot. Furthermore, there are very few properties in the City with similar commercial uses such as the subject Office Depot retail store and the proposed East Seafood Buffet restaurant, which have unique operational characteristics. RK Engineering noted that a "buffet-style restaurant", such as the proposed East Seafood Buffet restaurant, does not operate like a typical restaurant, because much of the square footage is required for the buffet customer queuing line. Also, the Office Depot sells a specific product and does not operate like a typical retail store. The subject site provides a total of 152 parking spaces. Based on Code requirements, the restaurant and retail use combined requires a total of 222 parking spaces, which results in a 32% parking deficiency. An observed parking analysis was conducted by RK Engineering. The existing 30,000 square foot Office Depot retail use was found to utilize just forty-six percent (46%) of the 152 available parking spaces on-site during their peak times. The existing Office Depot use did not generate a high parking demand when compared to other retail sites with similar uses. Additionally, the proposed project involves the Office Depot retail use downsizing its operation from 30,000 square feet to 15,700 square feet. However, the observed parking analysis took a conservative approach and applied the parking demand based on the original Office Depot tenant space size of 30,000 square feet. Even with the conservative approach, the observed parking analysis concluded that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant, with an available surplus of parking spaces.

2. The 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 property in question.

According to the observed parking analysis, the subject site's parking demand is currently less than 50% occupied as the existing Office Depot use does not

generate the high parking demand that is typically found in other retail shopping centers with similar uses. Additionally, there are other similar commercial properties in the immediate vicinity, within the same zone, or other similarly zoned properties throughout the City, that provide less parking than required by current Code requirements. Most of these properties were developed prior to current Code requirements, and were not required to provide the minimum number of on-site parking spaces as would be required today. However, to address any parking related issues, the observed parking analysis, conducted by licensed traffic engineers of RK Engineering, found that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant, with an available surplus of parking spaces. Furthermore, a traffic impact study conducted by RK Engineering indicated that the proposed project would have no significant impacts to the nearby study area traffic intersections.

Accordingly, approval of the proposed Variance will not set a precedent and will allow the applicant to enjoy a substantial property right possessed by other property owners located in other similar commercial properties in the immediate vicinity, within the same zone, and other similarly zoned properties throughout the City.

3. The Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.

Based on Code requirements, the restaurant and retail use combined requires a total of 222 parking spaces, which results in a 32% parking deficiency. An observed parking analysis was conducted by RK Engineering. The existing 30,000 square foot Office Depot retail use was found to utilize just forty-six percent (46%) of the 152 available parking spaces on-site during peak hours. The existing Office Depot use did not generate a high parking demand when compared to other retail sites with similar uses. Additionally, the proposed project involves the Office Depot retail use downsizing its operation from 30,000 square feet to 15,700 square feet. However, the observed parking analysis took a conservative approach and applied the parking demand based on the original Office Depot tenant space size of 30,000 square feet. The Variance will allow a reduction in the number of on-site parking spaces. The reduction in the Code required parking will not adversely affect the surrounding properties, as even with the conservative approach, the observed parking analysis concluded that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant. Furthermore, there will be available surplus of parking during both weekday and weekend peak times. Granting of the Variance will allow this site the same benefits as other similar commercial properties in the immediate vicinity, within the same zone, and other similarly zoned properties throughout the City, which do not provide the minimum number of required parking spaces based on

today's Code requirements. Approval of this Variance will allow the site to be improved, meet the intended use of the zone, and provide an additional amenity to the community as family-style sit-down restaurant. Provided that the project complies with the conditions of approval, the approval of the Variance will not create an adverse effect on the public welfare or to properties or improvements in such vicinity and zone in which the property is located.

4. The granting of the Variance will not adversely affect the General Plan.

The proposed use is consistent with the intent of the General Plan and the zoning classification as restaurants are permitted in the CC-3 (Civic Center Core) zone. The proposed Variance request will not cause an adverse effect on the City's General plan since the Municipal Code is a tool used to implement goals of the General Plan. The proposed East Seafood Buffet restaurant will improve a vacant tenant space, will complement the neighboring uses, and will further a goal of the General Plan to develop underutilized properties with a suitable development. The findings of the observed parking analysis and the traffic impact study ensure that Goal CIR-1 of the General Plan is met, which strives to provide a transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost of efficiency of maintenance, and the quality of the City's environment. Therefore, the proposed project meets the spirit and intent of the Municipal Code and the General Plan.

5. 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.

According to the observed parking analysis, the subject site's parking demand is currently less than 50% occupied as the existing Office Depot use does not generate the high parking demand that is typically found in other retail shopping centers with similar uses. Additionally, there are other similar commercial properties in the immediate vicinity, within the same zone, and other similarly zoned properties throughout the City, that provide less parking than required by current Code requirements. Most of these properties were developed prior to current Code requirements, and were not required to provide the minimum number of on-site parking spaces as would be required today. However, to address any parking related issues, the observed parking analysis, conducted by licensed traffic engineers of RK Engineering, found that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant, with an available surplus of parking spaces. Furthermore, a traffic impact study conducted by RK Engineering indicated that the proposed project would have no significant impacts to the nearby study area traffic intersections. The Conditions of Approval require that a minimum of 152 parking spaces be provided at all times, require certain site improvements be made to

improve circulation and safety, require the applicant to take certain actions to encourage customers and employees to utilize alternative modes of transportation that will not impact on-site parking, and require implementation of an approved parking mitigation plan in the event actual parking or circulation problems nonetheless occur. Provided that the conditions are adhered to, approval of the subject Variance will not grant a special privilege that is inconsistent with the limitations upon other properties located within the vicinity or zone in which the subject property is situated. In addition, pursuant to Condition of Approval No. 2, the rights granted the applicant pursuant to Variance No. V-011-2015 shall continue in effect for only so long as the nature and character of the two uses operating in the 30,000 square foot building on the Site remain the same as at the time of approval the Variance. In the event the nature or character of either of the two uses occupying the building materially changes, Variance No. V-011-2015 shall cease to be effective or to grant the applicant any rights to continue to operate the described uses on the Site. Any future uses on the Site different from the current described uses will be required to comply with all then applicable standards of the Garden Grove Municipal Code, and the applicant may not rely on this Variance as a basis for satisfying the required number of parking spaces associated with such future uses.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt proposed Resolution No. 5848-15 approving Variance No. V-011-2015, subject to the recommended Conditions of Approval.



KARL HILL
Planning Services Manager

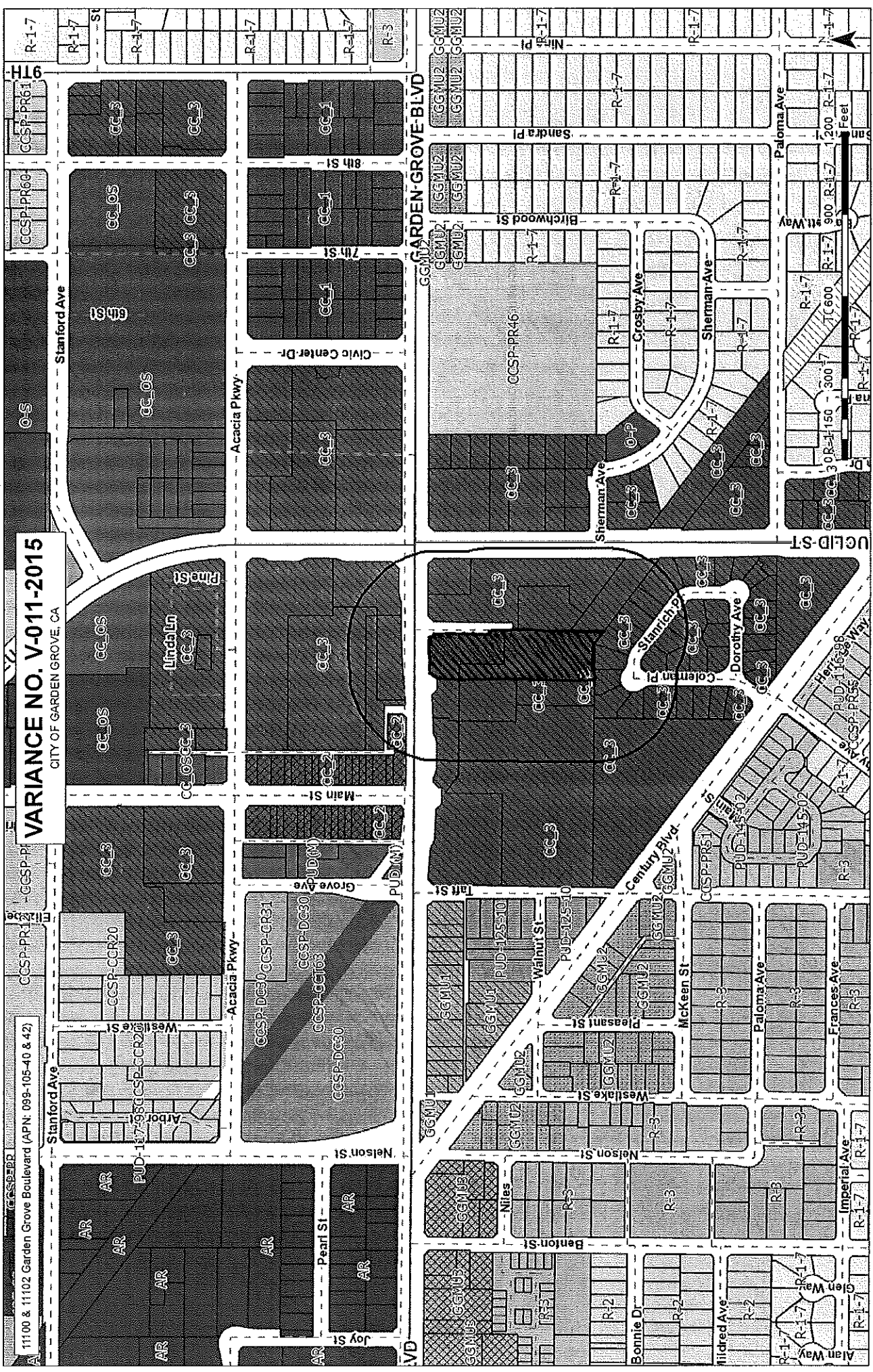


By: Chris Chung
Associate Planner

VARIANCE NO. V-011-2015

CITY OF GARDEN GROVE, CA

11100 & 11102 Garden Grove Boulevard (APN: 099-105-40 & 42)



Scale: 0, 300, 600, 900 Feet
North Arrow

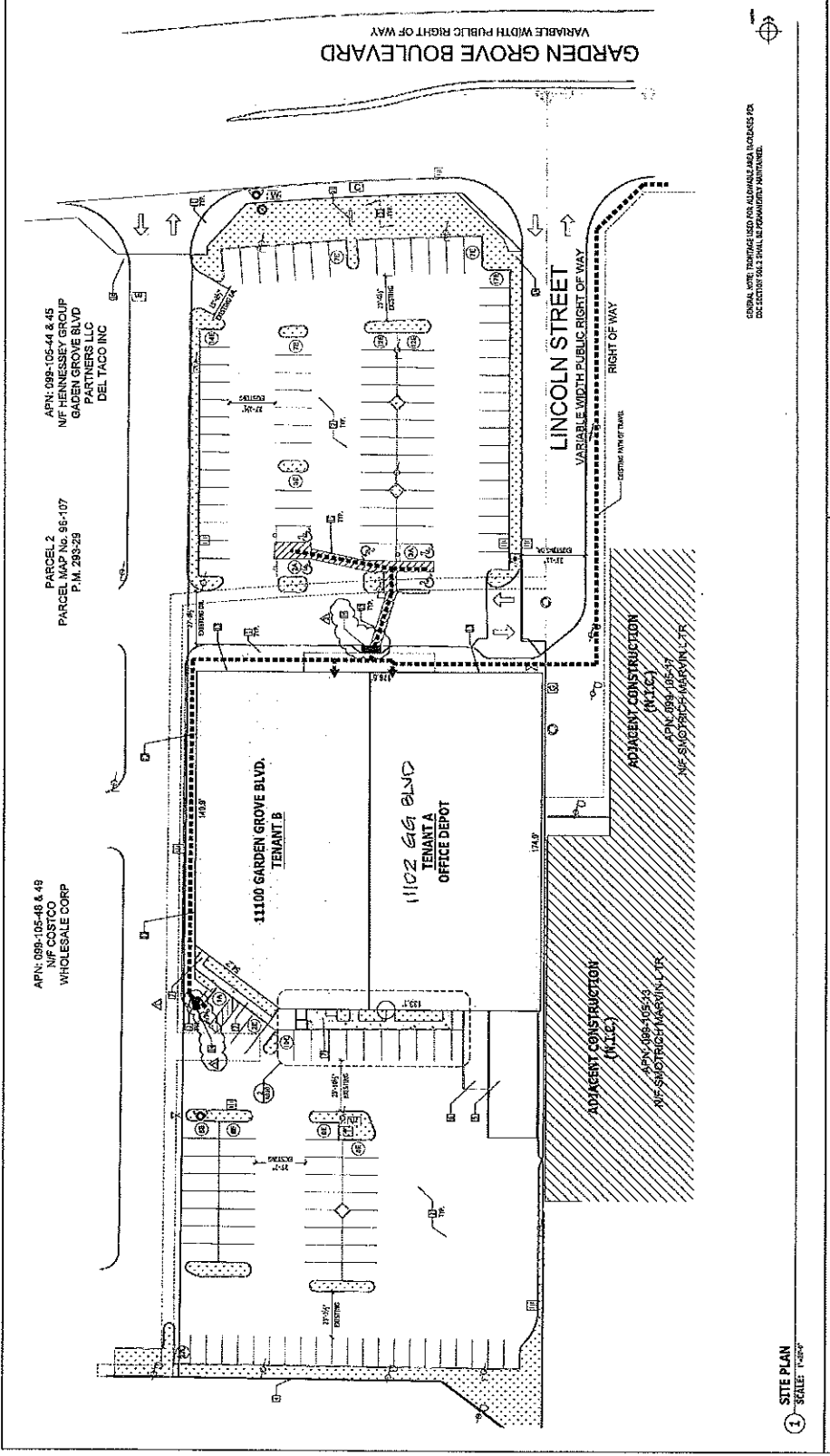
Merensha
ARCHITECTURAL
CONSULTANTS
1000 AVENUE 11, SUITE 100
GARDEN GROVE, CA 92643
TEL: 714.261.1111
WWW.MERENSHA.COM

EMERALD SQUARE II, LLC

Office Depot
#70 & BUILDING SHELL
TENANT IMPROVEMENTS
1100 GARDEN GROVE BLVD.
GARDEN GROVE, CA 92643

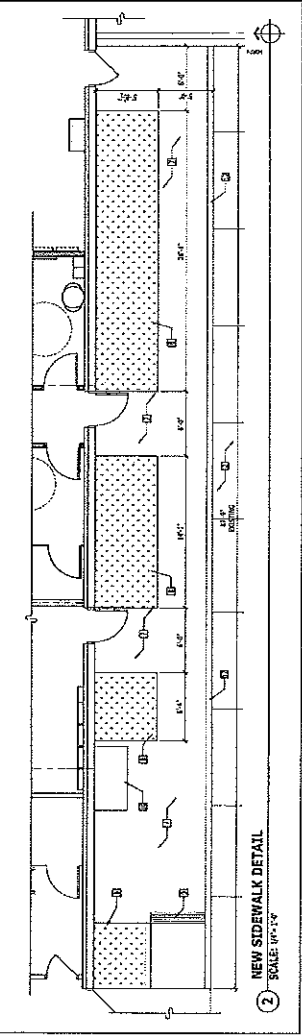
DATE	01.15.2015
DESCRIPTION	CONSTRUCTION SET
BY	MM
CHECKED	MM
APPROVED	MM
DATE	01.15.2015

PROJECT	EMERALD SQUARE II, LLC
LOCATION	1100 GARDEN GROVE BLVD., GARDEN GROVE, CA 92643
DATE	01.15.2015
SCALE	AS SHOWN
PROJECT NO.	201403
DATE	01.15.2015



- SITE PLAN NOTES**
- 1) EXISTING DRIVEWAY TO BE MAINTAINED.
 - 2) EXISTING DRIVEWAY TO BE MAINTAINED.
 - 3) EXISTING DRIVEWAY TO BE MAINTAINED.
 - 4) EXISTING DRIVEWAY TO BE MAINTAINED.
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- SITE LEGEND**
- 1) EXISTING DRIVEWAY TO BE MAINTAINED.
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 - 20) EXISTING DRIVEWAY TO BE MAINTAINED.



1) SITE PLAN
SCALE: 1/4"=1'-0"

2) NEW SIDEWALK DETAIL
SCALE: 1/4"=1'-0"

CRITICAL NOTE: TENTATIVE USED FOR ALTERNATIVE ANALYSIS PURPOSES FOR CONCEPTUAL DESIGN. ALL DIMENSIONS AND LOCATIONS ARE SUBJECT TO CHANGE.

Mememsha
 ARCHITECTURE
 1000 AVENUE 23
 SUITE 100
 SAN ANTONIO, TEXAS 78205
 TEL: 214.343.1111
 WWW.MEMEMSHA.COM

EMERALD II, LLC

Office Depot
 #970 & BUILDING SHELL
 TENANT IMPROVEMENTS
 1100 GARDEN GROVE BLVD
 GARDEN GROVE, CA 92843

CONSTRUCTION SET

DATE	01.12.2015
BY	MEMEMSHA
CHKD	MEMEMSHA
APP	MEMEMSHA
DATE	01.12.2015
BY	MEMEMSHA
CHKD	MEMEMSHA
APP	MEMEMSHA

OFFICE DEPOT FLOOR & PANEL CL
 1100 GARDEN GROVE BLVD
 GARDEN GROVE, CA 92843

2014

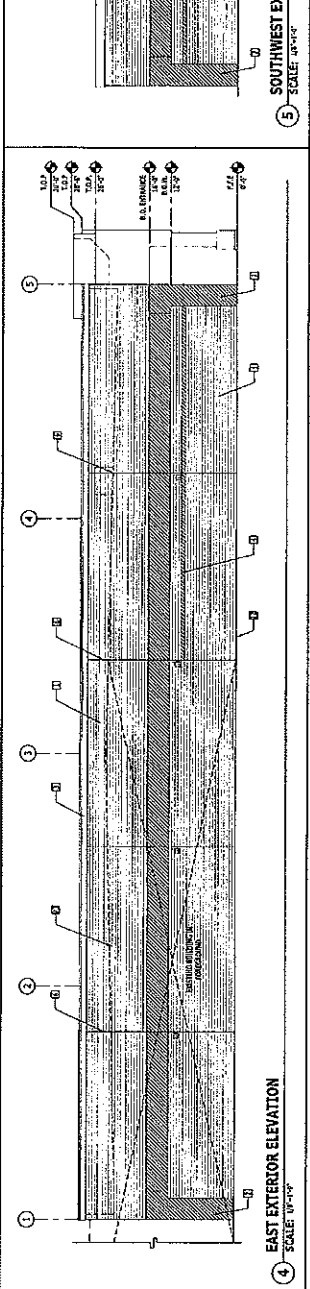
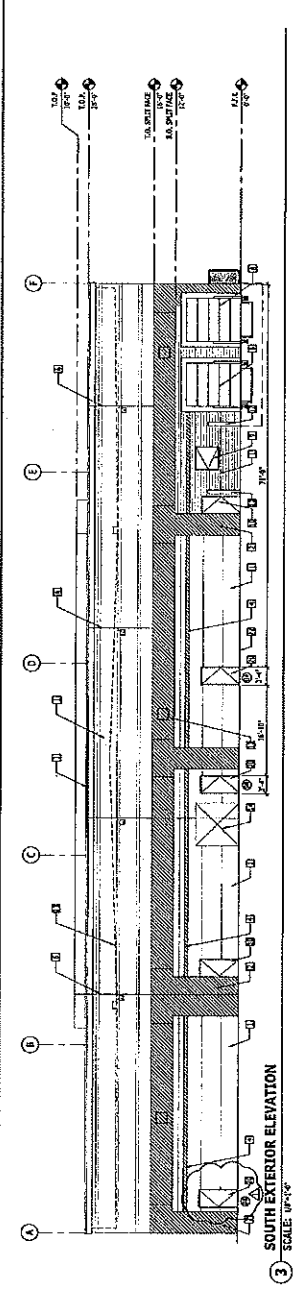
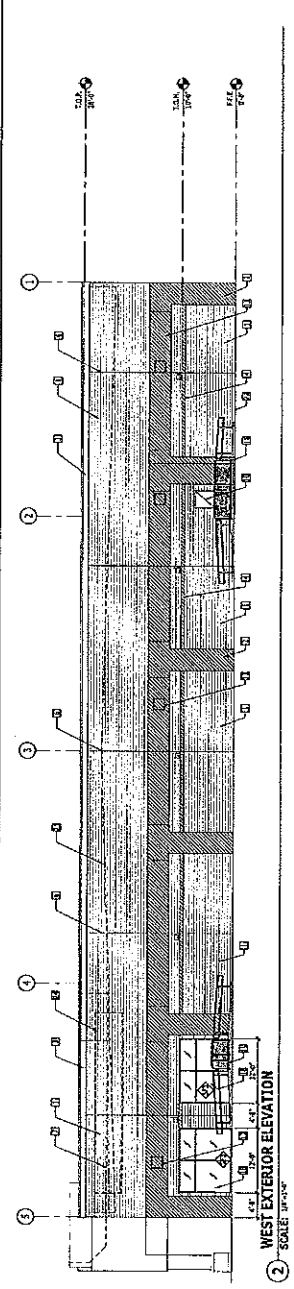
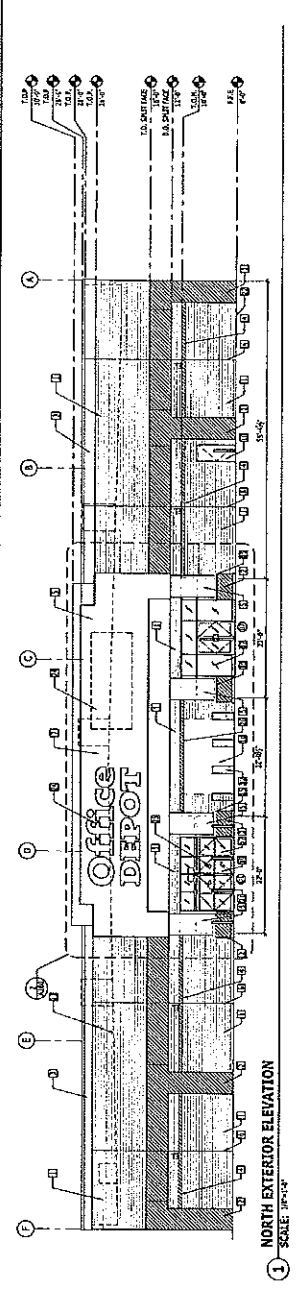
OFFICE DEPOT
 ELEVATION
 A400

ELEVATION NOTES

1. INTERIOR FLOOR SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
2. INTERIOR CEILING SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
3. INTERIOR WALLS SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
4. INTERIOR PARTITIONS SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
5. INTERIOR DOORS SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
6. INTERIOR WINDOWS SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
7. INTERIOR LIGHT FIXTURES SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
8. INTERIOR VENTILATION SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
9. INTERIOR ELECTRICAL SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
10. INTERIOR PLUMBING SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
11. INTERIOR MECHANICAL SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
12. INTERIOR FINISHES SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
13. INTERIOR PAINT SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
14. INTERIOR CARPETING SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
15. INTERIOR TILING SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
16. INTERIOR STAIRS SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
17. INTERIOR ELEVATORS SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
18. INTERIOR CORE SHALL REMAIN AS SHOWN UNLESS OTHERWISE NOTED.
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LEGEND

- 1. FINISH MARK
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Direct Dial: (425) 427-3585
Facsimile: (425) 313-8105
Email: rjerabek@costco.com

June 16, 2015

VIA OVERNIGHT DELIVERY

City of Garden Grove
Planning Division
11222 Acacia Parkway
Garden Grove, CA 92840

RE: Variance No. V-011-2015 – Office Depot

To Whom It May Concern:

Costco Wholesale Corporation ("Costco") is the owner of property located 11000 Garden Grove Boulevard (the "Costco Property"). Costco has been operating at this location for over 20 years.

Costco received notice from the City of Garden Grove of a Public Hearing to be held on June 18, 2015 to consider a request by the owner of the neighboring Office Depot Property for a 71 parking stall variance relating to the proposed development of a 14,300 square foot restaurant and 15,718 square foot Office Depot (together the "Proposed Use").

Based upon the configuration of the Proposed Use, the parking area is segregated between the restaurant use (68 stalls) and the Office Depot use (83 stalls). The restaurant parking area will be under-parked by 75 parking stalls, based upon the restaurant parking requirement of 143 stalls for a 14,300 square foot restaurant.

Due to the layout between the Costco Property and the Office Depot Property, the Costco parking lot will become the default parking area for the proposed restaurant. This will materially and adversely impact Costco's business operations. Therefore, Costco objects to the proposed variance.

Please note that a Reciprocal Easement Agreement was entered into between the former owner of the Office Depot Property with Costco and the Garden Grove Agency for Community Development on June 11, 1996, which was recorded on August 26, 1996 under Orange County Recorder's number 19960436242 the ("REA"). Pursuant to Section 6.3 of the REA, the Office Depot Property is subject to a 5:1 retail parking requirement and a 10:1 restaurant parking requirement. Under the REA, the Proposed Use would require about 222 parking stalls. Since the Proposed Use only includes 151 parking stalls, the Proposed Use violates of the REA. Excerpts from the REA are attached for reference.

Based upon the foregoing, the City should deny the requested variance.

Very truly yours,
Costco Wholesale Corporation

A handwritten signature in blue ink, appearing to read 'R. Jerabek', with a stylized flourish extending to the right.

Rick Jerabek
Corporate Counsel

12

Recorded in the County of Orange, California
Gary L. Granville, Clerk/Recorder

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

) No Fee
) 19960436242 2:47pm 08/26/96
) 005 20005227 20 12
) E02 29 7.00 84.00 0.00 0.00 0.00 0.00

Garden Grove Agency
for Community Development
11222 Acacia Parkway
Garden Grove, California 92640
Attention: Agency Director

This document is exempt from the payment of a recording fee pursuant to Government Code Section 27383.

RECIPROCAL EASEMENT AGREEMENT

THIS RECIPROCAL EASEMENT AGREEMENT (the "REA") is entered into as of JUNE 11, 1996, by and among **COSTCO WHOLESALE CORPORATION, INC.**, a Washington corporation (together with its successors and assigns, "Costco"), **ZELMAN GARDEN GROVE MARKETPLACE, LLC**, a Delaware limited liability company (together with its successors and assigns, "Zelman"), and the **GARDEN GROVE AGENCY FOR COMMUNITY DEVELOPMENT**, a public body, corporate and politic (together with its successors and assigns, the "Agency"), in connection with certain real property located in the City of Garden Grove, County of Orange, State of California (the "Center"), as shown on that certain map of the Center (the "Map of the Center") attached hereto as Exhibit "A" and as more particularly described in the Legal Description attached hereto as Exhibit "B," both incorporated herein by this reference.

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RECITALS

- A. Agency and Costco have entered into that certain Disposition and Development Agreement, dated as of December 14, 1993 (the "Costco DDA"). Pursuant to the Costco DDA, the Agency has conveyed to Costco fee title to a certain portion of the Center (the "Costco Parcel"), and Costco has constructed and operated thereon a Costco discount warehouse store.
- B. Agency and Zelman have entered into that certain Disposition and Development Agreement, as approved by the Agency on December 12, 1995 (the "Zelman DDA"). Pursuant to the Zelman DDA, the Agency has conveyed to Zelman a certain portion of the Center (the "Zelman Parcel"), and Zelman has agreed to construct certain improvements thereon suitable for retail sales.
- C. Agency currently owns fee title to other portions of the Center (the "Agency Parcels"). The Agency intends that such property may be improved for purposes consistent with the terms hereof.

D. The Costco DDA and the Zelman DDA both require that this Declaration be executed and recorded in order to facilitate the creation of a single, unified retail shopping center on the Center.

E. The Center is located in the Garden Grove Community Center Redevelopment Project Area, as amended, in the City of Garden Grove.

F. The Agency has solicited the participation of the owners of certain real property located adjacent to the Center (the "Annexation Parcels"). The Agency desires that such property will be improved for purposes consistent with the terms hereof, and that such parcels will be part of the Center and will be subject to the terms of this REA at such time. However, the owners of the Annexation Parcels are not currently required to enter into this REA.

G. The Owners desire to enter into this REA for the purpose of:

(1) creating reciprocal easements over the Center in favor of each party hereto for ingress, egress and physical access of said parties and their Occupants and Permittees (both as hereinafter defined);

(2) establishing the respective rights and duties among the parties concerning the Common Area and access thereto;

(3) acknowledging the status of the development of the Property as of the date hereof.

H. The Owners intend that the owners of the Annexation Parcels will be given an opportunity to include the Annexation Parcels as part of the Center, subject to the terms of this REA, at such time as such Annexation Parcels are developed or redeveloped, provided that the Site Plan for such development or redevelopment is consistent with the requirements of this REA and is reasonably acceptable to the Owners, in accordance with Section 9 below.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby agree as follows:

1. Definitions. For the purposes of this REA, the following terms shall have the following definitions:

1.1 "**Agency**" means the Garden Grove Agency for Community Development, a public body, corporate and politic (together with its successors and assigns).

1.2 "**Agency Parcels**" means those other portions of the Center owned by the Agency as of the date of this REA, as depicted on the Map of the Center and described in the Legal Description.

1.3 "**Annexation Parcels**" means those parcels adjacent to the Center currently owned by parties other than Costco, Zelman or the Agency, as depicted on the Map of the Center

5. **Maintenance.** The Owner of the Costco Parcel shall maintain and operate the Costco Parcel and the Eastern Agency Parcel, including but not limited to the operation and maintenance of the structures, fixtures and personal property located thereon, in a first-class condition, comparable to the condition of similar well-maintained retail complexes similarly situated, and in accordance with the Maintenance Agreement entered into by and between the Agency and Costco pursuant to the Costco DDA. The Owner of the Zelman Parcel shall ~~maintain and operate the Zelman Parcel, including but not limited to the operation and~~ maintenance of all structures, fixtures and personal property located thereon, in a first-class condition, comparable to the condition of similar well-maintained retail complexes similarly situated, and in accordance with the Maintenance Agreement entered into by and between the Agency and Zelman pursuant to the Zelman DDA. The Owner of the Agency Parcels shall maintain and operate the Agency Parcels, including but not limited to the operation and maintenance of all structures, fixtures and personal property located thereon, in a first-class condition, and in accordance with any Maintenance Agreement which may be entered into by and between the Agency and the Owners of the Agency Parcels. Each Owner shall be required to adequately maintain and insure the common areas on its respective Parcel(s) at its sole cost and expense. No Owner shall be obligated to utilize any common area maintenance operator, and each Owner may maintain its own Parcel.

6. **Parking.**

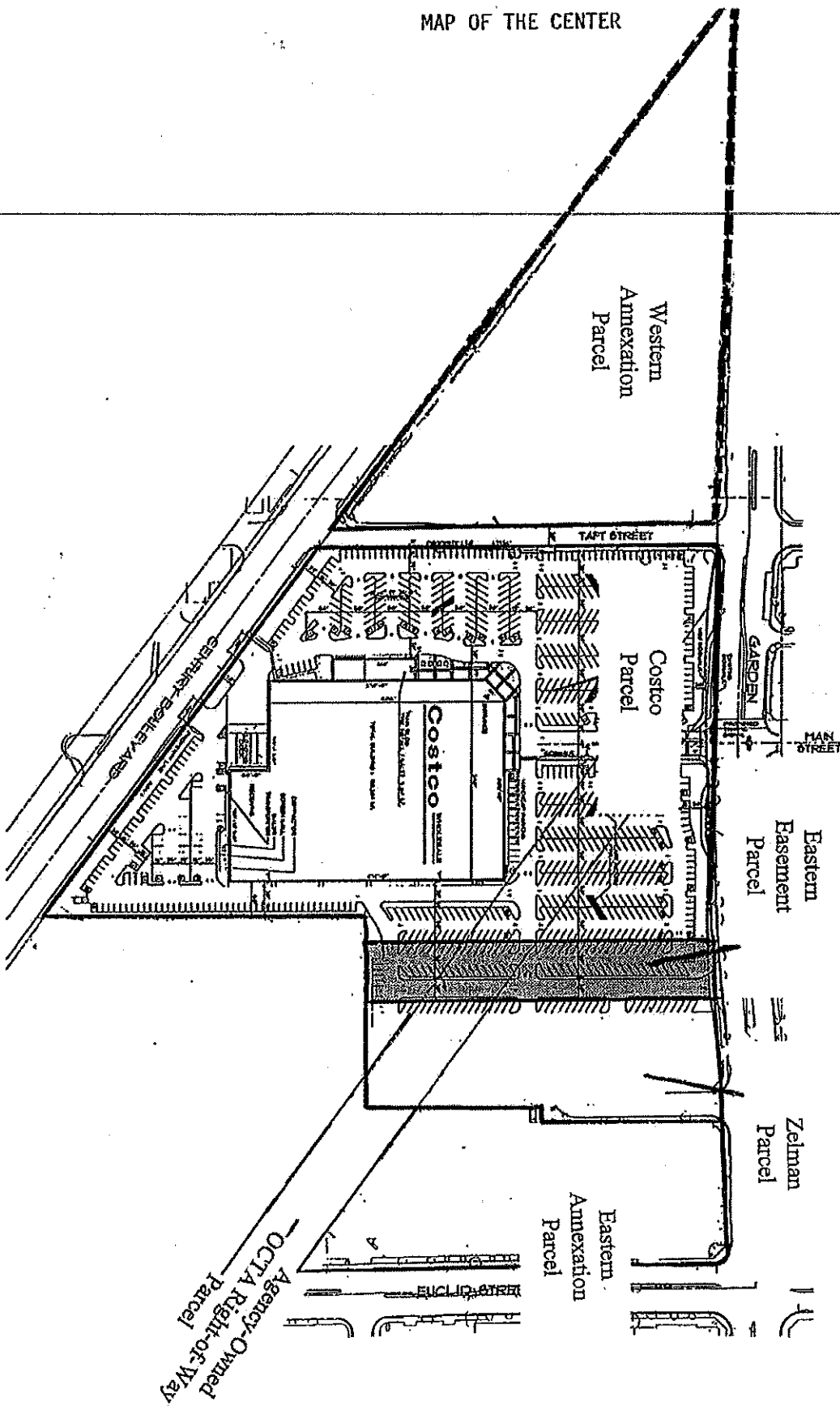
6.1 **Parking Generally.** There shall be no fees or charges for the use of any Center Parking Areas. There shall be no so-called "reserved" spaces for any user. All employees shall be required to park on their employers' own Parcels.

6.2 **Parking Requirements Calculated Separately.** Without limitation upon Section 6.3 below, and subject to Section 6.5 below, there shall be maintained at all times on the Parking Areas on the Costco Parcel and the Zelman Parcel and each of the other Parcels within the Center, respectively, a number of parking spaces at least equal to the number of spaces which would be legally required for the building sizes and uses on such parcel if such parcel were not benefitted by any parking rights over any other parcels and no variances or exemptions from legal requirements were applicable.

6.3 **Minimum Parking Ratios.** Without limitation upon Section 6.2 above, and subject to Section 6.5 below, there shall be maintained at all times in the Parking Areas on the Costco Parcel and the Zelman Parcel and each of the other Parcels within the Center, respectively, not less than the following number of parking spaces for each thousand square feet of Floor Area utilized for the following uses on such Parcel: (a) retail uses, 5:1; (b) restaurants and fast food, 10:1; (c) health spas, health clubs, gyms, exercise studios, dance studios, yoga or martial arts schools or similar facilities, 13 1/2:1; (d) theaters, playhouses, cinemas or movie theaters, 0.5 per seat; (e) hotels, motels or other lodging facilities, 1 per room plus 1 space per banquet seat and 10:1 for any restaurants within such facility; (f) all uses other than the foregoing uses (including, without limitation, other commercial or industrial uses) 5:1.

6.4 **Integrity of Parking Areas.** Christmas tree sales, shows, carnivals, fireworks booths or other uses which would occupy parking spaces shall not be permitted in the Common Area of the Center without the approval of the Owners and Major Tenants of the

EXHIBIT "A"
MAP OF THE CENTER



From: Josh McIntosh / DJ Gummo [mailto:djgummo@yahoo.com]

Sent: Tuesday, June 16, 2015 12:19 PM

To: Judy Moore; Lim; Mai, Vu; Kanzler, Andrew; Pak, Joe; Zamora, Linda; O'Neill, John; Paredes, Mark Anthony; Phat Bui; Bao Nguyen; Allan Roeder; Blackmun, Maureen;membership.ggna@gmail.com; Morino, Doug; Brennan, Nick; Nguoi Viet; Viet Bao; Chavez, Jennifer; Margolin, Connie; Kris Beard; Chris Phan; Maritza Pizarro; Korea Daily; Ted Apodaca; Tom Nixon; Teresa Pomeroy; Svetlana Moure; Susan Emery; Steve Jones; Pam Haddad; Melanie Valdes; Marina Romero; Lisa; Kathy Bailor; James H. Eggart; Greg Blodgett; GG Journal; Gail Desby; Denise Kehn; Danny Huynh; Bill Murray; Anaheim Bulletin; Ana Pulido

Subject: Re: Planning Commission Meeting Agenda for 6/18/15

Please be aware that I have an issue with the Variance NO. V-011-2015, David Webber's request to allow the operation of his new East Seafood Buffet at the former Office Depot. The idea of allowing this restaurant to deviate from the required number of parking spaces concerns me.

As a nearby resident, I witness the amount of vehicles entering and leaving the popular Costco store next door. Nearly every month we have a traffic accident or several of them, at the intersection of GG Blvd and Main St. Many of the accidents involve Costco customers not paying attention to signage here, requiring a right turn only, and they chose to drive straight across GG Blvd to Main St. It is known by locals as one of the most frustrating and dangerous intersections in the city due to the bad judgement of the Costco customers. The Costco would seem to have enough parking for the amount of customers yet they spill into the former Office Depot parking lot already and onto the surrounding streets. I feel that the parking situation will only be worse by allowing the new restaurant to deviate from providing an ample amount of parking spaces for their customers.

The traffic problem is not just at Main and GG Blvd though. The traffic congestion begins on the 22 Freeway towards the Euclid exit. It appears that every unskilled driver in the area goes to our Costco and they demonstrate their lack of driving skills, common sense and courtesy, all the way from the freeway to the store. I live walking distance to this Costco and have experienced this first hand for over 5 years. This Costco is a magnet for many of the worst drivers in the county. We do not need to make a bad situation any worse by deviating from what we require, based on a set of standards to keep order in the city.

I do not know the required amount of parking spaces required as they are not listed here in the agenda. I am stating that this seems to be an invitation for more traffic problems, congestion and will only be detrimental to the neighborhood which I live in. Perhaps an additional, overflow parking space can be arranged in the vacant lot at Southwest corner of GG Blvd and Euclid, which has been fenced in with no activity for years, other than for political signage posted. The fenced in corner is what I would deem **blighted**, as the green colored fence screen is often torn, covered with graffiti, and a there high amount of signage is attached to it throughout the year.

I would suggest that the Planning Commission enforce the required amount of parking spaces for this new development rather than contribute to nightmare which we call the Costco parking lot.

Sincerely,
Joshua Z McIntosh
714-458-8669 cell
djgummo@yahoo.com

From: Josh McIntosh / DJ Gummo [mailto:djgummo@yahoo.com]

Sent: Tuesday, June 16, 2015 12:48 PM

To: Judy Moore; Lim; Mai, Vu; Kanzler, Andrew; Pak, Joe; Zamora, Linda; O'Neill, John; Paredes, Mark Anthony; Phat Bui; Bao Nguyen; Allan Roeder; Blackmun, Maureen;membership.ggna@gmail.com; Morino, Doug; Brennan, Nick; Nguoi Viet; Viet Bao; Chavez, Jennifer; Margolin, Connie; Kris Beard; Chris Phan; Maritza Pizarro; Korea Daily; Ted Apodaca; Tom Nixon; Teresa Pomeroy; Svetlana Moure; Susan Emery; Steve Jones; Pam Haddad; Melanie Valdes; Marina Romero; Lisa; Kathy Bailor; James H. Eggart; Greg Blodgett; GG Journal; Gail Desby; Denise Kehn; Danny Huynh; Bill Murray; Anaheim Bulletin; Ana Pulido

Subject: Re: Planning Commission Meeting Agenda for 6/18/15

Woops, I see the attached Staff Report and that this project is deficient by 71 parking spaces. This reaffirms my belief that allowing this variance will cause a burden on the surrounding area.

It was noted by staff in the parking analysis that on a **Saturday**, 63 of 70 cars parked in the Office Depot parking were observed going to the Costco. There it is.

Sincerely,
Joshua Z McIntosh

714-458-8669 cell
djgummo@yahoo.com

RESOLUTION NO. 5848-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING VARIANCE NO. V-011-2015, FOR PROPERTIES LOCATED AT THE SOUTH SIDE OF GARDEN GROVE BOULEVARD, WEST OF EUCLID STREET, AT 11100 AND 11102 GARDEN GROVE BOULEVARD, ASSESSOR'S PARCEL NOS. 099-105-40 AND 42.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on June 18, 2015, approves Variance No. V-011-2015.

BE IT FURTHER RESOLVED in the matter of Variance No. V-011-2015, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by David Webber.
2. Applicant is requesting Variance approval to deviate from the required number of parking spaces, Municipal Code Section 9.18.140.030 (Parking Spaces Required), to allow the operation of a new 14,300 square foot restaurant/eating establishment, East Seafood Buffet, at 11102 Garden Grove Boulevard.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the City of Garden Grove has determined that the proposed project is categorically exempt from CEQA pursuant to Section 15301 (Existing Facilities) and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15301 and Section 15332).
4. The property has a General Plan Land Use designation of Civic Center Mixed Use, and is currently zoned CC-3 (Civic Center Core). The subject (2) properties (with Assessor's Parcel Nos. 099-105-40 & 42) have a gross lot area of approximately 2.5 acres, making up an integrated development, and are developed with an existing approximately 30,000 square foot building.
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 City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on June 18, 2015, 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 of June 18, 2015, and

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 are as follows:

FACTS:

The subject (2) properties (with Assessor's Parcel Nos. 099-105-40 & 42) have a gross lot area of approximately 2.5 acres, making up an integrated development, and are developed with an existing approximately 30,000 square foot building. The properties are zoned CC-3 (Civic Center Core) and have General Plan Land Use Designations of Civic Center Mixed Use. The properties abut CC-3 zoned properties to the north, across Garden Grove Boulevard, south, east, and west.

The existing 30,000 square foot building is located in the center with parking lots located at the front, fronting along Garden Grove Boulevard, and at the rear, behind the building, to the south. The site provides a total of 152 parking spaces, of which eighty-four (84) parking spaces are located in the front parking lot area, and the remaining sixty-eight (68) parking spaces are located in the rear parking lot area.

The existing 30,000 square foot building, in its entirety, was previously occupied by Office Depot, which began its business in 1997 according to business license records. In April of 2015, a building permit was issued by the City of Garden Grove to allow the construction of a demising wall, splitting the existing 30,000 square foot tenant space into a 15,700 square foot tenant space and a 14,300 square foot tenant space. Office Depot has downsized its operation and is now occupying the 15,700 square foot tenant space, with the address of 11100 Garden Grove Boulevard. The proposed East Seafood Buffet restaurant will occupy the newly created 14,300 square foot tenant space, which has a new address of 11102 Garden Grove Boulevard.

To the west of the subject site is an existing fast-food drive-thru eating establishment, Del Taco, and an existing large retail store, Costco. A driveway runs along the westerly property line of the subject site which provides reciprocal access utilizing the existing driveways. Review of the title report shows that a Reciprocal Easement Agreement (REA) exists relating to the properties as described in the REA and shown in the attached "Map of the Center".

For a retail commercial use, under 40,000 square feet in gross floor area, the Municipal Code ("Code") requires a minimum of one (1) parking space per 200 square feet of gross floor area. Prior to the subdivision of the existing 30,000 square foot Office Depot tenant space, Code required the existing Office Depot retail store to provide a minimum of 150 parking spaces. The existing site provides a total of 152 total parking spaces, which is a surplus of two (2) parking spaces.

Following the subdivision of the existing 30,000 square foot tenant space, into two (2) tenant spaces, the Office Depot will occupy the 15,700 square foot tenant space, which requires a minimum of seventy-nine (79) parking spaces. For restaurant/eating establishment uses, Code requires a minimum of one (1) parking space per 100 square feet of gross floor area. The proposed East Seafood Buffet restaurant, will occupy the newly created 14,300 square foot tenant space, which

requires a minimum of 143 parking spaces. Thus, the total number of required parking spaces will be 222 based on Code for restaurant and retail land use parking rates.

Based on the existing 152 parking spaces that are provided, the proposed development will be deficient by seventy-one (71) parking spaces, which is equal to a thirty-two percent (32%) reduction. Municipal Code Section 9.18.140.060, Joint Use and Parking Management, states that when there is any reduction in parking beyond ten percent (10%), a parking management plan is required. However, said reduction may not exceed twenty-five (25%). Therefore, because the subject proposal exceeds the twenty-five (25%) threshold allowed by Code, the applicant has requested approval of a Variance, to deviate from the minimum number of required parking spaces.

FINDINGS AND REASONS:

VARIANCE:

1. There are exceptional or extraordinary circumstances or conditions applicable to the property or to the intended use that do not apply generally to other property or classes of use in the same vicinity or zone.

The East Seafood Buffet restaurant will be part of a multi-tenant mixed use development, which will include a restaurant use and a retail use (Office Depot). Other sites in the same vicinity, as well as in similarly zoned properties with similar uses, do not have a mix of uses, but rather, have an existing commercial use on a stand-alone lot. Furthermore, there are very few properties in the City with similar commercial uses such as the subject Office Depot retail store and the proposed East Seafood Buffet restaurant, which have unique operational characteristics. RK Engineering noted that a "buffet-style restaurant", such as the proposed East Seafood Buffet restaurant, does not operate like a typical restaurant, because much of the square footage is required for the buffet customer queuing line. Also, the Office Depot sells a specific product and does not operate like a typical retail store. The subject site provides a total of 152 parking spaces. Based on Code requirements, the restaurant and retail use combined requires a total of 222 parking spaces, which results in a 32% parking deficiency. An observed parking analysis was conducted by RK Engineering. The existing 30,000 square foot Office Depot retail use was found to utilize just forty-six percent (46%) of the 152 available parking spaces on-site during their peak times. The existing Office Depot use did not generate a high parking demand when compared to other retail sites with similar uses. Additionally, the proposed project involves the Office Depot retail use downsizing its operation from 30,000 square feet to 15,700 square feet. However, the observed parking analysis took a conservative approach and applied the parking demand based on the original Office Depot tenant space size of 30,000 square feet. Even

with the conservative approach, the observed parking analysis concluded that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant, with an available surplus of parking spaces.

2. The 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 property in question.

According to the observed parking analysis, the subject site's parking demand is currently less than 50% occupied as the existing Office Depot use does not generate the high parking demand that is typically found in other retail shopping centers with similar uses. Additionally, there are other similar commercial properties in the immediate vicinity, within the same zone, or other similarly zoned properties throughout the City, that provide less parking than required by current Code requirements. Most of these properties were developed prior to current Code requirements, and were not required to provide the minimum number of on-site parking spaces as would be required today. However, to address any parking related issues, the observed parking analysis, conducted by licensed traffic engineers of RK Engineering, found that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant, with an available surplus of parking spaces. Furthermore, a traffic impact study conducted by RK Engineering indicated that the proposed project would have no significant impacts to the nearby study area traffic intersections.

Accordingly, approval of the proposed Variance will not set a precedent and will allow the applicant to enjoy a substantial property right possessed by other property owners located in other similar commercial properties in the immediate vicinity, within the same zone, and other similarly zoned properties throughout the City.

3. The Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.

Based on Code requirements, the restaurant and retail use combined requires a total of 222 parking spaces, which results in a 32% parking deficiency. An observed parking analysis was conducted by RK Engineering. The existing 30,000 square foot Office Depot retail use was found to utilize just forty-six percent (46%) of the 152 available parking spaces on-site during peak hours. The existing Office Depot use did not generate a high parking demand when compared to other retail sites with similar uses. Additionally, the proposed project involves the Office Depot retail use downsizing its operation from 30,000 square feet to 15,700 square feet.

However, the observed parking analysis took a conservative approach and applied the parking demand based on the original Office Depot tenant space size of 30,000 square feet. The Variance will allow a reduction in the number of on-site parking spaces. The reduction in the Code required parking will not adversely affect the surrounding properties, as even with the conservative approach, the observed parking analysis concluded that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant. Furthermore, there will be available surplus of parking during both weekday and weekend peak times. Granting of the Variance will allow this site the same benefits as other similar commercial properties in the immediate vicinity, within the same zone, and other similarly zoned properties throughout the City, which do not provide the minimum number of required parking spaces based on today's Code requirements. Approval of this Variance will allow the site to be improved, meet the intended use of the zone, and provide an additional amenity to the community as family-style sit-down restaurant. Provided that the project complies with the conditions of approval, the approval of the Variance will not create an adverse effect on the public welfare or to properties or improvements in such vicinity and zone in which the property is located.

4. The granting of the Variance will not adversely affect the General Plan.

The proposed use is consistent with the intent of the General Plan and the zoning classification as restaurants are permitted in the CC-3 (Civic Center Core) zone. The proposed Variance request will not cause an adverse effect on the City's General plan since the Municipal Code is a tool used to implement goals of the General Plan. The proposed East Seafood Buffet restaurant will improve a vacant tenant space, will complement the neighboring uses, and will further a goal of the General Plan to develop underutilized properties with a suitable development. The findings of the observed parking analysis and the traffic impact study ensure that Goal CIR-1 of the General Plan is met, which strives to provide a transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost of efficiency of maintenance, and the quality of the City's environment. Therefore, the proposed project meets the spirit and intent of the Municipal Code and the General Plan.

5. 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.

According to the observed parking analysis, the subject site's parking demand is currently less than 50% occupied as the existing Office Depot use does not generate the high parking demand that is typically found in other

retail shopping centers with similar uses. Additionally, there are other similar commercial properties in the immediate vicinity, within the same zone, and other similarly zoned properties throughout the City, that provide less parking than required by current Code requirements. Most of these properties were developed prior to current Code requirements, and were not required to provide the minimum number of on-site parking spaces as would be required today. However, to address any parking related issues, the observed parking analysis, conducted by licensed traffic engineers of RK Engineering, found that there would be a sufficient amount of parking spaces to accommodate the proposed East Seafood Buffet in conjunction with the Office Depot tenant, with an available surplus of parking spaces. Furthermore, a traffic impact study conducted by RK Engineering indicated that the proposed project would have no significant impacts to the nearby study area traffic intersections. The Conditions of Approval require that a minimum of 152 parking spaces be provided at all times, require certain site improvements be made to improve circulation and safety, require the applicant to take certain actions to encourage customers and employees to utilize alternative modes of transportation that will not impact on-site parking, and require implementation of an approved parking mitigation plan in the event actual parking or circulation problems nonetheless occur. Provided that the conditions are adhered to, approval of the subject Variance will not result in the granting of a special privilege that is inconsistent with the limitations upon other properties located within the vicinity or zone in which the subject property is situated. In addition, pursuant to Condition of Approval No. 2, the rights granted the applicant pursuant to Variance No. V-011-2015 shall continue in effect for only so long as the nature and character of the two uses operating in the 30,000 square foot building on the Site remain the same as at the time of approval the Variance. In the event the nature or character of either of the two uses occupying the building materially changes, Variance No. V-011-2015 shall cease to be effective or to grant the applicant any rights to continue to operate the described uses on the Site. Any future uses on the Site different from the current described uses will be required to comply with all then applicable standards of the Garden Grove Municipal Code, and the applicant may not rely on this Variance as a basis for satisfying the required number of parking spaces associated with such future uses.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the 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 Variance possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.

2. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the following conditions of approval, attached as "Exhibit A," shall apply to Variance No. V-011-2015.

EXHIBIT "A"

Variance No. V-011-2015

11100 and 11102 Garden Grove Boulevard

REVISED CONDITIONS OF APPROVAL

General Conditions

1. Each owner of the property shall execute, and the applicant shall record, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval," as prepared by the City Attorney's Office, on the property within 30 days of approval. This Variance runs with the land and is binding upon the property owner, his/her/its heirs, assigns, and successors in interest. Notwithstanding the foregoing, approval of this Variance shall not be construed to address, affect, or waive the rights or obligations of the applicant or other property owners pursuant to any easement, reciprocal easement agreement or other agreement affecting the subject Site, which easements or agreements shall continue to be enforceable by the parties thereto in accordance with their terms, notwithstanding approval of this Variance.

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 each of the following: the project applicant, the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. All Conditions of Approval are required to be adhered to for the life of the project, regardless of property ownership. Except as otherwise expressly provided, any changes of the Conditions of Approval require approval by the Planning Commission. All Conditions of Approval herein shall apply to Variance No. V-011-2015. The rights granted the applicant pursuant to Variance No. V-011-2015 shall continue in effect for only so long as the nature and character of the uses operating in the 30,000 square foot building on the Site remain the same as at the time of approval the Variance. As of the date of approval of Variance No. V-011-2015, the building on the Site to which this Variance relates is occupied by (1) an Office Depot retail establishment in a 15,700 square foot tenant space and (2) a seafood buffet restaurant in a 14,300 square foot tenant space. Variance No. V-011-2015 was approved, in part, based on the operating characteristics of these two specific uses. In the event the nature or character of either of the two uses occupying the building (as described in the applicant's application, the June 18, 2015 Planning Commission Staff Report and accompanying materials, and the approving Resolution) materially changes, Variance No. V-011-2015 shall cease to be effective or to grant the applicant any rights to continue to operate the described uses on the Site. Any future uses on the Site different from the current described uses shall require compliance with all then applicable

standards of the Garden Grove Municipal Code, and the applicant may not rely on this Variance as a basis for satisfying the required number of parking spaces associated with such future uses.

3. Approval of this Variance 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. Minor modifications to these Conditions of Approval which do not materially change the scope or intent of the project or the Planning Commission's approval may be approved by the Community Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community Development 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.
4. If major modifications are made to the approved floor plan, site plan, or other related changes that result in the intensification of the project or create impacts that have not been previously addressed, the proper entitlements shall be obtained reflecting such changes.
5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Police Department

6. In the event security problems occur, and at the request of the Police Department, the permittee, at his own expense, shall provide a California licensed, uniformed security guard(s) on the premises during such hours as requested by the Police Department.
7. Any violations or noncompliance with the conditions of approval may result in the issuance of an Administrative Citation up to \$1,000 pursuant to GGMC 1.22.010(a).

Fire Department

8. The project shall comply with the requirements of the current applicable California Fire Code.

Public Works Engineering Division

9. The applicant shall be subject to Traffic Mitigation Fees and other duly adopted City fees, as applicable.

Public Works Water Services Division

10. Commercial food use of any type requires the installation of an approved grease interceptor, according to Garden Grove Sanitary District's Ordinance No. 6 (Fats, Oil and Grease Control Regulations Applicable to Food Service Establishments). In the event that an approved grease interceptor is not already installed, a properly sized grease interceptor shall be installed on the sewer lateral and be 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. Grease interceptor shall be located outside of the building and accessible for routine maintenance. Owner shall maintain comprehensive grease interceptor maintenance records and shall make them available to the City of Garden Grove upon demand.
11. Food grinders (garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Any existing units are to be removed.

Community Development Department

12. The approved site plan and floor plan are an integral part of the decision approving this Variance. There shall be no additional changes in the design of the site plan or floor plan without the approval of the Community Development Department, Planning Division. Any additional changes in the approved floor plan, which have the effect of expanding or intensifying the present use, shall require obtaining the proper entitlement(s).
13. The applicant/property owner shall maintain a minimum of 152 parking spaces on the site, per the submitted site plan for Variance No. V-011-2015.
14. If the number of on-site parking spaces provided for operation of the seafood buffet restaurant, Office Depot retail establishment, or any future use on the Site becomes inadequate to accommodate the operation of these uses, and/or if the operation of such uses results in increased traffic or circulation problems, as determined in the reasonable discretion of the City's Traffic Engineer and/or Community Development Director, the applicant and/or property owner shall prepare a plan to mitigate the parking, traffic, and/or circulation issues identified by the City (the "Mitigation Plan"). The Mitigation Plan shall be approved by the City's Traffic Engineer and/or Community Development Director and shall include such solution or combination of solutions as are needed to adequately mitigate the identified issue(s). Such solutions may include, without limitation: reducing the hours of operation, limiting the number of customers within the establishment(s), limiting the number of seats and customer dining area within the restaurant establishment, instituting an off-site parking arrangement, and/or maintaining on-site parking control personnel. Any such Mitigation Plan

- approved by the City shall be enforceable by the City in the same manner as other Project Conditions of Approval. In addition, failure by the applicant to prepare an acceptable Mitigation Plan on a timely basis and/or to implement an approved Mitigation Plan shall be grounds for revoking the Variance.
15. The existing stop bar and the existing stop sign legend at the Project Access Driveway on Garden Grove Boulevard, located just west of the subject building, shall be repainted.
 16. Bicycle racks shall be provided on-site in easily accessible and highly visible locations to promote alternative modes of transportation. The bicycle racks shall accommodate a minimum of sixteen (16) bicycles.
 17. A poster/message board shall be displayed in a prominent/visible location adjacent to the entrance of the subject building that promotes walking, bicycling, and public transit and provides information about these options within the neighborhood.
 18. The operators of the subject businesses on-site shall implement a plan to encourage employees to use alternative modes of transportation, such as carpooling and public transit.
 19. No outside display of merchandise shall be permitted at any time.
 20. There shall be no pool tables, arcade and/or coin-operated games at any time, as outlined in City Code Sections 8.20.010 and 8.20.050, on the premises at any time.
 21. There shall be no customers or patrons in or about the premises when the establishments are closed
 22. No live entertainment, i.e., dancing, karaoke, live music, sport bar or disc-jockey entertainment, etc., including amplified music, shall be permitted on the premises of the proposed restaurant establishment.
 23. The loading area at the rear of the restaurant shall be kept free from all debris and trash. No outside storage shall be permitted in this area.
 24. The owner/developer shall provide adequate trash enclosures with receptacles to accommodate the uses on the site along with adequate pick-ups during the week. All trash enclosures shall match the color and material of the buildings or block wall on the site and be Code compliant. The trash bins shall be kept inside the trash enclosure, and the gates shall remain closed at all times except during disposal and pick-up. The trash shall be picked up as needed to accommodate the use; the owner/developer shall increase the number of pick-ups as required.

25. 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.
26. There shall be no uses or activities of an adult-oriented nature permitted as outlined in City Code Section 9.08.070.
27. There shall be no deliveries to or from the premises between the hours of 10:00 p.m. and 8:00 a.m., seven days a week.
28. 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.
29. Graffiti shall be removed from the premises and all parking lots under the control of the applicant, property owner, and/or any tenant, within 120 hours of notification.
30. 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.
31. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community Development Department, Planning Division. No advertising material shall be placed thereon.
32. Exterior advertisements displays or exterior wall advertisements shall not be allowed.
33. The applicant / property owner shall comply with the adopted City Noise Ordinance.
34. The building plans, including grading and development plans and all construction activity shall comply with the current editions of the California Building Regulations as found in the California Code of Regulations (CCR), Title 24, Parts 2 through 12 as adopted by the City of Garden Grove.
35. As a part of the finalized working drawings for Planning Division, Engineering Division and Building Plan Check, the developer shall submit a detailed and dimensioned plot plan, floor plans, exterior elevations, and landscape plans that reflect the conditions of approval.
36. 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 ground lighting system. Lighting in the common and parking areas shall be directed, positioned or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences. Parking area lighting shall be provided during the hours of darkness the establishment is open at a minimum of two-foot candles of light, and one-foot candle of light during all other hours of darkness.

37. No exterior piping, plumbing, roof top access ladders, or mechanical ductwork shall be permitted on any exterior facade and/or be visible from any public right-of-way or adjoining property.
38. 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. No signs advertising alcoholic beverages shall be placed on the windows. Any opaque material applied to the store front, such as window shall count toward the maximum window coverage area.
39. 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.
40. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant and all agents thereof.
41. A copy of the resolution, including the conditions approving Variance No. V-011-2015, shall be kept on the premises at all times.
42. The permittee shall submit a signed letter acknowledging receipt of the decision approving Variance No. V-011-2015, and his/her agreement with all conditions of the approval.
43. 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 (i) 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 Variance No. V-011-2015, or (ii) concerns any easement, reciprocal easement agreement, or other agreement affecting the Site. 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 bringing such a claim, action, or proceeding. The City shall retain the right to select its counsel of choice in any action referred to herein.

LETTER OF TRANSMITTAL

TO: EMERALD SQUARE II, LLC
1234 East 17th Street
Santa Ana, CA 92701

DATE: June 16, 2015

JOB NO.: 2460-2014-01

ATTN: Mr. Steve Felderman

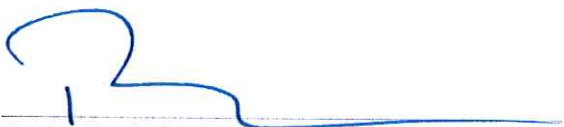
SUBJECT: Proposed King Buffet Restaurant
Observed Parking Analysis,
City of Garden Grove (Revised 06/16/15)

WE ARE FORWARDING: By Messenger By E-Mail
 By Blueprinter By Fedex

NUMBER OF COPIES	DESCRIPTION
1	PDF of report for your use

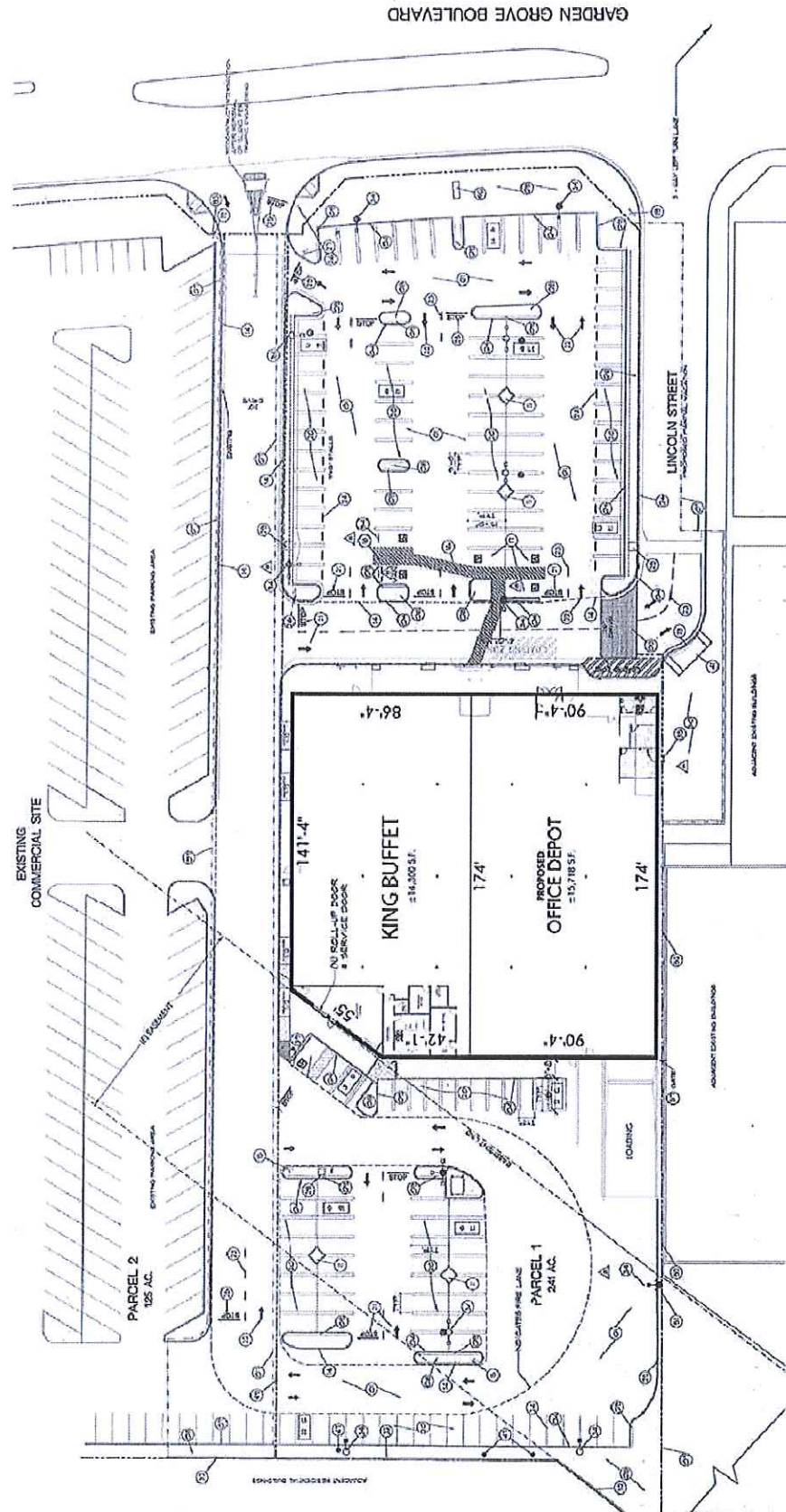
SENT FOR YOUR	STATUS	PLEASE NOTE
<input type="checkbox"/> Approval	<input type="checkbox"/> Preliminary	<input checked="" type="checkbox"/> Revisions
<input type="checkbox"/> Signature	<input checked="" type="checkbox"/> Revised	<input type="checkbox"/> Additions
<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Approved	<input type="checkbox"/> Omissions
<input type="checkbox"/> File	<input type="checkbox"/> Released	<input type="checkbox"/> Corrections

REMARKS:
Attached is the Proposed King Buffet Restaurant Observed Parking Analysis, City of Garden Grove
Please call me at (949) 474-0809 extension 211 if you have any questions.

BY: 
Rogier Goedecke
Vice President, Operations

COPIES TO:

PROPOSED KING BUFFET RESTAURANT OBSERVED PARKING ANALYSIS (REVISED 06/16/2015) City of Garden Grove, California



June 16, 2015

transportation planning * traffic engineering
acoustical engineering * parking studies

Mr. Steve Felderman
EMERALD SQUARE II, LLC
1234 East 17th Street
Santa Ana, CA 92701

**Subject: Proposed King Buffet Restaurant Observed Parking Analysis
(Revised 06/16/2015), City of Garden Grove**

Dear Mr. Felderman:

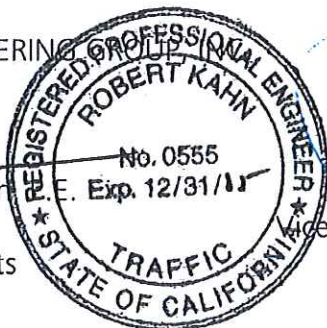
RK ENGINEERING GROUP, INC. (RK) has completed an observed parking analysis and trip generation comparison for the proposed King Buffet Restaurant. The project site is located at southwest corner of Garden Grove Boulevard at Euclid Street, in the City of Garden Grove, as shown in Exhibit A. The proposed project's site plan is shown in Exhibit B. The project proposes to share with the existing building (Office Depot) which is currently occupying the entire building. The purpose of this analysis is to determine if there is sufficient parking provided to accommodate the proposed King Buffet Restaurant as well as the existing Office Depot.

RK conducted observed parking demand counts at the existing Office Depot site and at an operating King Buffet Restaurant in Los Angeles. The results from the study were used to determine if the existing conditions provide an adequate number of parking spaces for the proposed land uses. In addition to the parking analysis, this report will provide a brief trip generation analysis for the proposed land uses.

The analysis shows that the proposed King Buffet Restaurant is expected to effectively operate at the proposed site based on the results from the combined observed parking studies and the trip generation comparison.

RK ENGINEERING GROUP, INC. is pleased to provide EMERALD SQUARE II, LLC with this observed parking analysis. If you have any questions regarding this study or need further review, please call us at (949) 474-0809.

Sincerely,
RK ENGINEERING



Robert Kahn
Robert Kahn
Principal
Attachments

Rogier Goedecke
Rogier Goedecke
Traffic President, Operations

Tiffany Giordano
Tiffany Giordano, E.I.T.
Engineer II

**PROPOSED KING BUFFET RESTAURANT
OBSERVED PARKING ANALYSIS
(REVISED 06/16/2015)
City of Garden Grove, California**

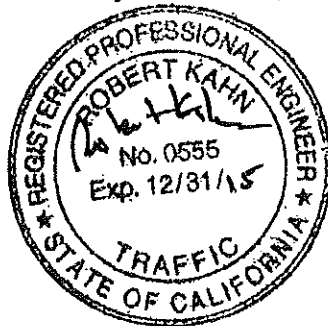
Prepared for:

EMERALD SQUARE II, LLC
1234 East 17th Street
Santa Ana, CA 92701

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

**Robert Kahn, P.E.
Rogier Goedecke
Tiffany Giordano, E.I.T.**



June 16, 2015

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1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

The purpose of this study is to evaluate the parking demand for the proposed King Buffet Restaurant location by utilizing observed parking demand studies. Additionally, a trip generation analysis will be completed for the proposed King Buffet Restaurant land use.

The following is provided in this report:

- A description of the study area and proposed project.
- Information about the City of Garden Grove's Municipal Code related to parking.
- Results of the observed parking study at the project site, which provides the parking demand for the existing Office Depot.
- Results of the observed parking study at an operating King Buffet Restaurant located in the City of Los Angeles.
- Calculations for the expected parking demand at the project site for the combination of the Office Depot and King Buffet Restaurant based on the results of the observed parking studies at the two (2) locations.
- Trip generation calculations for the proposed land use.
- Conclusions drawn from the results of the aforementioned studies and analysis.

1.2 Study Area and Site Description

The proposed project site is located near the southwest corner of Garden Grove Boulevard and Euclid Street in the City of Garden Grove, as shown in Exhibit A. The site shares access with Costco and Del Taco to the west, and a variety of land uses in a shopping center to the east.

As shown in Exhibit C, the project site is a rectangular area, with two (2) parking areas separated by an approximate 30,000 square foot building. Currently, the building is fully occupied by Office Depot, and the site provides a total of 151 parking spaces.

The proposed project will remodel the existing building to accommodate a 14,300 square foot King Buffet Restaurant, with the remaining 15,700 square feet continuing to operate as Office Depot. There are no plans to alter the exterior building walls, completely utilizing the existing building shell. Therefore, there are no expected changes to the number of parking spaces provided for the proposed project. A conceptual site plan is provided in Exhibit B.

The Reciprocal Easement Agreement (REA), provided in Appendix A, determines that shared parking between the project site and the adjacent tenants is acceptable.

1.3 City of Garden Grove Municipal Code

The City of Garden Grove Municipal Code (Appendix B) requires five (5) parking spaces per 1,000 square feet for retail land use, and ten (10) parking spaces per 1,000 square feet for restaurant land use. Table 1 provides the required parking based on the City of Garden Grove Code for both existing and proposed land uses. Currently, the existing Office Depot requires 150 parking spaces and the project site provides 151 parking spaces. Therefore, the project site provides one (1) parking space above code. The proposed mixed land use development will require 222 parking spaces based on the Code for restaurant and retail land use parking rates. Based on the existing number of parking spaces provided, the proposed land use will be deficient by 71 parking spaces.

Due to the deficiency, the number of parking spaces required does not meet the parking code requirements. However, a buffet-style restaurant does not operate like a typical restaurant: extra square footage is required for the buffet line. Additionally, an Office Depot sells a specific product and does not operate like a typical retail store. The City of Garden Grove allows a traffic engineering and planning analysis to be conducted to determine an appropriate parking rate for land uses not provided within the City's Code. Therefore, observed parking demand studies are used to determine the projected parking demand for the existing Office Depot and the proposed King Buffet restaurant.

2.0 Office Depot Observed Parking Demand Study

The following sections discuss the observed parking study conducted at the project site, including the parameters, the results, and the conclusions drawn from the study.

2.1 Observed Parking Study Parameters

In order to establish the peak parking demand at the project site for the existing Office Depot, RK performed an observed parking demand survey at the site. To accomplish this, observed parking counts were obtained during the following times:

- Friday, January 23, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.
- Saturday, January 24, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.

The existing parking lot was divided into two (2) zones, as shown in Exhibit C. The observed parking counts are provided in Appendix C. The observed parking survey coincides with the peak hours of operation for the existing land use and was conducted during normal weekday and weekend conditions, when typical activities for the site were expected.

As previously discussed, the project site is in close proximity to Costco. The visitors to Costco are allowed to park in the 151 parking spaces provided for the Office Depot per the REA. The observed count data provided in Appendix C provide the number of times a vehicle parked in the project site area and then the occupants walked to Costco. This data is provided for informational purposes only.

2.2 Observed Parking Study Findings

A summary of the observed parking study can be found in Tables 2 and 3. The observed peak hour occurred on Saturday, January 24, at 3:00 PM. There were a total of 70 parked cars, which is approximately 46.4% of the total parking supplied. The total includes the vehicles which parked at the site but walked to the adjacent Costco. However, it should be noted that on Friday, there were 20 vehicle's occupants which parked at the project site but then walked to Costco. On Saturday, there were a total of 63 vehicle occupants which were observed parking at the site and then walking to Costco.

The observed study demonstrates that the current building occupancy demand does not exceed the parking supply.

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3.0 King Buffet Observed Parking Demand Study

The following sections discuss the observed parking study conducted at the project site, including the parameters, the results, and the conclusions drawn from the study.

3.1 Observed Parking Study Parameters

In order to establish the peak parking demand for the proposed King Buffet Restaurant, RK performed an observed parking demand survey at an operating King Buffet Restaurant located at 1375 North Western Avenue in the City of Los Angeles. Observed parking counts were obtained during the following times:

- Friday, January 23, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.
- Saturday, January 24, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.

It should be noted that the King Buffet observed counts were obtained during the same time as the Office Depot observed counts. However, the King Buffet Restaurant does not begin operations until 11:00AM. The counts were conducted during the same time to be consistent.

An aerial of the existing King Buffet in Los Angeles is provided in Exhibit D. The observed parking counts are provided in Appendix D. The observed parking survey coincides with the peak hours of operation for the existing land uses and was conducted during normal weekday and weekend conditions, when typical activities for the site were expected.

The existing King Buffet has an area of approximately 11,200 square feet, with 80 parking spaces provided on-site. The business typically operates from 11:00 AM to 9:30 PM, however observed counts were started at 9:00 AM to count any employees that may have been on site.

3.2 Observed Parking Study Findings

A summary of the observed parking study can be found in Tables 4 and 5. The observed peak hour occurred on both Friday and Saturday, at 2:00 PM. There were a total of 58 parked cars, which is approximately 72.5% of the total parking supplied.

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4.0 Projected Parking Demand

Tables 6 and 7 provide the projected parking demand for the proposed project during a typical Friday and Saturday condition.

As can be seen in the tables, the total observed demand for the Office Depot was used as a base. This is conservative, since the proposed Office Depot will have approximately half of the square footage as the existing Office Depot. Next, the projected parking demand for the proposed King Buffet Restaurant is calculated based on the existing Los Angeles King Buffet observed demand. The existing Los Angeles King Buffet is approximately 11,200 square feet, and the proposed King Buffet is expected to be approximately 14,300 square feet. The ratio of square footage was applied to the observed demand to determine an appropriate projected demand for the proposed restaurant.

The observed demand for the Office Depot and the projected demand for the proposed King Buffet were added to determine the parking demand at the project site. The following is a summary of the projected parking demand:

- The typical Friday projected demand uses the observed counts from Friday, January 23, 2015. The peak is projected to occur at 2:00 PM with a total of 140 vehicles parked, which is approximately 92.7% of the supplied parking.
- The typical Saturday projected demand uses the observed counts from Saturday, January 24, 2015. The peak is projected to occur at 2:00 PM with a total of 133 vehicles parked, which is approximately 88.1% of the supplied parking.
- Table 8 provides a summary of the projected parking demand. During projected peak demands, there is still a surplus of 11 parking spaces, or there is still 7.3% of the parking lot available for additional demand.

The projected parking demand determines that there is a sufficient amount of parking spaces to accommodate the proposed King Buffet Restaurant. It should be noted that the projected demand is conservative, since the calculations utilize the observed parking demand for a 30,000 square foot Office Depot.

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5.0 Trip Generation Analysis

Trip generation represents the amount of trips that are produced and attracted by a development. Trip generation rates are developed in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

This report analyzes the expected number of trips generated by the proposed King Buffet Restaurant project site. The expected number of trips generated by the Office Depot is not included in this analysis. This is primarily due to the fact that the Office Depot is expected to generate the same number of trips in the proposed and existing scenarios, even though the square footage will be greatly reduced. Therefore, the King Buffet is analyzed individually.

This analysis has made some adjustments to the trip generation for the King Buffet Restaurant based on recommended practices from the ITE Handbook. The AM peak hour rate utilizes the Quality Restaurant (ITE Code 931) rate. This is primarily due to the fact that the proposed King Buffet Restaurant will not begin operating until 11:00am, which is typical of a Quality Restaurant. The High Turnover Restaurant (ITE Code 932) rate assumes the restaurant will be open during the AM peak hour.

Table 9 shows the trip generation for the proposed King Buffet Restaurant. The proposed restaurant is expected to generate 12 trips per hour in the AM peak hour and 141 trips per hour in the PM peak hour and 1,818 daily trip-ends.

This analysis concludes that the proposed restaurant is expected to generate a large number of PM peak hour trips. Most Orange County cities require a traffic impact analysis to be conducted if the project is expected to attract more than 50 peak hour trips. The proposed King Buffet Restaurant is expected to attract 141 PM peak hour trips, therefore a very focused traffic impact analysis is suggested.

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6.0 Conclusions

As evident in this study, there are enough parking spaces at the project site to accommodate the proposed King Buffet Restaurant. The analysis is conservative in that it assumes the Office Depot will be operating as a 30,000 square foot building, when it will be approximately half the size with the addition of the King Buffet Restaurant. By taking this into account, the project will still not exceed the parking supply of the site. The following is a summary of the findings:

1. For typical Friday conditions, the site is projected to have a peak parking demand of 140 parking spaces based on the observed parking demands generated in this study. The site will provide 151 parking spaces, thereby resulting in 11 surplus parking spaces during peak times.
2. For typical Saturday conditions, the site is projected to have a peak parking demand of 133 parking spaces based on the observed parking demands generated in this study. The site will provide 151 parking spaces, thereby resulting in 18 surplus parking spaces during peak times.
3. The proposed restaurant is expected to generate 12 trips per hour during the AM peak hour.
4. The proposed restaurant is expected to generate 141 trips per hour during the PM peak hour.
5. The project should monitor its peak parking demand as needed to refine parking management operations at the site.

In conclusion, the conservative parking analysis shows that the project site is expected to have surplus parking spaces during the analysis time period. The trip generation analysis determines that the project should conduct a very focused traffic impact analysis since it exceeds 50 peak hour trips.

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Exhibits

Exhibit A
Location Map

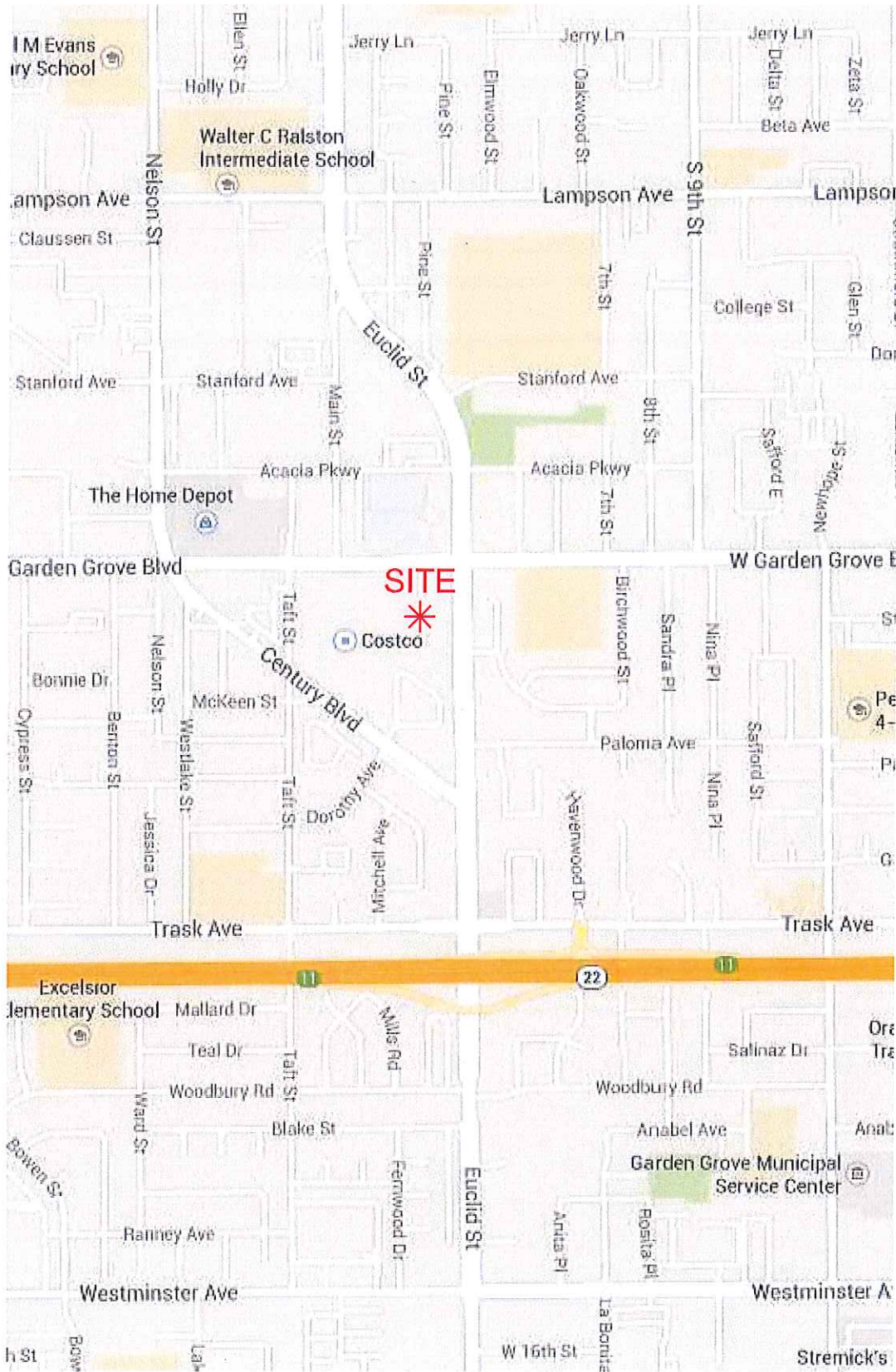


Exhibit B Site Plan

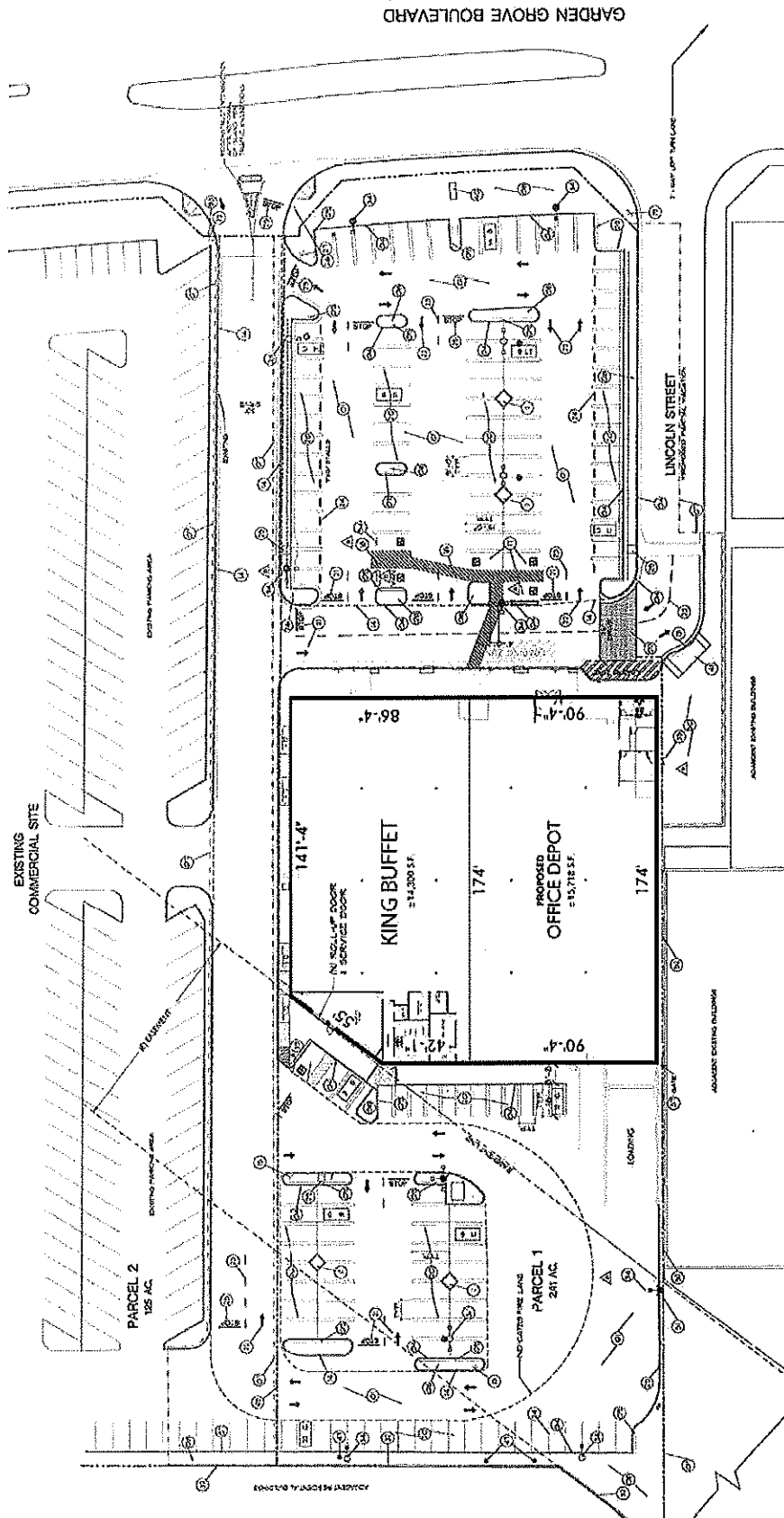


Exhibit C Zone Map



Legend:


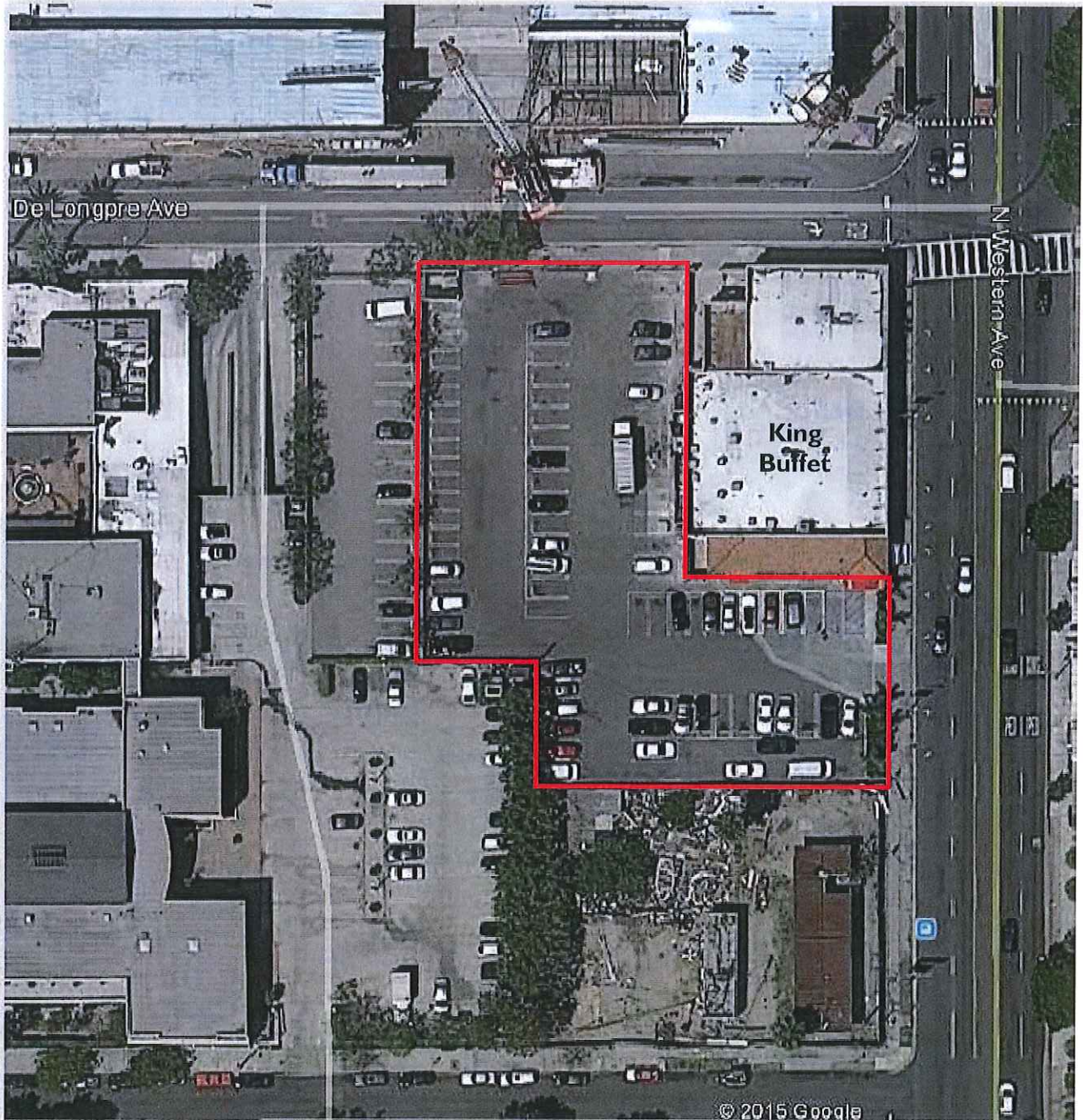

 = Study Area



Exhibit D
Los Angeles King Buffet Restaurant Aerial



Legend:

 = Study Area



Tables

Table 1
City of Garden Grove Code Required Parking¹

Existing Land Use				
Tenant Name	Land Use	Gross Square Feet	Garden Grove Parking Rate¹	No. of Spaces Required
Office Depot	Retail	30,000	5 spaces per 1000 SF	150
Subtotal		30,000		150
Total Parking Spaces Provided				151
Additional Spaces Per Parking Code				+1

Proposed Land Use				
Tenant Name	Land Use	Gross Square Feet	Garden Grove Parking Rate¹	No. of Spaces Required
Office Depot	Retail	15,700	5 spaces per 1000 SF	79
King Buffet	Restaurant	14,300	10 spaces per 1000 SF	143
Subtotal		30,000		222
Total Parking Spaces Provided				151
Additional Spaces Per Parking Code				-71

¹ Per City of Garden Grove Municipal Code, Section 9.18.140: Parking.

Table 2
Observed Parking Demand at Office Depot
Friday, January 23, 2015



TIME	Zone 1		Zone 2		TOTALS	Percent Occupied
		Regular		Regular		
Spaces	5	79	1	66	151	
9:00 AM	1	33	0	10	44	29.1%
10:00 AM	1	41	0	9	51	33.8%
11:00 AM	1	46	0	9	56	37.1%
12:00 PM	0	42	0	11	53	35.1%
1:00 PM	1	42	0	22	65	43.0%
2:00 PM	0	45	0	20	65	43.0%
3:00 PM	0	39	0	16	55	36.4%
4:00 PM	0	32	1	13	46	30.5%
5:00 PM	0	47	0	7	54	35.8%
6:00 PM	0	35	0	7	42	27.8%
7:00 PM	0	24	0	5	29	19.2%
8:00 PM	0	17	0	4	21	13.9%

Table 3
Observed Parking Demand at Office Depot
Saturday, January 24, 2015

TIME	Zone 1		Zone 2		TOTALS	Percent Occupied
	♿	Regular	♿	Regular		
Spaces	5	79	1	66	151	
9:00 AM	0	28	0	0	28	18.5%
10:00 AM	0	39	0	3	42	27.8%
11:00 AM	2	31	0	2	35	23.2%
12:00 PM	0	34	0	8	42	27.8%
1:00 PM	0	37	1	13	51	33.8%
2:00 PM	1	33	1	23	58	38.4%
3:00 PM	1	31	0	38	70	46.4%
4:00 PM	1	34	0	26	61	40.4%
5:00 PM	0	25	0	20	45	29.8%
6:00 PM	0	28	0	17	45	29.8%
7:00 PM	1	17	0	12	30	19.9%
8:00 PM	1	14	0	11	26	17.2%

Table 4
Observed Parking Demand at Existing King Buffet
Friday, January 23, 2015


TIME		Regular	TOTALS	Percent Occupied
Spaces	1	79	80	
9:00 AM	0	1	1	1.3%
10:00 AM	0	2	2	2.5%
11:00 AM	1	10	11	13.8%
12:00 PM	0	41	41	51.3%
1:00 PM	1	55	56	70.0%
2:00 PM	1	57	58	72.5%
3:00 PM	1	53	54	67.5%
4:00 PM	1	31	32	40.0%
5:00 PM	0	19	19	23.8%
6:00 PM	1	27	28	35.0%
7:00 PM	1	47	48	60.0%
8:00 PM	1	47	48	60.0%

Table 5
Observed Parking Demand at Existing King Buffet
Saturday, January 24, 2015


TIME		Regular	TOTALS	Percent Occupied
Spaces	1	79	80	
9:00 AM	0	4	4	5.0%
10:00 AM	0	7	7	8.8%
11:00 AM	0	15	15	18.8%
12:00 PM	1	40	41	51.3%
1:00 PM	0	54	54	67.5%
2:00 PM	1	57	58	72.5%
3:00 PM	1	43	44	55.0%
4:00 PM	0	37	37	46.3%
5:00 PM	1	35	36	45.0%
6:00 PM	1	37	38	47.5%
7:00 PM	1	52	53	66.3%
8:00 PM	1	41	42	52.5%

Table 6
Projected Parking Demand For a Typical Friday¹

TIME	Observed Demand at Office Depot ²	Observed Demand at Los Angeles King Buffet ³	Projected Demand for Proposed King Buffet ⁴	Observed Office Depot Demand Plus Projected King Buffet Demand ⁵	Percent Occupied
Spaces ³	151	80		151	
9:00 AM	44	1	2	46	30.5%
10:00 AM	51	2	3	54	35.8%
11:00 AM	56	11	15	71	47.0%
12:00 PM	53	41	53	106	70.2%
1:00 PM	65	56	72	137	90.7%
2:00 PM	65	58	75	140	92.7%
3:00 PM	55	54	69	124	82.1%
4:00 PM	46	32	41	87	57.6%
5:00 PM	54	19	25	79	52.3%
6:00 PM	42	28	36	78	51.7%
7:00 PM	29	48	62	91	60.3%
8:00 PM	21	48	62	83	55.0%

¹ Based on counts conducted Friday, January 23, 2015.

² See Table 2.

³ See Table 4.

⁴ Projected demand was estimated by taking a ratio of the existing King Buffet square footage (11,200 SF) and the proposed King Buffet square footage (14,300 SF). The estimate is used to determine how many vehicles will be parked for the proposed King Buffet based on the square footage and time of day.

⁵ The expected demand for the proposed land uses is estimated by using the full Office Depot observed parking demand and the projected King Buffet parking demand.

Table 7
Projected Parking Demand For a Typical Saturday

TIME	Observed Demand at Office Depot ²	Observed Demand at Los Angeles King Buffet ³	Projected Demand for Proposed King Buffet ⁴	Observed Office Depot Demand Plus Projected King Buffet Demand ⁵	Percent Occupied
Spaces ³	151	80		151	
9:00 AM	28	4	6	34	22.5%
10:00 AM	42	7	9	51	33.8%
11:00 AM	35	15	20	55	36.4%
12:00 PM	42	41	53	95	62.9%
1:00 PM	51	54	69	120	79.5%
2:00 PM	58	58	75	133	88.1%
3:00 PM	70	44	57	127	84.1%
4:00 PM	61	37	48	109	72.2%
5:00 PM	45	36	46	91	60.3%
6:00 PM	45	38	49	94	62.3%
7:00 PM	30	53	68	98	64.9%
8:00 PM	26	42	54	80	53.0%

¹ Based on counts conducted Saturday, January 24, 2015.

² See Table 3.

³ See Table 5.

⁴ Projected demand was estimated by taking a ratio of the existing King Buffet square footage (11,200 SF) and the proposed King Buffet square footage (14,300 SF). The estimate is used to determine how many vehicles will be parked for the proposed King Buffet based on the square footage and time of day.

⁵ The expected demand for the proposed land uses is estimated by using the full Office Depot observed parking demand and the projected King Buffet parking demand.

Table 8
Projected Parking Demand for King Buffet Restaurant and Office Depot
Results Summary¹

Day	Total Number of Spaces Provided	Peak Parking Time	Peak Parking Demand	Number of Surplus Parking Stalls at Peak	Percent of Parking Available at Peak
Typical Friday	151	2:00 PM	140	11	7.3%
Typical Saturday	151	2:00 PM	133	18	11.9%

¹ Projected counts can be found in Tables 6 and 7.

TABLE 9
Proposed Land Use Trip Generation¹

Proposed Land Use										
Land Use	ITE Code	Quantity	Units ²	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
High Turnover / Sit Down Restaurant ³	932	14.300	TSF	7	5	12	85	56	141	1,818

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition, 2012

² TSF = Thousand Square Feet

³ The proposed restaurant will not open until after the 7:00AM - 9:00AM peak hours. Therefore, the number of AM peak hour trips generated is similar to that of a quality restaurant. For this analysis, the AM peak hour uses the trip generation rate for Quality Restaurant (ITE Code 931), and the PM peak hour and daily trips uses the trip generation rates for High Turnover / Sit Down Restaurant (ITE Code 932).

Appendices

Appendix A

Reciprocal Easement Agreement (REA)

12

Recorded in the County of Orange, California
Gary L. Granville, Clerk/Recorder

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

)
) **No Fee**
) 19960436242 2:47pm 08/26/96
)
) 005 20005227 20 12
) E02 29 7.00 84.00 0.00 0.00 0.00 0.00
)
)
)
)
)
)

Garden Grove Agency
for Community Development
11222 Acacia Parkway
Garden Grove, California 92640
Attention: Agency Director

This document is exempt from the payment of a recording fee
pursuant to Government Code Section 27383



RECIPROCAL EASEMENT AGREEMENT

THIS RECIPROCAL EASEMENT AGREEMENT (the "REA") is entered into as of JUNE 11, 1996, by and among **COSTCO WHOLESALE CORPORATION, INC.**, a Washington corporation (together with its successors and assigns, "Costco"), **ZELMAN GARDEN GROVE MARKETPLACE, LLC**, a Delaware limited liability company (together with its successors and assigns, "Zelman"), and the **GARDEN GROVE AGENCY FOR COMMUNITY DEVELOPMENT**, a public body, corporate and politic (together with its successors and assigns, the "Agency"), in connection with certain real property located in the City of Garden Grove, County of Orange, State of California (the "Center"), as shown on that certain map of the Center (the "Map of the Center") attached hereto as Exhibit "A" and as more particularly described in the Legal Description attached hereto as Exhibit "B," both incorporated herein by this reference.

IT
ZP
LN
NF
IPC

RECITALS

A. Agency and Costco have entered into that certain Disposition and Development Agreement, dated as of December 14, 1993 (the "Costco DDA"). Pursuant to the Costco DDA, the Agency has conveyed to Costco fee title to a certain portion of the Center (the "Costco Parcel"), and Costco has constructed and operated thereon a Costco discount warehouse store.

B. Agency and Zelman have entered into that certain Disposition and Development Agreement, as approved by the Agency on December 12, 1995 (the "Zelman DDA"). Pursuant to the Zelman DDA, the Agency has conveyed to Zelman a certain portion of the Center (the "Zelman Parcel"), and Zelman has agreed to construct certain improvements thereon suitable for retail sales.

C. Agency currently owns fee title to other portions of the Center (the "Agency Parcels"). The Agency intends that such property may be improved for purposes consistent with the terms hereof.

D. The Costco DDA and the Zelman DDA both require that this Declaration be executed and recorded in order to facilitate the creation of a single, unified retail shopping center on the Center.

E. The Center is located in the Garden Grove Community Center Redevelopment Project Area, as amended, in the City of Garden Grove.

F. The Agency has solicited the participation of the owners of certain real property located adjacent to the Center (the "Annexation Parcels"). The Agency desires that such property will be improved for purposes consistent with the terms hereof, and that such parcels will be part of the Center and will be subject to the terms of this REA at such time. However, the owners of the Annexation Parcels are not currently required to enter into this REA.

G. The Owners desire to enter into this REA for the purpose of:

(1) creating reciprocal easements over the Center in favor of each party hereto for ingress, egress and physical access of said parties and their Occupants and Permittees (both as hereinafter defined);

(2) establishing the respective rights and duties among the parties concerning the Common Area and access thereto;

(3) acknowledging the status of the development of the Property as of the date hereof.

H. The Owners intend that the owners of the Annexation Parcels will be given an opportunity to include the Annexation Parcels as part of the Center, subject to the terms of this REA, at such time as such Annexation Parcels are developed or redeveloped, provided that the Site Plan for such development or redevelopment is consistent with the requirements of this REA and is reasonably acceptable to the Owners, in accordance with Section 9 below.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby agree as follows:

1. **Definitions.** For the purposes of this REA, the following terms shall have the following definitions:

1.1 "**Agency**" means the Garden Grove Agency for Community Development, a public body, corporate and politic (together with its successors and assigns).

1.2 "**Agency Parcels**" means those other portions of the Center owned by the Agency as of the date of this REA, as depicted on the Map of the Center and described in the Legal Description.

1.3 "**Annexation Parcels**" means those parcels adjacent to the Center currently owned by parties other than Costco, Zelman or the Agency, as depicted on the Map of the Center

and described in the Legal Description. The Annexation Parcels include the Eastern Annexation Parcel and the Western Annexation Parcel.

1.4 **"Building Areas"** shall mean the limited portions of the Center designated on the Site Plan as the initial location for buildings, structures or outdoor sales areas or as "Envelope Areas". As to the areas designated as "Envelope Areas" (but not as initial building locations) an Owner of a Parcel shall be permitted to construct on such "Envelope Areas", or cause to be constructed on such "Envelope Areas", such buildings, structures or outdoor sales areas, in the locations and exterior configuration as such Owner selects, and such buildings, structures or outdoor sales areas shall be Building Areas within the meaning of the foregoing definition, so long as the same (i) do not materially impair the ingress to, or egress from, any particular Parcel, (ii) conform to the requirements of this REA, and (iii) do not exceed the maximum square footages, if any, for such Envelope Area designated on the Site Plan.

1.5 **"Center"** means that real property on which a single, unified retail shopping center is to be created pursuant to this REA, as depicted on the Map of the Center and described in the Legal Description.

1.6 **"City"** means the City of Garden Grove, a California municipal corporation.

1.7 **"Common Area"** shall be the portion of the Center intended for the nonexclusive use by the Owners and their tenants, subtenants, employees, concessionaires, licensees, customers, and business invitees, in common with other users as permitted by this REA. Common Area shall include, but not be limited to, Parking Areas, access roads, driveways, walkways, sidewalks, and landscaping. The Common Area shall include all items of Common Area shown on the Site Plan. Common Area shall not include any Floor Area and truck and/or loading docks or the concrete apron or ramp leading to such areas but will include any asphalt paved areas immediately adjacent to and adjoining such concrete apron or ramp area.

1.8 **"Costco"** means Costco Wholesale Corporation, Inc., a Washington corporation (together with its successors and assigns).

1.9 **"Costco DDA"** means that certain Disposition and Development Agreement, dated as of December 14, 1993 (the "Costco DDA"), pursuant to which the Agency has conveyed to Costco fee title to the Costco Parcel and Costco has constructed and operated thereon a Costco discount warehouse store.

1.10 **"Costco Parcels"** means that certain portion of the Center which is owned by Costco, as depicted on the Map of the Center and as described in the Legal Description.

1.11 **"Eastern Annexation Parcel"** means that portion of the Annexation Parcels which is roughly bordered by Euclid Street on the east, Garden Grove Boulevard on the north, the Zelman Parcel on the west, and the OCTA Right-of-Way on the south, as depicted on the Map of the Center and as described in the Legal Description.

1.12 **"Eastern Agency Parcel"** means that portion of the Agency Parcels on which Costco and its Occupants and Permittees are permitted to park pursuant to Section 6.5 hereof.

1.13 **"Floor Area"** shall mean the floor space in the Center of all floors in any structure, whether roofed or not, whether or not actually occupied, including basement space and subterranean areas, and balcony and mezzanine space, measured from the exterior faces or the exterior lines of the exterior walls (including basement walls) and the actual number of square feet of any outdoor area appropriated for use to display and/or sell merchandise as permitted hereunder. The term "Floor Area" shall not include truck loading areas, truck tunnels, truck parking, turn around and dock areas and ramps, Common Area, or Costco's regional office facility as described in Section 7.1(u) below.

1.14 **"Legal Description"** means the legal description of the Center which is attached hereto as Exhibit B and incorporated herein.

1.15 **"Major Tenant"** means a tenant leasing improvements of not less than Ten Thousand (10,000) square feet of Floor Area within a Parcel, which tenant occupies substantially all of the improvements within a Parcel.

1.16 **"Map of the Center"** means the Map of the Center which is attached hereto as Exhibit A and incorporated herein. The Map of the Center includes both the parcels which are currently subject to this REA, as well as the Annexation Parcels which may be added to the REA as provided herein.

1.17 **"Occupants"** refers to all individuals, partnerships, firms, associations, corporations, and any other forms of business entity which are from time to time entitled to use and occupy the Parcels, or any portion thereof, under any lease or other instrument or written or oral agreement.

1.18 **"Owners"** means the owners of the Agency Parcels, the Costco Parcel, the Zelman Parcel, and each Annexation Parcel which has been annexed hereto. A party shall only be an Owner for purposes of this REA during the period that such party is the owner of a Parcel which is then subject to this REA. The owner of an Annexation Parcel which has not then become subject to this REA shall not be deemed an Owner until such time as such Annexation Parcel becomes part of the Center and subject to this REA as provided in Section 9 hereof.

1.19 **"Parcels"** means the Agency Parcels, the Costco Parcel, the Zelman Parcel, and each Annexation Parcel which has been annexed hereto pursuant to the procedure set forth in Section 9 hereof.

1.20 **"Parking Areas"** shall mean those portions of the Common Area used for the parking of motor vehicles, including incidental and interior roadways, pedestrian stairways, walkways, curbs and landscaping within or adjacent to areas used for parking of motor vehicles, together with all improvements to the Common Area which at any time are erected thereon. Such areas shall not include truck ramps and loading and delivery areas.

1.21 **"Permittees"** refers to all individuals, partnerships, firms, associations, corporations, and any other forms of business entity which use, occupy or enjoy the Parcels, or any portion thereof, pursuant to the authorization, request or invitation of the Owners or Occupants of such Parcels, as such authorization, request or invitation applies to such parties' respective interest in the Center, which use, occupancy or enjoyment is not in violation of any lease or other instrument or agreement relating to the Center, including without limitation this REA.

1.22 **"REA"** means this Reciprocal Easement Agreement, as it may be amended and restated from time to time.

1.23 **"Site Plan"** means the Site Plan which is attached hereto as Exhibit C and incorporated herein. The Site Plan may be revised from time to time with the consent of all of the Owners and Major Tenants, pursuant to a Supplemental REA or Amended REA which is duly executed by all of the Owners and Major Tenants and recorded in the official records of Orange County, California, pursuant to Sections 4.1 or 9 below.

1.24 **"Western Annexation Parcel"** means that portion of the Annexation Parcels, which is bordered by Century Boulevard on the southwest, Garden Grove Boulevard on the north, and the Costco Parcel on the east, as depicted on the Map of the Center and as described in the Legal Description.

1.25 **"Zelman"** means Zelman Garden Grove Marketplace, LLC, a Delaware limited liability company (together with its successors and assigns).

1.26 **"Zelman DDA"** means that certain Disposition and Development Agreement, which was approved by the Agency on December 12, 1995.

1.27 **"Zelman Parcels"** means that portion of the Center which is owned by Zelman, as depicted in the Map of the Center and as described in the Legal Description.

2. **Effective Date; Term.** The terms and provisions of this REA shall take effect upon the recordation hereof in the Official Records of Orange County, California. Once recorded, this REA shall remain in full force and effect until June 30, 2036, and shall be automatically renewed and extended thereafter for successive periods of ten (10) years each unless sooner terminated pursuant to the provisions of Section 10.5 hereof.

3. **Easements.**

3.1 **Easements Inuring to the Benefit of the Costco Parcels.** Zelman and the Agency hereby grant to Costco for the benefit of the Costco Parcel the following easements, the location and use of which shall not be changed after the date hereof except through the amendment of the REA pursuant to Section 4.1 hereof:

(a) **Vehicular Easement.** A nonexclusive easement appurtenant to the Costco Parcel in, over, through, to and across the Common Area located on the Agency Parcels

and the Zelman Parcel, for the purpose of ingress, egress and stopping (but not parking) of vehicles of Costco, its Occupants and Permittees.

(b) **Pedestrian Easement.** A nonexclusive easement appurtenant to the Costco Parcel in, over, through, to and across the Common Area located on the Agency Parcels and the Zelman Parcel, for the purpose of providing pedestrian access to and from the Costco Parcel through the Agency Parcels and the Zelman Parcel by Costco, its Occupants and Permittees.

(c) **Parking Easement.** A nonexclusive easement appurtenant to the Costco Parcel in, over, through, to and across the Common Area located on the Agency Parcels and the Zelman Parcel, for the purpose of automobile parking of vehicles of Costco, its Occupants and Permittees.

(d) **Utilities Easement.** A nonexclusive easement in, over, through, to and across the Common Area located on the Agency Parcels and the Zelman Parcel for the purpose of accessing the connections, lines and/or facilities, or any portion thereof, lying within such portion of the Common Area to the full extent necessary for the full use and enjoyment of the Costco Parcel. All easements granted in this paragraph (d) shall be subject to Agency's and Zelman's reasonable right to relocate such connections, lines and/or facilities at their own cost and expense, provided that in no event shall there be a relocation that will cause an interruption of utilities. The easements granted in this paragraph shall not be located on any portion of the Center underlying buildings or other structures, and if the Center that is subject to any easement granted in this paragraph is damaged by reason of the use of such easement, then the owner(s) of the portion of the Center benefitted by such easement shall be responsible for causing such damage to be promptly repaired.

3.2 Easements Inuring to the Benefit of the Agency Parcels. Costco and Zelman hereby grant to Agency for the benefit of the Agency Parcels the following easements, the location and use of which shall not be changed after the date hereof except through the amendment of the REA pursuant to Section 4.1 hereof:

(a) **Vehicular Easement.** A nonexclusive easement appurtenant to the Agency Parcels in, over, through, to and across the Common Area located on the Costco Parcel and the Zelman Parcel, for the purpose of ingress, egress and stopping (but not parking) of vehicles of Agency, its Occupants and Permittees.

(b) **Pedestrian Easement.** A nonexclusive easement appurtenant to the Agency Parcels in, over, through, to and across the Common Area located on the Costco Parcel and the Zelman Parcel for the purpose of providing pedestrian access to and from the Agency Parcels through the Costco Parcel and the Zelman Parcel by Agency, its Occupants and Permittees.

(c) **Parking Easement.** A nonexclusive easement appurtenant to the Agency Parcels in, over, through, to and across the Common Area located on the Costco Parcel and the Zelman Parcel, for the purpose of automobile parking of vehicles of Agency, its Occupants and Permittees.

(d) **Utilities Easement.** A nonexclusive easement appurtenant to the Agency Parcels in, over, through, to and across the Common Area located on the Costco Parcel and the Zelman Parcel for the purpose of accessing the connections, lines and/or facilities, or any portion thereof, lying within such portion of the Common Area to the full extent necessary for the full use and enjoyment of the Agency Parcels. All easements granted in this paragraph (d) shall be subject to Costco's and Zelman's reasonable right to relocate such connections, lines and/or facilities at their own cost and expense, provided that in no event shall there be a relocation that will cause an interruption of utilities. The easements granted in this paragraph shall not be located on any portion of the Center underlying buildings or other structures, and if the Center that is subject to any easement granted in this paragraph is damaged by reason of the use of such easement, then the owner(s) of the portion of the Center benefitted by such easement shall be responsible for causing such damage to be promptly repaired.

3.3 Easements Inuring to the Benefit of the Zelman Parcel. Costco and the Agency hereby grant to Zelman for the benefit of the Zelman Parcel the following easements, the location and use of which shall not be changed after the date hereof except through the amendment of the REA pursuant to Section 4.1 hereof:

(a) **Vehicular Easement.** A nonexclusive easement appurtenant to the Zelman Parcel in, over, through, to and across the Common Area located on the Costco Parcel and the Agency Parcels for the purpose of ingress, egress and stopping (but not parking) of vehicles of Zelman, Occupants and Permittees.

(b) **Pedestrian Easement.** A nonexclusive easement appurtenant to the Zelman Parcel in, over, through, to and across the Common Area located on the Costco Parcel and the Agency Parcels for the purpose of providing pedestrian access to and from the Zelman Parcel through the Costco Parcel and the Agency Parcels by Zelman, Occupants and Permittees.

(c) **Parking Easement.** A nonexclusive easement appurtenant to the Zelman Parcel in, over, through, to and across the Common Area located on the Agency Parcels and the Costco Parcel, for the purpose of automobile parking of vehicles of Zelman, Occupants and Permittees.

(d) **Construction Easement.** A nonexclusive easement in, over, through, to and across the Common Area located on the Eastern Agency Parcel for the purpose of the construction of utility lines in connection with the development and construction of the improvements to be constructed on the Zelman Parcel pursuant to the terms of development agreements for such parcel. Zelman shall not, without Costco's prior written consent as to the Costco Parcel, and the Agency's prior written consent, as to the Eastern Agency Parcel, be entitled to use the Common Area on the Eastern Agency Parcel pursuant to any easement granted in this paragraph (d) for staging or storage areas or in any way which would unreasonably interfere with the development, construction and/or operation of the improvements located or to be located on the Costco Parcel or the Agency Parcels. All easements granted in this paragraph (d) shall immediately terminate and be of no further force or effect upon the completion of the improvements to be constructed on the Zelman Parcel, as evidenced by the issuance of a final certificate of occupancy for such improvements by the City of Garden Grove.

(e) **Utilities Easement.** A nonexclusive easement appurtenant to the Zelman Parcel in, over, through, to and across the Common Area located on the Costco Parcel and the Agency Parcels for the purpose of accessing the connections, lines and/or facilities, or any portion thereof, lying within such portion of the Common Area to the full extent necessary for the full use and enjoyment of the Zelman Parcel. All easements granted in this paragraph (d) shall be subject to Costco's and Agency's reasonable right to relocate such connections, lines and/or facilities at its own cost and expense, provided that in no event shall there be a relocation that will cause an interruption of utilities. The easements granted in this paragraph shall not be located on any portion of the Center underlying buildings or other structures, and if the Center that is subject to any easement granted in this paragraph is damaged by reason of the use of such easement, then the owner(s) of the portion of the Center benefitted by such easement shall be responsible for causing such damage to be promptly repaired.

3.4 Character of Easements. Unless expressly stated in this REA to the contrary, the easements granted in this REA are perpetual and shall (i) in the case of such easements granted or declared for the benefit of Agency, be appurtenant to the Agency Parcels and shall inure to the use and benefit of Agency, its Occupants and Permittees, and none of such easements may be held, transferred, assigned or encumbered except as an appurtenance to the Agency Parcels; and (ii) in the case of such easements granted or declared for the benefit of Costco, be appurtenant to the Costco Parcel and shall inure to the use and benefit of Costco, its Occupants and Permittees, and none of such easements may be held, transferred, assigned or encumbered except as an appurtenance to the Costco Parcel; and (iii) in the case of such easements granted or declared for the benefit of Zelman, be appurtenant to the Zelman Parcel and shall inure to the use and benefit of Zelman, its Occupants and Permittees, and none of such easements may be held, transferred, assigned or encumbered except as an appurtenance to the Zelman Parcel. For the purposes of the easements granted in this REA, the property benefitted by such easements will constitute the dominant estate and the property burdened by such easements will constitute the servient estate.

3.5 Extinguishment of Easements. The easements granted in this REA shall not be extinguished by the present or future vesting of rights to the dominant estate and rights to the servient estate in the same person or entity, but only as provided herein. The easements granted in this REA may be extinguished by the recordation of the written agreement of the Owners holding the entire fee ownership interest to the Parcels which are subject to this REA. This REA is not intended to create enforceable rights in any Occupants or Permittees, except for such, if any, as are owners of a fee ownership interest in the Center.

3.6 No Easement by Implication; Prevention of Prescriptive Rights. Neither the execution of this REA nor the granting or declaring of the easements set forth in this REA shall be deemed a grant or declaration of an easement or easements to any third party, except to the extent that the easements provided for herein run with the land, or an establishment of an easement or easements by implication, and Owners each understand and agree that the only easements made and granted or declared by such parties are those easements which are expressly made and granted or declared by this REA. Each Owner hereby reserves the right to eject or cause the ejection of, from its respective property, any person not authorized, empowered or privileged to use such property pursuant to the terms of this REA. Each Owner further reserves the right to restrict access to its respective property for such reasonable periods of time as may be necessary to prevent the acquisition of prescriptive rights by any person; provided, however,

that prior to the imposition of such restrictions on access, the Owner exercising such right shall give written notice to the other parties of its intention to do so and shall coordinate such restriction of access with the other parties so that no unreasonable interference with the construction, development and operation of the Center shall occur.

3.7 Unimpeded Access. The Owners hereby declare that at all times there shall be free access between and among the parcels constituting the Center, which free access shall not be impeded by continuous barriers, fences, walls, buildings or other impediments to the integration of the parcels comprising the Center; excepting that if reasonably necessary, such access may be reasonably impeded by the Owners, and their employees, agents, contractors and subcontractors, for the purpose of any maintenance or repairs to the improvements located on such parcels.

3.8 Easement Use. Subject to all existing and future rules and regulations adopted for the use of the Common Area as provided in this REA, the use of all easements provided for in this REA will, in each instance, be nonexclusive and will be for the use and benefit of the Owners, and their Permittees and Occupants. The Common Area shall at all times be used in conformance with applicable laws, including without limitation the Garden Grove Municipal Code.

3.9 Right of Use. Each Owner shall have the right at any time and from time to time, to remove, exclude and restrain any person from the use and enjoyment of the Common Areas on the Parcel owned by such Owner, excepting Occupants or Permittees.

3.10 Commercial Use. None of the Common Area will be used for commercial purposes by Occupants or Permittees, except in accordance with the provisions of this REA and the rules and regulations established from time to time.

4. Construction Requirements.

4.1 Site Plan: Building Areas. No buildings, structures, or outdoor sales areas (except for outdoor sales permitted under Section 6.4 below) shall be permitted to exist in any location other than the Building Areas designated on the Site Plan which is attached hereto as Exhibit C and incorporated herein. The Site Plan may be revised from time to time pursuant to a supplement to this REA or amendment to this REA which is duly executed by the Agency, by all of the Owners of Parcels with improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within such Parcels, and by all of the Major Tenants leasing improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within a Parcel, and which is recorded in the official records of Orange County, California. Any changes to the Site Plan shall satisfy the following requirements and shall be subject to the approval of the Agency, each of the Owners of Parcels with improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within such Parcels, and each of the Major Tenants leasing improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within a Parcel, which approval shall not unreasonably be withheld so long as the requirements set forth below are satisfied:

The Site Plan shall have a location and exterior configuration of all buildings, structures and outdoor sales areas, as well as associated Common Areas, which satisfies the following requirements: (a) the buildings and uses on each Parcel have sufficient parking on their own Parcel to support the buildings and uses thereon and are configured such so that the

customers of each Parcel will find it more convenient to park on their own Parcel than on any other Parcel, pursuant to the requirements of Section 6 of this REA, (b) ingress to, or egress from, any particular Parcel is not impaired, (c) the same conforms to the parking ratio and other requirements of these parameters, (d) the same conform to all setbacks, zoning and other ordinances of the City (provided that such requirement shall not preclude application for and obtaining from the City a variance, waiver or amendment to such requirements), and (e) the location and height of such buildings or structures (except those structures constructed by or on behalf of OCTA on the OCTA Right-of-Way) do not significantly impair the visibility of the Costco building and signs from Garden Grove Boulevard between the centerline of Taft Street to the easterly boundary of the Costco Parcel such that Costco's business is negatively impacted, or do not significantly impair the visibility of the Zelman building and signs from Garden Grove Boulevard on the northerly boundary of the Zelman Parcel between the eastern and western boundaries of the Zelman Parcel such that the business on the Zelman Parcel is negatively impacted.

4.2 Completion of Work. Following the commencement of construction of any improvements on the Center, all work on such improvements shall be diligently prosecuted to completion so that such improvements shall not remain in a partly finished condition any longer than reasonably necessary. All construction of such improvements shall be done so as to cause minimum interference with the business operations conducted from those improvements already open for business on the Center. During construction, the Owner of the property being improved shall cause the construction site and surrounding areas to be kept reasonably clean and free of construction material, trash and debris, and such owner shall insure that appropriate precautions shall be taken to protect against personal injury and property damage to the other owners, and to Occupants and Permittees. With regard to excavation, and without limiting any other provision of this REA, no excavation shall be made on, and no sand, gravel, soil or other material shall be removed from, any of the Center, except in connection with the construction or alteration of improvements thereon and, where applicable, approved in the manner set forth in this REA. Upon completion of any such operation, exposed openings shall be backfilled and disturbed ground shall be graded, leveled and paved or landscaped.

4.3 Compliance with Laws. All improvements to be constructed on the Center shall be constructed in compliance with all applicable permits and authorizations, all building and zoning laws and all other laws, ordinances, orders, codes, rules, regulations and requirements of the City and all federal, state, county and municipal governmental agencies and bodies having jurisdiction over the Center.

4.4 Indemnity. During any period of construction on the Center, the Owner responsible for such construction hereby agrees to and shall indemnify and hold the other Owners and Major Tenants harmless from and against any and all liability, loss, damage, cost or expense (including without limitation reasonable attorneys' fees and court costs) arising from or in connection with such construction; provided, however, that such Owner shall not be responsible for nor indemnify any other Owner or Major Tenant against any acts, errors or omissions of another Owner or Major Tenant, or such Owner's or Major Tenant's Occupants or Permittees.

5. Maintenance. The Owner of the Costco Parcel shall maintain and operate the Costco Parcel and the Eastern Agency Parcel, including but not limited to the operation and maintenance of the structures, fixtures and personal property located thereon, in a first-class condition, comparable to the condition of similar well-maintained retail complexes similarly situated, and in accordance with the Maintenance Agreement entered into by and between the Agency and Costco pursuant to the Costco DDA. The Owner of the Zelman Parcel shall maintain and operate the Zelman Parcel, including but not limited to the operation and maintenance of all structures, fixtures and personal property located thereon, in a first-class condition, comparable to the condition of similar well-maintained retail complexes similarly situated, and in accordance with the Maintenance Agreement entered into by and between the Agency and Zelman pursuant to the Zelman DDA. The Owner of the Agency Parcels shall maintain and operate the Agency Parcels, including but not limited to the operation and maintenance of all structures, fixtures and personal property located thereon, in a first-class condition, and in accordance with any Maintenance Agreement which may be entered into by and between the Agency and the Owners of the Agency Parcels. Each Owner shall be required to adequately maintain and insure the common areas on its respective Parcel(s) at its sole cost and expense. No Owner shall be obligated to utilize any common area maintenance operator, and each Owner may maintain its own Parcel.

6. Parking.

6.1 Parking Generally. There shall be no fees or charges for the use of any Center Parking Areas. There shall be no so-called "reserved" spaces for any user. All employees shall be required to park on their employers' own Parcels.

6.2 Parking Requirements Calculated Separately. Without limitation upon Section 6.3 below, and subject to Section 6.5 below, there shall be maintained at all times on the Parking Areas on the Costco Parcel and the Zelman Parcel and each of the other Parcels within the Center, respectively, a number of parking spaces at least equal to the number of spaces which would be legally required for the building sizes and uses on such parcel if such parcel were not benefitted by any parking rights over any other parcels and no variances or exemptions from legal requirements were applicable.

6.3 Minimum Parking Ratios. Without limitation upon Section 6.2 above, and subject to Section 6.5 below, there shall be maintained at all times in the Parking Areas on the Costco Parcel and the Zelman Parcel and each of the other Parcels within the Center, respectively, not less than the following number of parking spaces for each thousand square feet of Floor Area utilized for the following uses on such Parcel: (a) retail uses, 5:1; (b) restaurants and fast food, 10:1; (c) health spas, health clubs, gyms, exercise studios, dance studios, yoga or martial arts schools or similar facilities, 13 1/3:1; (d) theaters, playhouses, cinemas or movie theaters, 0.5 per seat; (e) hotels, motels or other lodging facilities, 1 per room plus 1 space per banquet seat and 10:1 for any restaurants within such facility; (f) all uses other than the foregoing uses (including, without limitation, other commercial or industrial uses) 5:1.

6.4 Integrity of Parking Areas. Christmas tree sales, shows, carnivals, fireworks booths or other uses which would occupy parking spaces shall not be permitted in the Common Area of the Center without the approval of the Owners and Major Tenants of the

Costco Parcel and the Zelman Parcel, which permission shall be granted upon meeting the following conditions: (a) such uses are completely contained within one hundred twenty (120) feet of the exterior of the building within the Center; (b) such uses are limited to two times per year on a particular Parcel, and not more than ninety (90) days per occurrence; (c) such uses occupy no more than five percent (5%) of the parking spaces located on such Parcel; and (d) such uses shall be located only on the Parcel of the Owner or Major Tenant operating such use. Any such uses which do not meet one or more of the above standards shall require the prior approval of the Owners and Major Tenants of the Costco Parcel and the Zelman Parcel.

6.5 Eastern Agency Parcel Parking Spaces. The number of parking spaces within the Eastern Agency Parcel needed to satisfy the parking requirement for the use on the Costco Parcel, in addition to the number of parking spaces located on the Costco Parcel, shall be deemed to be parking spaces located on the Costco Parcel for the purposes of this REA; provided, however, that this Section 6.5 shall not be deemed to be a grant of easement or other real property rights in or to such parking spaces.

7. Use Restrictions.

7.1 Uses. No part of the Center may be used for other than retail, commercial and transit uses as permitted by the Garden Grove Municipal Code. Without limitation upon the foregoing, no use or operation will be made, conducted or permitted on or with respect to all or any part of the Center, which use or operation is obnoxious to, or out of harmony with, the development or operation of retail or wholesale facilities, including but not limited to, the following:

- (a) any public or private nuisance;
- (b) any noise or sound that is objectionable due to intermittence, beat, frequency, shrillness or loudness;
- (c) any obnoxious odor;
- (d) any excessive quantity of dust, dirt, or fly ash; provided, however, this prohibition shall not preclude the sale of soils, fertilizers, or other garden materials or building materials in containers if incident to the operation of a home improvement or general merchandise store;
- (e) any fire, explosion or other damaging or dangerous hazard, including the storage, display or sale of explosives or fireworks;
- (f) any distillation, refining, smelting, agriculture or mining operations;
- (g) any mobilehome or trailer court, labor camp, junk yard, stock yard or animal raising. Notwithstanding the foregoing, pet shops, veterinary hospitals and pet hotels shall be permitted within the Center;

(h) any drilling for and/or removal of subsurface substances; provided, however, that slant drilling is permitted so long as no drilling equipment is located upon the surface of the Center;

(i) any dumping of garbage or refuse, other than in enclosed receptacles intended for such purpose;

(j) any cemetery, mortuary or similar service establishment;

(k) any car washing establishment;

(l) any automobile body and fender repair work;

(m) any skating rink, bowling alley, teenage discotheque, discotheque, dance hall, amusement gallery, video game parlor, pool room, massage parlor, off-track betting facility, casino, card club, bingo parlor or facility containing gaming equipment;

(n) any fire sale, flea market, bankruptcy sale (unless pursuant to a court order) or auction operation;

(o) any automobile, truck, trailer or recreational vehicle sales, leasing or display which is not entirely conducted inside of a building, except that up to two (2) vehicles may be displayed in the parking lot within sixty (60) feet of the building located on the Costco Parcel;

(p) any bar, tavern, restaurant or other establishment whose annual gross revenues from the sale of alcoholic beverages for on-premises consumption exceeds fifty percent (50%) of the gross revenues of such business;

(q) any school, training, educational or day care facility, including but not limited to: beauty schools, barber colleges, nursery schools, diet centers, reading rooms, places of instruction or other operations catering primarily to students or trainees rather than to customers; provided, however, this prohibition shall not be applicable to on-site employee training or on-site computer training for retail customers by an occupant incidental to the conduct of its business at the Center;

(r) any restaurant, fast food facility, bar, tavern or other establishment serving prepared food or drink for on-premises or immediate off-premises consumption within four hundred (400) feet of the main entrance to the building on the Costco Parcel as shown on the approved Site Plan which does not meet the parking requirements of Section 6 hereof; provided, however, this prohibition shall not be applicable to any such establishments which Costco elects to operate within the building area on the Costco Parcel;

(s) any church, synagogue, mosque or other place of worship;

(t) any apartment, home or other residential use;

(u) any office use, so long as the Costco Parcel is used for retail and/or wholesale sales; provided, however, that uses for an office incidental to a retail operation or to the primary operation on such parcel and so-called retail offices (such as bank branches, retail brokerage offices and medical offices) shall be permitted so long as such retail offices do not exceed ten percent (10%) of the floor area of the building on the individual parcel within the Center; provided further, however, that the Costco Parcel may be used for office use to the extent permitted by the City Code and in such event, but only in such event, the other parcels within the Center may be used for office use, subject, however, to the other terms of the REA, including, but not limited to, the prohibitions in this Section 7.1. Costco shall be permitted to construct a second story office within the building on the Costco Parcel to be used solely in connection with Costco's regional office operations of up to 15,000 square feet. No parking ratio requirement (i.e., 0:1000) shall be applicable thereto. Employees stationed in such regional office shall park in an area mutually acceptable to the parties hereto; and

(v) any industrial use so long as the Costco Parcel is used for retail and/or wholesale sales; provided, however, that the Costco Parcel and other property within the Center may be used for industrial use to the extent otherwise permitted by the Garden Grove Municipal Code, and in such event, but only in such event, the other Parcels within the Center may be used for industrial use, subject, however, to the other terms of the REA, including, but not limited to, the prohibitions in this Section 7.1.

7.2 Nuisances. No noxious or offensive trade or activity shall be carried on within the Center, nor shall anything be done thereon which, in the reasonable determination of any Owner, may be, or may become, an annoyance or nuisance to the neighborhood, or which shall in any way interfere with the quiet enjoyment by each of the Owners and Major Tenants of its respective Parcel, or which shall in any way increase the rate of insurance for any other parcel or any portion of the Common Area. In this regard, all noises, sounds and vibrations shall be appropriately muffled in such a manner so as not to be objectionable as to intermittent beat, frequency, shrillness or volume. Electrical reflectors, spotlights, flood lights and other methods of illumination may be used to illuminate buildings, parking facilities, landscaped areas, signs and parking areas, provided that such devices are equipped with proper lenses which concentrate the illumination upon such structures and areas and tend to prevent any bright or direct illumination from reaching adjacent parcels or any street, whether public or private, and provided further that any such illumination shall first be reasonably approved by all parties to this REA. No livestock, poultry or animals of any kind shall be raised, bred, kept, slaughtered or rendered upon the Center.

7.3 Signs. All signs on the Center, including, but not limited to, advertising, building identification and directional signs, shall be in conformance with the standards set forth in the Garden Grove Municipal Code.

7.4 Unsightly Items. All weeds, rubbish, debris or unsightly material or objects of any kind shall be regularly removed from the Center, at the sole expense of the owners of the respective parcels, and shall not be allowed to accumulate thereon. All refuse containers, trash cans, wood piles, storage areas, machinery and equipment shall be prohibited upon the Center except in accordance with rules adopted by the parties to this REA.

7.5 Mineral Exploration. No oil development, oil refining, coring or mining operations of any kind shall be permitted upon or in the Center, nor shall oil wells, tanks, tunnels or mineral excavations or shafts be permitted upon the surface of the Center or within five hundred (500) feet below the surface of the Center. No derrick or other structure designed for use in boring for water, oil, natural gas or other minerals shall be erected, maintained or permitted on the Center.

7.6 Compliance with Governmental Regulations. Nothing herein contained shall be deemed or constitute approval of any use which is inconsistent with City ordinances or the other provisions of this REA.

8. Insurance. Each Owner shall obtain and continue in full force commercial general liability insurance with respect to its Parcel. Each of the Owners shall provide to the others, upon request from time to time, certificates, or other reasonably acceptable evidence, of such insurance. All such policies shall name the other Owners as additional insureds. Such insurance shall at all times be in coverage amounts equal to the coverage amounts of such policies customarily in force for similar retail shopping centers similarly situated. Each Owner shall also maintain in effect with respect to its Parcel a policy or policies of insurance providing protection against any peril included within fire and extended coverage insurance in face amounts equal to the full replacement value of the covered improvements. Notwithstanding anything else herein contained, the Agency and any Owner or Major Tenant with a tangible net worth of not less than One Hundred Million Dollars (\$100,000,000), according to financial statements prepared in accordance with generally accepted accounting principles, may provide the insurance required by this Section 8 in the form of a reasonable self-insurance program. The Owners shall have the same rights as additional insureds under any such self-insurance program as they would have had if coverage had been provided by a commercial insurance company.

9. Annexation Property. All or any part of the Annexation Parcels may be annexed from time to time to this REA, in accordance with the requirements of this Section 9. At such time as the Agency has determined the improvements which are proposed to be constructed upon one or more of the Annexation Parcels, the Agency shall cause to be prepared a revised Site Plan, showing the proposed location of the Building Area and Common Area on the Annexation Parcel and its integration with the Center, and shall submit such revised Site Plan to all of the Owners of Parcels with improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within such Parcels, and all of the Major Tenants leasing improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within a Parcel, for their approval. The revised Site Plan for the development proposed for such Annexation Parcel shall meet all of the requirements of this REA, specifically without limitation the Site Plan requirements of Section 4.1 hereof, the parking requirements of Section 6.3 hereof, and the use requirements of Section 7.1 hereof. Such Owners and Major Tenants shall not unreasonably withhold their consent to the revised Site Plan so long as the foregoing requirements are satisfied. Upon such approval of the revised Site Plan, the Owner of the Annexation Parcel being annexed to the REA, the Agency, each of the Owners of Parcels with improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within such Parcels, and each of the Major Tenants leasing improvements of not less than Twenty Thousand (20,000) square feet of Floor Area within a Parcel, shall execute an amendment or supplement to this REA which incorporates the revised

Site Plan. Annexation of an Annexation Parcel shall be effective upon the recordation of such supplement or amendment in the Office of the Orange County Recorder.

10. Miscellaneous.

10.1 Entire Declaration; Amendments. This REA contains the entire agreement of the Agency, the City and the Owners relating to the rights herein granted and the obligations herein assumed. Any oral representations or modifications concerning this REA shall be of no force and effect, excepting a subsequent modification in writing, signed by all of the Owners and Major Tenants, the Agency and the City, and recorded in the Official Records of Orange County, California.

10.2 Enforcement. Except as specifically limited by the terms of this REA, the Agency, the City and any Owner or Major Tenant shall have the right to enforce, by proceedings at law or in equity, all restrictions, conditions, covenants and reservations now or hereafter imposed by the provisions of this REA, or any amendment thereto, including the right to prevent the violation of any such restrictions, conditions, covenants or reservations and the right to injunctive or declaratory relief, or to recover damages for such violation. The City and the Agency shall each have the right to enforce this REA, whether or not such entity is the Owner of any Parcels subject to this REA.

10.3 Cumulative Remedies. All rights, options and remedies of the Agency, the City and any Owner or Major Tenant under this REA are cumulative, and no one of them shall be exclusive of any other, and the Agency, the City and any Owner or Major Tenant shall have the right to pursue any one or all of such rights, options and remedies, or any other remedy or relief which may be provided by law, whether or not stated in this REA.

10.4 No Waiver. Failure by the Agency, the City and any Owner or Major Tenant to enforce any covenant, condition or restriction herein contained, shall not be deemed a waiver of such right on any such future breach of the same or any other covenant, condition or restriction contained herein.

10.5 Attorneys' Fees. In the event that the Owners, Major Tenants, Agency or City undertakes any action for breach of or to enforce any provision or right hereunder, the unsuccessful party in such action shall pay to the successful party all costs and expenses related thereto, expressly including, without limitation, reasonable attorneys' fees, court costs and expert witness fees incurred by the successful party in connection with such action.

10.6 Binding Effect. The covenants, conditions and restrictions of this REA shall bind and inure to the benefit of the respective heirs, personal representatives, successors and assignees of the Owners, Major Tenants, the Agency and the City, and shall run with the land, for the term set forth in Section 2 hereof, unless an instrument, signed by the Agency, the City and all Owners and Major Tenants, agreeing to terminate such covenants, conditions and restrictions, has been recorded in the Official Records of Orange County at least one (1) year prior to the end of any such period. This REA shall be assignable to, and whether or not expressly assigned, shall be binding upon, the successors in interest to the Agency, the City and any Owner or Major Tenant.

10.7 Severability. If any clause, sentence or other portion of the terms, conditions, covenants and restrictions of this REA shall become illegal, null or void for any reason, or be held by a court of competent jurisdiction to be so, the remaining portion will remain in full force and effect.

10.8 Leases. Any agreement for the leasing or rental of a Parcel or Parcels comprising the Center, or all or any portion of any of the improvements located on the Center, shall provide that the terms of such lease shall be subject to the provisions of this REA, unless expressly excepted therefrom by the provisions herein. All leases shall be in writing and any Owner who shall enter into such a lease shall be responsible for assuring compliance with this REA by such Owner's lessee(s).

10.9 Mortgagee Protections.

(a) No breach of any of the provisions of this REA, nor the enforcement of any lien provided for hereunder, shall impair, defeat or render invalid the lien of any mortgage, deed of trust or other consensual encumbrance made in good faith and for value and affecting all or any portion of the Center (any such consensual encumbrance being hereinafter referred to as a "Mortgage"); but all provisions hereof shall thereafter be binding upon and effective against any owner of an interest in the Center whose title is derived through foreclosure of any Mortgage.

(b) At the request of the Agency, City, or any Owner or Major Tenant, the Agency, City, and the other Owners and Major Tenants shall use their best efforts in a reasonable manner to accommodate any reasonable requirements of a lender in connection with the financing of the various parcels in the Center.

10.10 Notices. All notices, demands, requests, consents, approvals, disapprovals or other communication hereunder shall be in writing and shall be personally delivered, deposited in the United States mail, registered or certified, postage prepaid, return receipt requested, or sent via nationally recognized overnight courier (e.g., Federal Express). Any such notice shall be deemed sent, given, delivered, received and effective upon personal delivery, if personally delivered, three (3) business days after deposit in the United States mail, if mailed as set forth above, or one (1) business day after deposit with a nationally recognized overnight courier. All notices shall be addressed to the respective parties as follows:

To Agency: Garden Grove Agency for Community Development
 11222 Acacia Parkway
 Garden Grove, California 92640
 Attn: Director

To Costco: Costco Wholesale Corporation
 999 Lake Drive
 Issaquah, Washington 98027
 Attn: General Counsel

To Zelman: Zelman Garden Grove Marketplace, LLC
c/o Zelman Retail
707 Wilshire Boulevard, Suite 3036
Los Angeles, California 90017
Attn: Ben Reiling

To Office Depot: Office Depot, Inc.
2200 Old Germantown Road
Delray Beach, Florida 33445
Attn: Vice President, Real Estate

The Agency, the City, and any Owner or Major Tenant may, by written notice to the other, change the address to which notices are to be sent by written notice to the other party in the manner set forth above. Upon written request made by an institutional mortgage lender under any Mortgage to any Owner or Major Tenant, any notice thereafter given by that party shall also be sent to such lender as long as such lender holds a Mortgage on any portion of the Center.

10.11 No Partnership. The Agency, the City, the Owners, the Major Tenants and the Occupants shall in no event be deemed to be partners of one another by reason of the terms of this REA, their sole relationship being as co-owners and users of an integrated retail and commercial development and parking facilities.

10.12 Good Faith and Fair Dealing. The Agency, the City and the Owners shall be subject to a covenant of good faith and fair dealing in their relations with one another relating to the terms of this REA.

10.13 Estoppels. At the request of the Agency, the City or any Owner or Major Tenant or any lender to such party, the Agency, the City and each Owner or Major Tenant shall reasonably cooperate with such requesting party in executing an estoppel certificate stating any defaults, or any events which with the passage of time would constitute a default, under this REA, and any amounts assessed to, owing and unpaid by the subject party to this REA.

10.14 Covenants Running With the Land. Each and all of the provisions of this REA are intended to, and shall, run with the Parcels comprising the Center, shall be binding upon all persons having or acquiring any right, title or interest in any of such Parcels and shall inure to the benefit of such Parcels and the present and future holders of any interest therein.

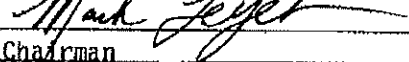
10.15 Construction. The provisions of this REA shall be liberally construed to effectuate its purpose of creating a plan for the development of an integrated retail shopping center development and the maintenance and use thereof. The singular shall include the plural and the plural the singular unless the context requires to the contrary, and the masculine, feminine and neuter shall each include the masculine, feminine or neuter, as the context requires.

10.16 Section Headings. All section headings herein are included only for convenience of reference and are not intended to limit or amplify any term or provision of this REA.

IN WITNESS WHEREOF, the Agency, the City and the Owners have executed this instrument on the day and year first above written.

AGENCY:

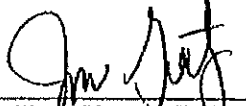
**GARDEN GROVE AGENCY FOR
COMMUNITY DEVELOPMENT**, a public body,
corporate and politic

By: 
Its: Chairman

ATTEST:

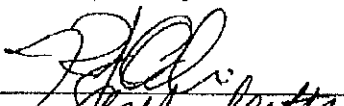

Agency Secretary

APPROVED AS TO FORM:


Stradling, Yocca, Carlson & Rauth,
Agency Special Counsel

COSTCO:


**COSTCO WHOLESALE CORPORATION,
INC.**, a Washington corporation

By: 
Its: Dist. Secy.

ZELMAN:

**ZELMAN GARDEN GROVE MARKETPLACE,
LLC**, a Delaware limited liability company

By: **ZELMAN RETAIL PARTNERS, INC.**, a
California corporation

By: 
Ben Reiling, President
Brett Foy, Vice President

Acknowledged and Approved:

OFFICE DEPOT, INC., a Delaware corporation

By: 
Its: CHIEF FINANCIAL OFFICER

EXHIBIT "A"

MAP OF THE CENTER

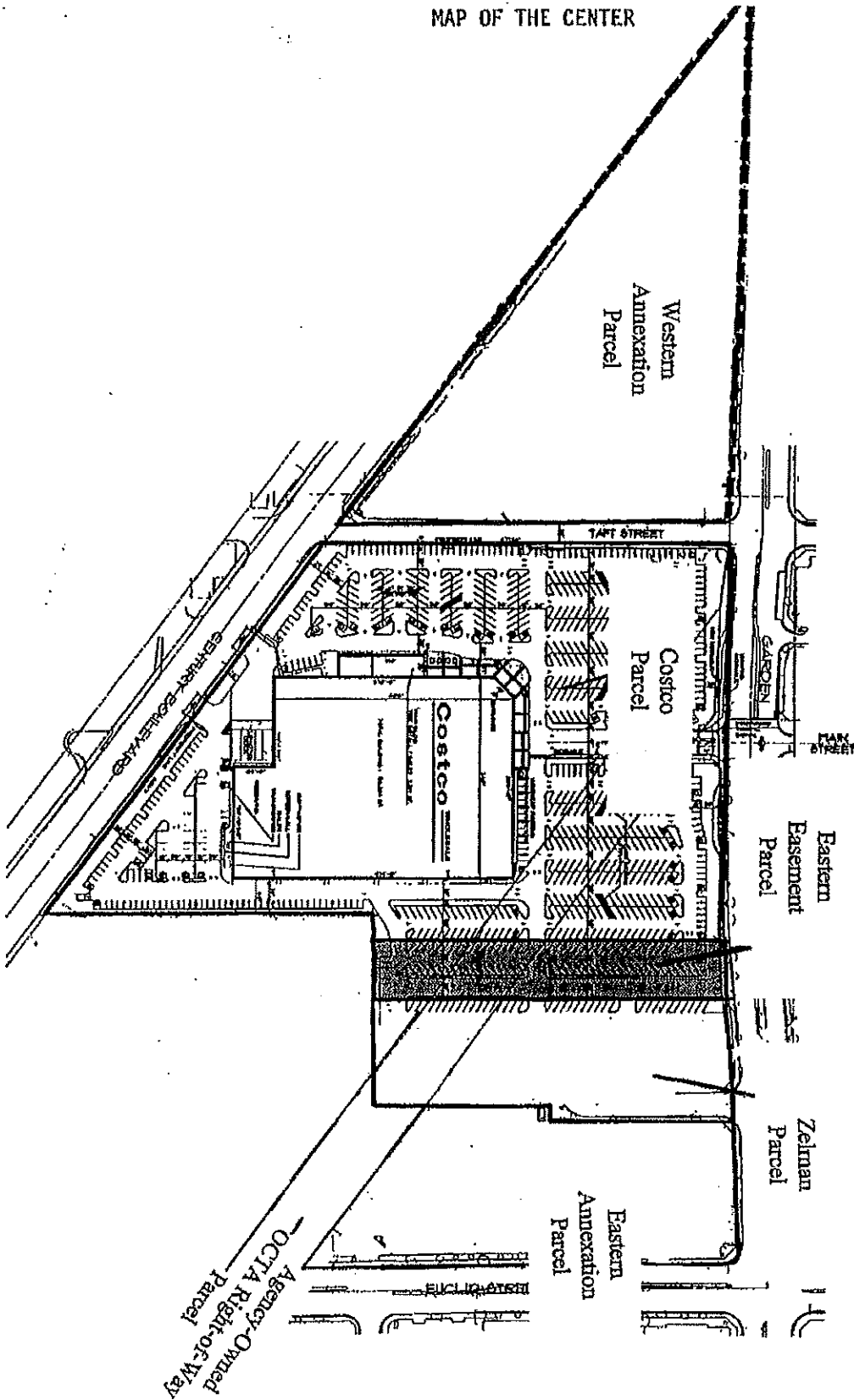


EXHIBIT "B"

LEGAL DESCRIPTION

LEGAL DESCRIPTION OF REAL PROPERTY BOUNDED NORTH BY GARDEN GROVE BOULEVARD; SOUTHWESTERLY BY CENTURY BOULEVARD; AND EASTERLY BY EUCLID STREET

PARCEL 1

LOTS 1 TO 25, INCLUSIVE IN BLOCK A, COOKS ADDITION TO GARDEN GROVE, IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 8, PAGE 9 OF MISCELLANEOUS MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT CERTAIN ALLEY ADJOINING SAID LOTS 1 TO 15, INCLUSIVE, ON THE SOUTH; THAT PORTION OF THE NORTH ONE-HALF (1/2) OF WALNUT STREET ADJOINING SAID LOTS 20 TO 23, INCLUSIVE, ON THE SOUTH; THAT PORTION OF THE WEST ONE-HALF (1/2) OF TAFT AVENUE ADJOINING SAID LOTS 1, 16 TO 20, INCLUSIVE, ON THE EAST; AND THAT PORTION OF WESTLAKE STREET FORMERLY WEST STREET ADJOINING SAID LOT 15 ON THE WEST, AS SAID STREETS ARE DELINEATED ON THE MAP OF SAID TRACT, WHICH WOULD PASS WITH THE CONVEYANCE OF SAID PARCEL 1, BY OPERATION OF LAW, UPON THE VACATION OF SAID STREETS.

PARCEL 2

LOTS 42 AND 43 OF TRACT NO 645, IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP THEREOF RECORDED IN BOOK 25, PAGE 11 OF MISCELLANEOUS MAPS, RECORDS OF SAID COUNTY, TOGETHER WITH THAT PORTION OF THAT PORTION OF THE SOUTH ONE-HALF (1/2) OF WALNUT STREET ADJOINING SAID LOT 42 ON THE NORTH; AND THAT PORTION OF THE SOUTH ONE-HALF (1/2) OF THAT CERTAIN ALLEY ADJOINING SAID LOT 43 ON THE NORTH, AS SAID STREETS ARE DELINEATED ON THE MAP OF SAID TRACT, WHICH WOULD PASS WITH THE CONVEYANCE OF SAID LOTS, BY OPERATION OF LAW, UPON THE VACATION OF SAID STREET.

PARCEL 3

LOTS 1 TO 5, INCLUSIVE, IN BLOCK B OF COOKS ADDITION TO GARDEN GROVE, IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 8, PAGE 9 OF MISCELLANEOUS, RECORDS OF SAID COUNTY TOGETHER WITH THAT PORTION OF THAT PORTION OF THE SOUTH ONE-HALF (1/2) OF WALNUT STREET ADJOINING SAID LOT 1 ON THE NORTH; AND THAT PORTION OF THE WEST ONE-HALF (1/2) OF TAFT STREET ADJOINING SAID LOTS 1 TO 5, INCLUSIVE, ON THE EAST, AS SAID STREET IS DELINEATED ON THE MAP OF SAID TRACT, WHICH WOULD PASS WITH THE CONVEYANCE OF SAID LOT, BY OPERATION OF LAW, UPON THE VACATION OF SAID STREET..

EXCEPT THEREFROM THOSE PORTIONS OF SAID LOTS 4 AND 5 WHICH LIE SOUTHEASTERLY OF THE CENTER LINE OF CENTURY BOULEVARD 100.00 FEET WIDE..
PARCEL 4

THAT PORTION OF LOT 1 OF COOK'S ADDITION NO. 2 TO GARDEN GROVE, IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 19 OF MISCELLANEOUS MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, WHICH LIES NORTHEASTERLY OF THE CENTERLINE OF CENTURY BOULEVARD 100.00 FEET WIDE.

PARCEL 5

LOTS 1 AND 2 OF TRACT NO. 988, IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32, PAGE 50 OF MISCELLANEOUS MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF THE 15.00 FOOT STRIP OF LAND LYING BETWEEN SAID LOTS 1 AND 2 AS ABANDONED BY RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE, A CERTIFIED COPY OF WHICH WAS RECORDED JULY 5, 1976, IN BOOK 8302, PAGE 572 OF OFFICIAL RECORDS OF SAID COUNTY.

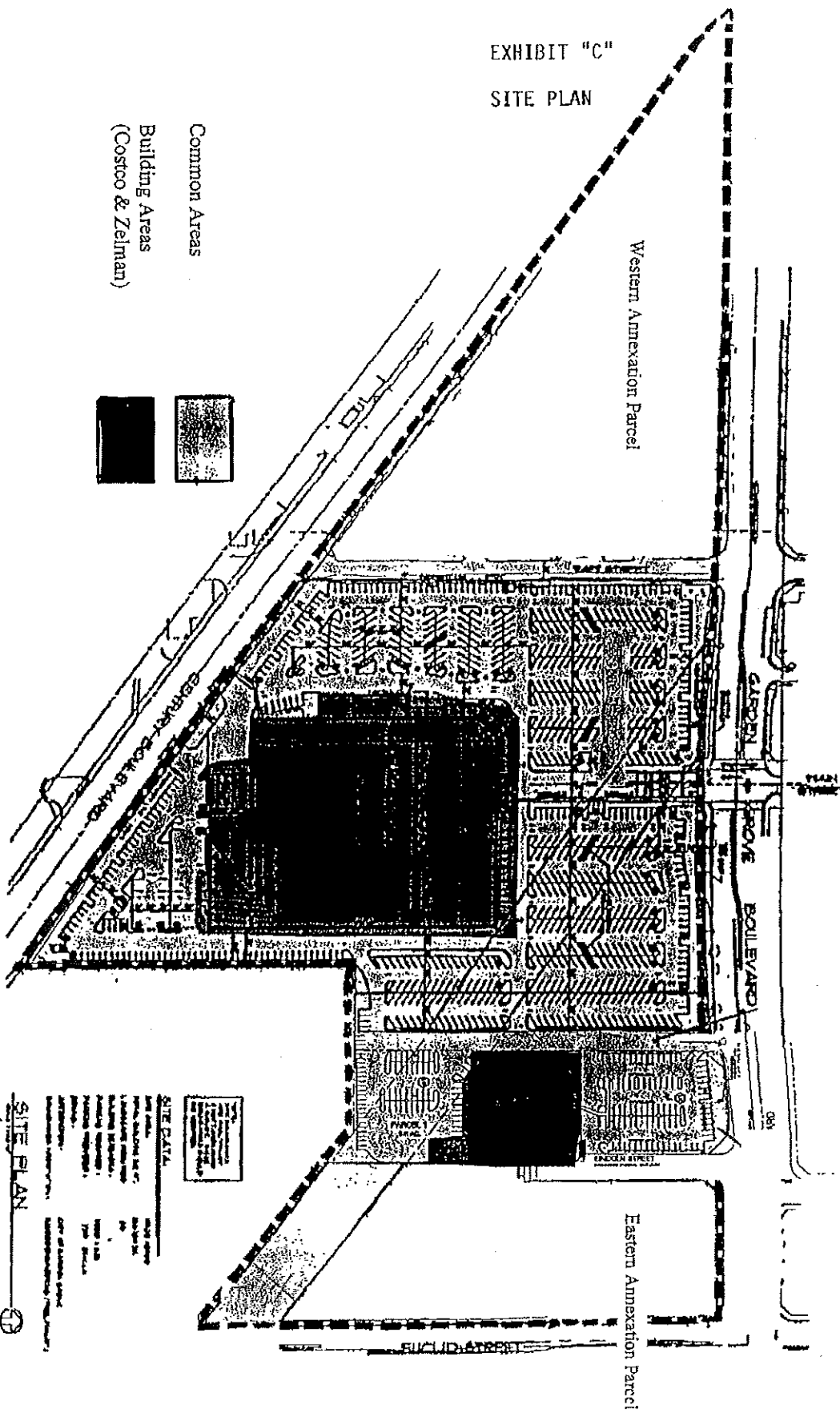
EXCEPT THEREFROM THAT PORTION OF LOT 1 AND SAID ABANDONED 15.00 FOOT STRIP OF LAND DESCRIBED AS FOLLOWS:

BEGINNING THE NORTHEAST CORNER OF SAID LOT 1; THENCE WESTERLY 170.00 FEET ALONG THE NORTHERLY LINE OF SAID LOT 1; THENCE SOUTHERLY 152.00 FEET PARALLEL WITH THE EASTERLY LINE OF SAID LOT AND SOUTHERLY PROLONGATION THEREOF; THENCE EASTERLY 170.00 FEET PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 1, TO THE EASTERLY LINE OF SAID LOT 2; THENCE NORTHERLY 152.00 FEET ALONG SAID EASTERLY LINE AND NORTHERLY PROLONGATION THEREOF, AND THE EASTERLY LINE OF SAID LOT 1 TO THE POINT OF BEGINNING.

EXHIBIT "C"

SITE PLAN

Common Areas
Building Areas
(Costco & Zelman)



SITE DATA

Project Name	Costco & Zelman
Site Address	29th Street & Gascon Avenue
Site Area	1.5 Acres
Building Area	15,000 sq. ft.
Common Area	5,000 sq. ft.
Site Plan	1/2" = 1'-0"
Scale	1/4" = 1'-0"
North Arrow	Indicated
Prepared by	City of Columbus
Date	10/1/2011

State of ~~California~~ Washington)
County of King) ss.

On Aug 1, 1996, before me, V. A. HILKEMEIER
(name, title of officer, e.g., "Jane Doe, Notary Public")
personally appeared Richard J. Olin
(name(s) of signer(s))

- personally known to me —OR—
- proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity/ies, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which person(s) acted, executed the instrument.

Witness my hand and official seal.

V. A. Hilke-meier
(Signature of Notary)

Capacity claimed by signer: (This section is OPTIONAL.)

- Individual
- Corporate Officer(s): _____
- Partner(s):
 - General
 - Limited
- Attorney-in-fact
- Trustee(s)
- Guardian/Conservator
- Other: _____

Signer is representing: _____
(name of person(s) or entity(ies))

Attention Notary: Although the information requested below is OPTIONAL, it could prevent fraudulent attachment of this certificate to an unauthorized document.

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED AT RIGHT:
Title or Type of Document _____
Number of Pages _____ Date of Document _____
Signer(s) Other than Named Above _____

State of California)
) ss
County of Los Angeles)

On August 2, 1996 before me, Kathleen M. Fuller, Notary Public, personally appeared **Brett M. Foy, personally known to me** (~~or proved to me on the basis of satisfactory evidence~~) to be the **person(s)** whose **name(s) is/are** subscribed to the within instrument and acknowledged to me that **he/she/they** executed the same in **his/her/their** authorized **capacity(ies)**, and that by **his/her/their signature(s)** on the instrument the **person(s)**, or the entity upon behalf of which the **person(s)** acted, executed the instrument.

WITNESS MY HAND AND OFFICIAL SEAL


Kathleen M. Fuller



State of Florida)
~~California~~) ss.
County of Palm Beach)

On August 8, 1996, before me, Jean Goldsmith Notary Public
(name, title of officer, e.g., "Jane Doe, Notary Public")
personally appeared Bobby Goldstein
(name(s) of signer(s))

- personally known to me --OR--
 proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity/ies, and that by his/her/their signature(s) on the instrument, the person(s), or the entity upon behalf of which person(s) acted, executed the instrument.

Witness my hand and official seal.



Jean Goldsmith
(Signature of Notary)

Capacity claimed by signer:

(This section is OPTIONAL.)

- Individual
 Corporate Officer(s): _____
 Partner(s):
 General Limited
 Attorney-in-fact
 Trustee(s)
 Guardian/Conservator
 Other: _____

Signer is representing: _____

(name of person(s) or entity(ies))

Attention Notary: Although the information requested below is OPTIONAL, it could prevent fraudulent attachment of this certificate to an unauthorized document.

**THIS CERTIFICATE
MUST BE ATTACHED
TO THE DOCUMENT
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Title or Type of Document _____
Number of Pages _____ Date of Document _____
Signer(s) Other than Named Above _____

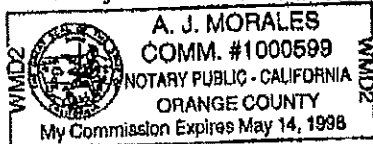
State of California)
) ss.
County of ORANGE)

On 8-13, 1996, before me, A. J. MORALES, Notary Public
(name, title of officer, e.g., "Jane Doe, Notary Public")
personally appeared MARK LEYES & CAROLYN MORRIS
(name(s) of signer(s))

- personally known to me --OR--
 proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity/ies, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which person(s) acted, executed the instrument.

Witness my hand and official seal.



[Signature]
(Signature of Notary)

Capacity claimed by signer:

(This section is OPTIONAL.)

- Individual
 Corporate Officer(s): _____
 Partner(s):
 General Limited
 Attorney-in-fact
 Trustee(s)
 Guardian/Conservator
 Other: _____

Signer is representing: _____
(name of person(s) or entity(ies))

Attention Notary: Although the information requested below is OPTIONAL, it could prevent fraudulent attachment of this certificate to an unauthorized document.

**THIS CERTIFICATE
MUST BE ATTACHED
TO THE DOCUMENT
DESCRIBED AT RIGHT:**

Title or Type of Document _____
Number of Pages _____ Date of Document _____
Signer(s) Other than Named Above _____

State of California)
) ss.
County of _____)

On _____, 199____, before me, _____
(name, title of officer, e.g., "Jane Doe, Notary Public")
personally appeared _____
(name(s) of signer(s))

- personally known to me —OR—
- proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity/ies, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which person(s) acted, executed the instrument.

Witness my hand and official seal.

(Signature of Notary)

Capacity claimed by signer:

(This section is OPTIONAL.)

- Individual
- Corporate Officer(s): _____
- Partner(s):
 - General
 - Limited
- Attorney-in-fact
- Trustee(s)
- Guardian/Conservator
- Other: _____

Signer is representing: _____

(name of person(s) or entity(ies))

Attention Notary: Although the information requested below is OPTIONAL, it could prevent fraudulent attachment of this certificate to an unauthorized document.

**THIS CERTIFICATE
MUST BE ATTACHED
TO THE DOCUMENT
DESCRIBED AT RIGHT:**

Title or Type of Document _____
Number of Pages _____ Date of Document _____
Signer(s) Other than Named Above _____

Appendix B

City of Garden Grove Municipal Code: Parking

SECTION 9.18.140: Parking

SECTION 9.18.140.010: Purpose	116
SECTION 9.18.140.020: General Provisions	116
SECTION 9.18.140.030: Parking Spaces Required	119
SECTION 9.18.140.040: Parking Requirements	123
SECTION 9.18.140.050: Location of Parking Spaces	124
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SECTION 9.18.140.070: Parking Design Standards	127
SECTION 9.18.140.080: Loading Areas	130

SECTION 9.18.140.010: Purpose.

A. Purpose. These regulations are established to define the regulations applicable to on-site parking and circulation, and to ensure that parking facilities are properly designated and located to meet the parking needs created by specific uses within the respective zones.

B. Intent. The intent of these regulations is to:

1. Ensure adequately designed parking areas with sufficient capacity and adequate circulation to minimize traffic congestion;
2. Ensure the usefulness of the facilities by providing on-site circulation patterns that facilitate client/business relationships;
3. Contribute to public safety and health;
4. Promote efficient use of land and, where appropriate, buffer and transition land uses from foreseeable impacts; and
5. Utilize landscaping as an effective buffer between different uses and to promote an aesthetic quality within the parking area and site.

SECTION 9.18.140.020: General Provisions.

A. Applicability. In all districts, off-street parking shall be provided subject to the provisions of this Chapter for:

1. Any new building or structure constructed;
2. Any new use established;
3. Any structural addition or enlargement of an existing building or use; however, additional parking spaces may be required for the entire building or use as a condition of approval of a conditional use permit, site plan or other discretionary permit granted by the City; or

4. Any change in the occupancy or use of any building that would result in a requirement for additional parking spaces pursuant to this Section.
- B. Restriction within Reserved Right-of-Way.** Property within the ultimate right-of-way of a street or highway shall not be used to provide required parking or loading or unloading facilities.
- C. Restriction on Streets, Driveways, and Drives.** On-street parking within public or private streets, driveways, or drives shall not be used to satisfy the off-street parking requirements.
- D. Garages to Be Used for Parking Only.** For developments required to provide garages, each such garage shall only be utilized for the parking of vehicles. No garage shall be used for storage, rental, or lease or for any use other than the parking of vehicles related to the unit or development for which the garage is required by this Section and storage areas required by Section 9.18.110.030.H.2 (Storage Facilities).
- E. Parking Must Remain Accessible.** All off-street parking spaces and areas required by this Section shall be designed and maintained to be fully usable for the duration of the use requiring such areas and spaces. All required off-street parking spaces shall be designated, located, constructed and maintained so as to be fully available for use by patrons and employees of commercial, industrial, public or semi-public premises during operating hours.
- F. Compliance with Design Standards.** Parking facilities constructed or substantially reconstructed subsequent to the effective date of the ordinance codified in the Title, whether or not required, shall conform to the City's design standards set forth in the Parking Design Standards subsection, Section 9.18.140.070.
- G. Requirements for Uses not Listed.** The parking requirement for uses not specifically listed in the parking schedule shall be determined by the Planning Commission for the proposed use on the basis of the requirements for similar uses and on any traffic engineering and planning data that is appropriate to the establishment of a minimum requirement.
- H. Surfacing Required.** All parking spaces, driveways, and maneuvering areas shall be fully paved and maintained with asphalt, concrete, or other City approved material.
- I. Tandem Parking Restricted.** Tandem parking is expressly prohibited, except in the following circumstances:
- 1. Valet Parking.** Parking associated with valet services may be provided in tandem format through the discretionary permit review process. If an approved valet parking arrangement ceases, the use for which the valet parking was approved shall be considered in violation of the provisions of this Title. Also, no new use shall be allowed to use the buildings with which the valet parking was provided unless that use meets the requirements of this Title and this Section in particular.

- 2. Work-live Units.** Parking provided for each unit may be provided in tandem format subject to conditional use permit approval.
- 3. Residential/Commercial Mixed Use Development.** Parking for the residential component of a residential/commercial mixed use development may be provided in tandem format subject to conditional use permit approval.
- J. Restriction on Commercial Vehicles in Residential Developments.** Commercial vehicles shall not be parked or stored on properties used exclusively for residential purposes, except while the operator of the vehicle is making normal deliveries or providing services to the residential premises.
- K. Restriction on Commercial Vehicle Parking in Residential/Commercial Mixed Use Developments.** No commercial vehicle shall be parked on any property zoned Mixed Use except while the operator of the vehicle or trailer is patronizing or serving a business or residential use, or unless that vehicle is associated with the day-to-day operations of an on-site business.
- L. Restrictions on Recreational Vehicle Parking.** The parking or storing of trailers, vessels, campers, camper shells, motor homes, and similar recreational vehicles shall be prohibited in all Mixed Use zones, except for such vehicles associated with single-family dwellings established prior to the effective date of the ordinance codifying these provisions, in which case the applicable standards contained in Chapter 9.08 (Single-Family Residential Development Standards) shall apply.
- M. Parking of Vehicles for Sale or Hire Prohibited.** No person shall park a vehicle, camper, camper shell, or vessel upon a public or private street, parking lot, or any public or private property for the purpose of displaying such vehicle thereon for sale, hire or rental, unless the property is duly zoned and permitted by the City to transact that type of business at that location. However, this subsection shall not prohibit persons from parking vehicles displayed for sale on private residential property belonging to or resided on by the registered owner of the vehicle. For purposes of this subsection, a vehicle, camper, camper shell, or vessel shall be presumed to be for sale if there is a price, or phone number, or a contact person, or address displayed thereon. Any person violating the provisions of this subsection shall be guilty of an infraction.
- N. Restriction of Vehicle Repair.** No person shall repair, grease, or service, or cause to be repaired, greased, or serviced, any vehicle or any part thereof in a parking lot, or anywhere outside of a wholly enclosed building.
- O. Camping in Parked Vehicles Prohibited.** No person shall occupy or use any camp car, camper, mobile home, recreational vehicle, camper shell, trailer, vessel, or other vehicle or trailer as a dwelling or for living or sleeping quarters upon any public street, right-of-way, alley, private street or alley, or any private property except in an approved trailer, mobile home, or recreational vehicle park.
- P. Parking in Required Yards.** No above-grade or surface parking shall be allowed in required yards and setbacks. However, partially subterranean and fully subterranean parking shall be permitted beneath required yards.

- Q. Parking Prohibited in Rear Yards Abutting a Residentially Zoned Lot.** No above-grade, surface, partially subterranean, or fully subterranean parking shall be located in rear yards abutting any "R" zoned lot.
- R. Parking Height.** Where any part of a building is over parking, the parking shall be considered a full story. Partially subterranean and fully subterranean parking shall not be considered a story.
- S. Maintenance Required.** Any development requiring parking lot improvements will be required to file with the City conditions, covenants, and restrictions requiring maintenance of the parking area. The conditions, covenants, and restrictions shall run with the land.

SECTION 9.18.140.030: Parking Spaces Required.

- A. General.** The number of off-street parking spaces required shall be no less than as set forth in Table 9.18-11 (Required Parking Spaces). Parking shall be calculated by the maximum building occupancy and/or the gross floor area, as applicable. Where the application of these schedules results in a fractional space, then the resulting fraction shall be rounded up to the higher whole number.
- B. Residential/Commercial Mixed Use Developments.** The calculation of required parking spaces for residential/commercial mixed use developments shall be based upon the parking required for each individual use within the development. Through the site plan review process or review of any required discretionary permit, the hearing body may reduce the total number of spaces required by up to 10 percent of the total requirement in recognition of the shared nature of the parking facilities and in particular, by allowing parking spaces provided for a commercial component to satisfy the guest parking needs of the residential component. If an applicant seeks relief greater than 10 percent, the provisions regarding shared parking and the requirements for provision of a parking management plan pursuant to Section 9.18.140.060 (Joint Use and Parking Management) shall apply.

**TABLE 9.18-11
Required Parking Spaces**

Use	Required Minimum Parking Spaces
Residential Uses – Single Family	
1-4 sleeping rooms	2 spaces in an enclosed garage plus 2 open spaces
5-7 sleeping rooms	3 spaces in an enclosed garage plus 3 open spaces
More than 7 sleeping rooms	4 spaces in an enclosed garage plus 4 open spaces
Residential Multiple Family – Stand Alone	
Developments with fewer than 50 units, and adjacent to any principal, major, primary or secondary arterial street	
Fewer than 3 sleeping rooms	2.75 spaces per dwelling unit within a parking structure or enclosed garage
3 or more sleeping rooms	3.5 spaces per dwelling unit within a parking structure or enclosed garage

**TABLE 9.18-11
Required Parking Spaces**

Use	Required Minimum Parking Spaces
<p>Developments with fewer than 50 units and <u>not</u> adjacent to any principal, major, primary or secondary arterial street</p> <p>Fewer than 3 sleeping rooms</p> <p>3 or more sleeping rooms</p>	<p>2.5 spaces per dwelling unit within a parking structure or enclosed garage</p> <p>3.25 spaces per dwelling unit within a parking structure or enclosed garage</p>
<p>Developments with 50 or more units, and adjacent to any principal, major, primary or secondary arterial street</p> <p>Fewer than 3 sleeping rooms</p> <p>3 or more sleeping rooms</p>	<p>2.75 spaces per dwelling unit within a parking structure or enclosed garage</p> <p>3 spaces per dwelling unit within a parking structure or enclosed garage</p>
<p>Developments with more than 50 units and <u>not</u> adjacent to any principal, major, primary or secondary arterial street</p> <p>Fewer than 3 sleeping rooms</p> <p>3 or more sleeping rooms</p>	<p>2.5 spaces per dwelling unit within a parking structure or enclosed garage</p> <p>2.75 spaces per dwelling unit within a parking structure or enclosed garage</p>
Residential Multiple Family – Part of Mixed Use Development	
<p>Developments with fewer than 50 units</p> <p>Fewer than 1 sleeping room</p> <p>1 sleeping room</p> <p>2 sleeping rooms</p> <p>3 or more sleeping rooms</p>	<p>Within a parking structure or enclosed garage:</p> <p>2 spaces per dwelling unit</p> <p>2.25 spaces per dwelling unit</p> <p>2.75 spaces per dwelling unit</p> <p>3.5 spaces per dwelling unit</p>
<p>Developments with 50 units or more</p> <p>Fewer than 1 sleeping room</p> <p>1 sleeping room</p> <p>2 sleeping rooms</p> <p>3 or more sleeping rooms</p>	<p>Within a parking structure or enclosed garage:</p> <p>2 spaces per dwelling unit</p> <p>2.25 spaces per dwelling unit</p> <p>2.75 spaces per dwelling unit</p> <p>3 spaces per dwelling unit</p>
Other Residential Uses and Uses Incidental to Residential	
<p>Community residential care facility</p>	<p>0.5 spaces per bed</p>
<p>Senior Citizen Housing</p> <p>Apartment</p> <p>Congregate – general care</p>	<p>1 space per unit</p> <p>0.5 spaces per bed or unit</p>

**TABLE 9.18-11
Required Parking Spaces**

Use	Required Minimum Parking Spaces
Congregate – general care with on-site transportation provided	0.3 spaces per bed or unit
Work-live	2 spaces per unit plus one additional space per unit
Day Care	1 space per care provider and staff member, plus 1 space for each 6 children
Commercial Uses	
Retail	
Under 40,000 square feet	1 space per 200 square feet gross floor area
40,000-100,000 square feet	1 space per 225 square feet gross floor area
100,000+ square feet	1 space per 250 square feet gross floor area
Restaurants Eating, Drinking Establishments, Cafes, Coffeehouses, Bars	
Attached 0-16 seats with less than 300 square feet of customer/dining area	1 space per 200 square feet of gross floor area
Attached 16+ seats	1 space per 100 square feet of gross floor area, with a minimum of 10 spaces
Freestanding	1 space per 100 square feet of gross floor area, with a minimum of 10 spaces
With entertainment	1 space per 100 square feet of gross floor area (seating and service), plus 1 space per 35 square feet of entertainment area, plus 1 space per 7 square feet of dance floor
Outdoor Dining	No additional parking required for the first 500 square feet of outdoor dining area. For any area in excess of 500 square feet, parking shall be provided as required above for the applicable use. Where outdoor dining is covered by a roof structure, all parking shall be provided as required for the above applicable use.
Service Station	
With convenience store	1 space per pump, plus 1 space per 200 square feet of gross floor area of sales area, plus 3 spaces per service bay
Without convenience store	1 space per employee, plus 3 spaces per service bay
Financial institutions	1 space per 200 square feet of gross floor area if a drive-up window exists. If no window, 1 space per 150 square feet of gross floor area
Nursery, home improvement center, building materials, furniture, general appliance stores (large display area)	1 space per 200 square feet gross floor area
Hotel, motel, bed and breakfast	1 space per room/unit plus 2 spaces for hotel manager unit, plus any parking required for restaurant, assembly, or other permitted ancillary use
Personal service	1 space per 200 square feet of gross floor area
Professional studios and galleries	
Art, music, dance, martial arts	1 space per employee, plus 1 space per 2 student capacity
Photography, portrait, radio, TV, recording	1 space per 200 square feet of gross floor area
Karaoke studios	1 space per 200 square feet of gross floor area

**TABLE 9.18-11
Required Parking Spaces**

Use	Required Minimum Parking Spaces
Art studios and galleries	1 space per 500 square feet of gross floor area
Automatic car wash	5 times the internal washing capacity for stacking and drying, plus 1 space per employee based on the maximum shift, not less than 3 (internal capacity is defined as conveyor length divided by 20 feet)
Auto rental	
Office only	1 space per 250 square feet of gross floor area
Vehicle storage	1 space per 350 square feet of gross floor area of office, plus 1 space per vehicle
Auto and boat sales, leasing	1 space per 400 square feet of gross floor area of inside display, plus 1 space per 2,000 square feet of outside display, plus 1 space per 500 square feet of gross floor area of repair, plus 1 space per 300 square feet of gross floor area of parts storage and sales area
Auto repair and maintenance	1 space per 200 square feet of gross floor area including auto paint and body of office space, plus 3 spaces per service bay
Office Uses	
General business offices	1 space per 250 square feet of gross floor area
Medical, dental and related service support facilities	1 space per 170 square feet of gross floor area
Industrial Uses	
Industrial uses	
Buildings with less than 20,000 square feet of gross floor area	2.25 spaces per 1,000 square feet of gross floor area
Buildings 20,001 to 100,000 square feet of gross floor area	2 spaces per 1,000 square feet of gross floor area
Buildings with more than 100,000 square feet of gross floor area	1 space per 1,000 square feet of gross floor area
Incidental Office:	
Under 30 percent of gross floor area	No additional requirements
30 to 50 percent of gross floor area of a building	1 space per 250 square feet of gross floor area
Public and Semi-Public Uses	
Hospital	4 spaces per bed
Private school – elementary through high school	1 space per each employee, plus 1 space for each 6 student capacity
College or university	1 space per employee, plus 1 space per 3 student capacity
Trade school; adult education	1 space per employee, plus 1 space per 3 students capacity (based on maximum occupancy allowable by building code), or 1 space per 35 square feet of instructional area, plus 1 space per 250 square feet of office space
Churches/religious facilities	Fixed seats: 1 space per each 3 fixed seats
	No fixed seats: 1 space for each 21 square feet of area designated for assembly purposes
	All ancillary area(s) shall provide 1 space for each 250 square feet of gross floor area

**TABLE 9.18-11
Required Parking Spaces**

Use	Required Minimum Parking Spaces
Commercial Recreation Uses	
Golf driving range	1.5 spaces per tee
Bowling alley	3 spaces per alley plus spaces for other uses on-site
Movie theaters	
Single screen	0.5 space per seat
Multi screen	0.3 space per seat
Arcades, pool hall	1 space per 200 square feet of gross floor area
Night clubs	1 space per 7 square feet of dance floor, plus 1 space per 35 square feet of additional gross floor area
Assembly halls and dance floors	1 space per 7 square feet of dance floor or assembly area, plus 1 space per 35 square feet of additional gross floor area
Spa/health clubs/gyms	1 space per 200 square feet of gross floor area
Private clubs	1 space per each 15 square feet of assembly area
Skating rinks	1 space per 100 square feet of gross floor area, plus spaces required for other uses on-site

SECTION 9.18.140.040: Parking Requirements. The following parking requirements are applicable to all land uses, unless stated otherwise in this Chapter.

A. Parking Space Size. All parking spaces shall conform to the minimum dimensions:

- Standard Space: 9 feet wide by 19 feet long
- Compact Space: 8 feet wide by 15 feet long
- Parallel Space: 8 feet wide by 22 feet long

Wherever a space is adjacent to a wall, fence, or hedge, an additional one foot of width shall be provided to that space.

B. Compact Car Parking Spaces.

1. Up to 20 percent of the required parking stalls may be compact parking spaces. The determination of the percentage to be allowed will be made through the site plan review or applicable discretionary permit review process.
2. Compact stall size is subject to Public Works Department standards for compact car spaces.
3. Compact spaces, where provided, shall be consolidated into a specific area of a parking lot or structure. The area shall include signage designating the spaces by signs, colored lines, or other appropriate indicators for compact vehicles only.

C. Automated Parking Systems and Mechanical Parking Lifts. Parking spaces in automated parking systems and vertical parking lifts may be utilized to meet the required number of parking spaces pursuant to Section 9.18.140.030 (Parking Spaces Required), as well as additional/supplemental parking, provided that all of the following conditions can be met.

1. The use of automated parking systems and mechanical parking lifts does not increase the building bulk and mass, in that the area occupied by the automated parking system or mechanical parking lift is no greater in volume than a parking structure that would be configured exclusively with conventional structured parking.
 2. The parking system shall be located entirely within the confines of a building and shall not be visible from the public right-of-way.
 3. Systems may be self-service or fully automated.
 4. Sufficient vehicle queuing distance for the area accessing the parking system shall be provided, as determined through the site plan review or discretionary permit review process.
- D. Motorcycle Parking Spaces.** Commercial and industrial facilities with 25 or more parking spaces shall provide at least one paved designated parking area for use by motorcycles.
- E. Bicycle Parking.** For all new developments where parking is not provided in the form of individual garages, secure and convenient bicycle parking shall be provided at a rate of one bicycle space for every 10 required parking spaces.

SECTION 9.18.140.050: Location of Parking Spaces.

- A. Located On-site.** All required open parking spaces and garages shall be located on the same building site or within the same development, except where allowed by Section 9.18.140.050.B (Off-site Parking), below.
- B. Off-site Parking.** Off-site parking for new uses or new construction may be permitted on either a privately owned property or public property through the site plan review process or other applicable discretionary review permit process for an individual use or development project.
1. **Joint Use Off-site Parking.** Where more than one use is involved, joint use or shared parking shall require preparation of a parking management plan in accordance with Section 9.18.140.060 (Joint Use and Parking Management).
 2. **Location of Off-site Parking.** In no event shall any off-site parking facility be located more than 1,500 feet from the use it is intended to serve.
 3. **Deed Restriction Required.** Where off-site parking for an individual use or development project is approved, a deed restriction, subject to the review and approval of the City Attorney, shall be recorded against all affected properties. Such deed restriction shall indicate the restrictions on the properties relative to future use and development due to the off-site parking arrangement.
 4. **Irrevocable Access and/or Parking Easement.** If parking is provided on a site other than the subject site, an irrevocable access and/or parking easement shall be obtained on the other site for use and benefit of the site in issue. Such access and/or parking agreement, when fully exercised, shall not

diminish the available parking capacity of the site subject to the easement to less than required by this Section.

- C. Accessibility.** All off-street open and enclosed parking spaces shall be located and maintained so as to be accessible and usable for the parking of motor vehicles.
1. All motor vehicles must be parked or stored on a fully paved surface with approved entrances and exits to the street.
 2. For projects approved and developed after April 25, 1991, where security gates are proposed to be provided, 70 percent of the guest parking spaces shall be located outside the secured area.

SECTION 9.18.140.060: Joint Use and Parking Management.

A. Applicability and Where Allowed. These regulations apply in situations where two or more separate uses or developments look to share parking and/or loading facilities due to staggered hours of operation or other varying operational characteristics that would allow parking and loading facilities to provide for joint use. If an applicant seeks to provide for shared or joint use parking, preparation of a parking management plan shall be required to allow any deviation from parking requirement standards established by this Section, as set forth below. When prepared, a parking management plan shall provide applicable parking standards that address current development trends and the benefits of parking alternatives.

Where off-site parking is requested, the provisions in Section 9.18.140.050.B (Off-Site Parking), above, shall also apply.

- B. Parking Management Plan Required.** A parking management plan shall be required as follows:
1. Where parking is to be shared or jointly used among the same or different developments or uses.
 2. Where the number of parking spaces required is proposed to be reduced, except as provided in Section 9.18.140.030.B (Residential/Commercial Mixed Use Developments) regarding required parking for residential/commercial mixed use developments, where a 10 percent reduction shall be permitted as part of the site plan review or conditional use permit process for that development. However, any reduction beyond 10 percent shall require a parking management plan.
- C. Limitation on Parking Space Reduction and Distance.** No proposed reduction in parking spaces due to joint or shared use may exceed 25 percent of the parking required pursuant to this Section. Also, no joint use or shared facility shall be located more than 1,500 feet from the use it is intended to serve.
- D. Plan Contents.** The parking management plan shall be prepared by a qualified transportation engineer, in accordance with Planning Commission policy, and shall include, at minimum, the following elements:

1. Breakdown and description of the proposed uses, including their functional and spatial components.
 2. Statement of the functional area square footage based on the proposed plan.
 3. Statement of parking demands by uses for morning, midday, and evening periods, and a statement of employee parking demands.
 4. A peak-demand calculation by adding the various components together to determine the midday and evening demands with the higher figure represents the minimum number of spaces to be provided.
 - a. A 10 percent 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, and
 - b. Use changes throughout the life of the project requiring more than the 10 percent figure shall require the submittal and approval of an amended parking management plan.
 7. A cross-check analysis for functional and operational aspects.
 8. Parking management plans shall include a copy of proposed easements or conditions, covenants, and restrictions tying the parking agreement to the project in perpetuity, prohibiting revision without City approval. Pre-existing, shared parking proposals shall be accompanied by a recorded off-site parking covenant running with the land. The City Attorney shall have the authority to review and dictate the contents of the CC&Rs and any deed restrictions or easement language proposed.
- E. Shared Loading Spaces.** Loading spaces may be shared in compliance with this Section. However, the loading spaces shall only be shared if located on an adjoining lot.
- F. Review Process.** For development projects involving new construction, a parking management plan for joint or reduced parking shall be considered by the appropriate review authority at the same time the project is considered. Where a new use is proposed to occupy an existing building and where a parking management plan is required, the parking management plan shall be subject to Community Development Director's review.
- G. Required Findings.** Where a shared parking facility serving more than one use will be provided, the total number of required parking spaces may be reduced only if the Planning Commission finds that all of the following are true:
1. The peak hours of use will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces;
 2. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if parking for each use were provided separately;

3. A parking demand study prepared by an independent traffic engineering professional approved by the City supports the proposed reduction; and
4. The applicant submitted a signed contract between the applicant and the other property owner(s) providing the off-street parking spaces subject to the shared parking arrangement. The contract shall be subject to the approval of the Planning Commission and shall also be subject to review by the City Attorney as to form and content.

SECTION 9.18.140.070: Parking Design Standards.

A. Parking Improvements.

1. **Paving.** Parking and loading facilities and pedestrian pathways shall be surfaced and maintained with asphalt concrete, concrete, or other permanent surfacing material acceptable to the Community Development Director or designee and sufficient to prevent loose surfacing materials and other nuisances.
2. **Striping.** Parking lot striping shall be maintained at all times consistent with City standards.
3. **Drainage.** All parking and loading facilities shall be graded and provided with permanent storm drainage facilities.
 - a. Surfacing, curbing and drainage improvements shall be sufficient to preclude free flow of water onto adjacent properties or public streets or alleys.
 - b. Measures listed above shall be taken to preclude standing pools of water within the parking facility.
4. **Safety Features.** Parking and loading facilities shall meet the following standards:
 - a. Safety barriers, protective bumpers, or curbing and directional markers shall be provided to assure pedestrian and vehicular safety, efficient utilization, protection to landscaping, and prevent encroachment onto adjoining public or private property.
 - b. Unobstructed visibility shall be maintained at all times while vehicles are circulating within the parking area.
 - c. Internal circulation patterns and the location and traffic direction of all access drives shall be designated and maintained in accordance with accepted principles of traffic engineering and traffic safety.
 - d. Striping of parking lots must at all times be clearly visible and maintained throughout the life of the facility.
5. **Lighting.** Lights provided to illuminate any parking facility or paved area shall be designed with automatic timers (photovoltaic cells) and maintained in

accordance with the provisions of this Title. Parking lot security lights shall be maintained and shall be operated during all hours of darkness.

- a. All nonresidential parking area lighting shall be provided during the hours of darkness the establishment is open at a minimum of two foot-candles of light on the parking surface.
 - b. A minimum of one foot-candle of light shall be provided during all other hours of darkness.
 - c. Lighting in the parking area shall be directed, positioned, or shielded in such a manner so as not to unreasonably illuminate the window area of nearby residences.
- 6. Noise.** Areas used for primary circulation, or for frequent idling of vehicular engines or for loading facilities, shall be designed and located to minimize impacts on adjoining properties, including sound attenuation to adjacent property and visibility screening from adjacent property.
- 7. Screening.** Open off-street parking areas shall be screened from view of public streets and adjacent land uses that are more restrictive.
- 8. Walls.** High walls shall not block or otherwise impair visual access from adjacent residential properties.

B. Surface Parking Lot Landscaping. In addition to the Site Design Standards of Section 9.18.100.030, the following landscaping standards shall apply to all surface parking lot areas:

- 1. Surface Parking Lots Visible from Streets.** Surface parking lots that are visible from public and private streets, and in particular surface parking lots located between the public right-of-way and buildings and structures shall meet the following landscaping, paving, and tree requirements:
 - a. **Landscaping.** At least 10 percent of the total area of any surface parking lot shall be landscaped.
 - b. **Paving Area.** At least 5 percent of the total area of any surface parking lot shall be paved in high-quality materials such as pavers, stone or cobblestone, patterned or scored concrete, or similar durable materials. Paving is encouraged at highly visible locations such as main drive aisles, parking areas adjacent to required front and corner side yard setbacks, enhanced stall demarcations throughout the parking lot, or pedestrian walkways.
 - c. **Trees.** One tree shall be provided for every four parking spaces. Trees shall be shade-producing trees and shall be evenly distributed throughout the parking lot so as to shade the parking area. Trees shall be located in landscape planters. Trees shall conform to the matrix of plant materials established by the Planning Division. Minimum tree size at planting shall be 24-inch box.

- 2. Surface Parking Lots Not Visible from Streets.** Surface parking lots that are not visible from public and private streets and are located towards the rear and interior of the site shall meet the following landscaping and tree requirements:

 - a. Landscaping.** At least five percent of the total area of any surface parking lot shall be landscaped.
 - b. Trees.** One tree shall be provided for every 10 parking spaces. Trees shall be shade-producing trees and shall be evenly distributed throughout the parking lot so as to shade the parking area. Trees shall be located in landscape planters. Trees shall conform to the matrix of plant materials established by the Planning Division. Minimum tree size at planting shall be 24-inch box.
- 3. Landscape Buffer.** Where a surface parking lot abuts a parking structure or is adjacent to a surface parking lot on another lot, a landscape buffer not less than 10 feet in depth shall be provided between the lots or structures. Where adjacent surface parking lots allow common parking to serve multiple businesses and pedestrian walkways provide access to all businesses served, no landscape buffer shall be required.
- 4. Wheel Stops at Landscaping.** Concrete wheel stops shall be installed in parking areas to protect landscaping. Any broken or damaged wheel stops shall be replaced. Alternatively, parking may be designed to overhang landscaped areas. Parking shall overhang landscaping no more than two feet with a minimum planter dimension of five feet.
- 5. Landscape Planters.** All landscape planters shall have a minimum width of four feet.
- 6. Screening Required.** Storage areas, trash enclosures, public utilities, and other similar land uses or elements that do not contribute to the enhancement of the surrounding area shall be screened with landscaping. Landscape screening shall consist of evergreen shrubs, vines, or closely spaced trees.
- C. Architectural Treatment of Parking Structures.** All façades of a parking structure shall include architectural and landscaping treatment pursuant to the standards established in Sections 9.18.090 (Development Standards Specific to Individual Mixed Use Zones), 9.18.100 (Development and Design Standards Applicable to All Mixed Use Zones), and 9.18.120 (Landscaping) of this Chapter. The intent is to ensure that parking structures have the same quality treatment as the buildings and uses they serve, that such structures are well integrated into a development project, and that their design contributes to the overall character and function of the area in which they are located. In particular, any façade that can be viewed from a public right-of-way shall include treatments that make the structure resemble a habitable building.

Photo 9.18-9: Example of Parking Structure Architectural Treatment



SECTION 9.18.140.080: Loading Areas.

All nonresidential developments must provide loading berths in accordance with this Section.

A. Retail Stores, Warehouses, Wholesaling, Manufacturing and Other Goods Handling Uses. Loading spaces shall be provided as set forth in Table 9.18-12 (Required Loading: General Commercial and Industrial).

**TABLE 9.18-12
Required Loading: General Commercial and Industrial**

Gross Floor Area of Building or Use	Number of Loading Berths Required
Less than 100,000 sf	0
100,001 – 200,000 sf	1
200,001 – 500,000 sf	2
More than 500,000 sf	3 plus 1 for each additional 400,000 sf

B. Offices and Hotels/Motels. Where loading facilities are provided, the standards in Table 9.18-13 (Required Loading: Offices and Lodging) shall apply.

**TABLE 9.18-13
Required Loading: Offices and Lodging**

Number of Berths	Width	Length	Height
1	10 feet	25 feet	12 feet
2 or more	10 feet	35 feet	14 feet

C. Minimum Size of Berths. All berths must be provided with an on-site maneuvering area to the loading berth that provides a turning radius of not less than 48 feet.

D. Screening. All loading areas shall be screened from view of adjacent streets.

E. Access.

1. Access to the loading docks shall be provided without the necessity of vehicle maneuvers in the public right-of-way.
2. The dock approach may not be encumbered by parking stalls or physical obstructions.
3. All loading must be conducted in loading berths when berths are provided. Loading and unloading operations shall not be conducted so as to be a nuisance to adjacent residential areas.
4. Loading areas shall not interfere with parking or with vehicle and pedestrian access.

Appendix C

Office Depot
Observed Parking Demand Counts

Appendix C-1
Observed Parking Demand
Friday, January 23, 2015

TIME	Zone 1		Visitors to Costco
	Reg.	♿	
Total Spaces	79	5	
9:00 AM	33	1	0
10:00 AM	41	1	2
11:00 AM	46	1	0
12:00 PM	42	0	0
1:00 PM	42	1	0
2:00 PM	45	0	0
3:00 PM	39	0	0
4:00 PM	32	0	0
5:00 PM	47	0	0
6:00 PM	35	0	0
7:00 PM	24	0	0
8:00 PM	17	0	0

Appendix C-2
Observed Parking Demand
Friday, January 23, 2015

TIME	Zone 2		Visitors to Costco
	Reg.	♿	
Total Spaces	66	1	
9:00 AM	10	0	0
10:00 AM	9	0	0
11:00 AM	9	0	0
12:00 PM	11	0	2
1:00 PM	22	0	5
2:00 PM	20	0	5
3:00 PM	16	0	1
4:00 PM	13	1	3
5:00 PM	7	0	2
6:00 PM	7	0	0
7:00 PM	5	0	0
8:00 PM	4	0	0

Appendix C-3
Observed Parking Demand
Saturday, January 24, 2015

TIME	Zone 1		Visitors to Costco
	Reg.	♿	
Total Spaces	79	5	
9:00 AM	28	0	0
10:00 AM	39	0	0
11:00 AM	31	2	0
12:00 PM	34	0	1
1:00 PM	37	0	0
2:00 PM	33	1	1
3:00 PM	31	1	1
4:00 PM	34	1	1
5:00 PM	25	0	1
6:00 PM	28	0	0
7:00 PM	17	1	0
8:00 PM	14	1	0

Appendix C-4
Observed Parking Demand
Saturday, January 24, 2015

TIME	Zone 2		Visitors to Costco
	Reg.	♿	
Total Spaces	66	1	
9:00 AM	0	0	1
10:00 AM	3	0	1
11:00 AM	2	0	1
12:00 PM	8	0	8
1:00 PM	13	1	16
2:00 PM	23	1	21
3:00 PM	38	0	8
4:00 PM	26	0	1
5:00 PM	20	0	1
6:00 PM	17	0	0
7:00 PM	12	0	0
8:00 PM	11	0	0

Appendix D

Los Angeles King Buffet
Observed Parking Demand Counts

Prepared by National Data & Surveying Services

PARKING STUDY

Location: 1375 N Western Ave
City: Los Angeles

Day: Friday
Date: 1/23/2015

TIME	Regular	HC	South Lane*	Illegal**	
Spaces	75	1	4		80
9:00 AM	1	0	0	0	1
10:00 AM	2	0	0	0	2
11:00 AM	8	1	2	0	11
12:00 PM	39	0	2	0	41
1:00 PM	53	1	2	0	56
2:00 PM	54	1	2	1	58
3:00 PM	50	1	2	1	54
4:00 PM	28	1	3	0	32
5:00 PM	17	0	2	0	19
6:00 PM	25	1	2	0	28
7:00 PM	45	1	2	0	48
8:00 PM	44	1	3	0	48

Notes : *South Lane refers to the parallel parking lane south side of lot
**Illegal refers to the vehicles parked in unmarked spaces

Prepared by National Data & Surveying Services

PARKING STUDY

Location: 1375 N Western Ave
City: Los Angeles

Day: Saturday
Date: 1/24/2015

TIME	Regular	HC	South Lane*	Illegal**	
Spaces	75	1	4		80
9:00 AM	4	0	0	0	4
10:00 AM	5	0	2	0	7
11:00 AM	13	0	2	0	15
12:00 PM	38	1	2	0	41
1:00 PM	52	0	2	0	54
2:00 PM	54	1	2	1	58
3:00 PM	40	1	3	0	44
4:00 PM	34	0	3	0	37
5:00 PM	32	1	3	0	36
6:00 PM	35	1	2	0	38
7:00 PM	50	1	2	0	53
8:00 PM	39	1	2	0	42

Notes : *South Lane refers to the parallel parking lane south side of lot
**Illegal refers to the vehicles parked in unmarked spaces

LETTER OF TRANSMITTAL

TO: EMERALD SQUARE II, LLC
1234 East 17th Street
Santa Ana, CA 92701

DATE: April 13, 2015
JOB NO.: 2340-2014-01
SUBJECT: King Buffet Restaurant
Traffic Impact Study, City of Santa Ana

ATTN: Mr. Steve Felderman


WE ARE FORWARDING: By Messenger By Email
 By Blueprinter By Fedex

NUMBER OF COPIES	DESCRIPTION
1	PDF copy of report for your use

SENT FOR YOUR	STATUS	PLEASE NOTE
<input type="checkbox"/> Approval	<input type="checkbox"/> Preliminary	<input type="checkbox"/> Revisions
<input type="checkbox"/> Signature	<input type="checkbox"/> Revised	<input type="checkbox"/> Additions
<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Approved	<input type="checkbox"/> Omissions
<input type="checkbox"/> File	<input type="checkbox"/> Released	<input type="checkbox"/> Corrections

REMARKS:
Attached please find the King Buffet Restaurant Traffic Impact Study, City of Garden Grove.

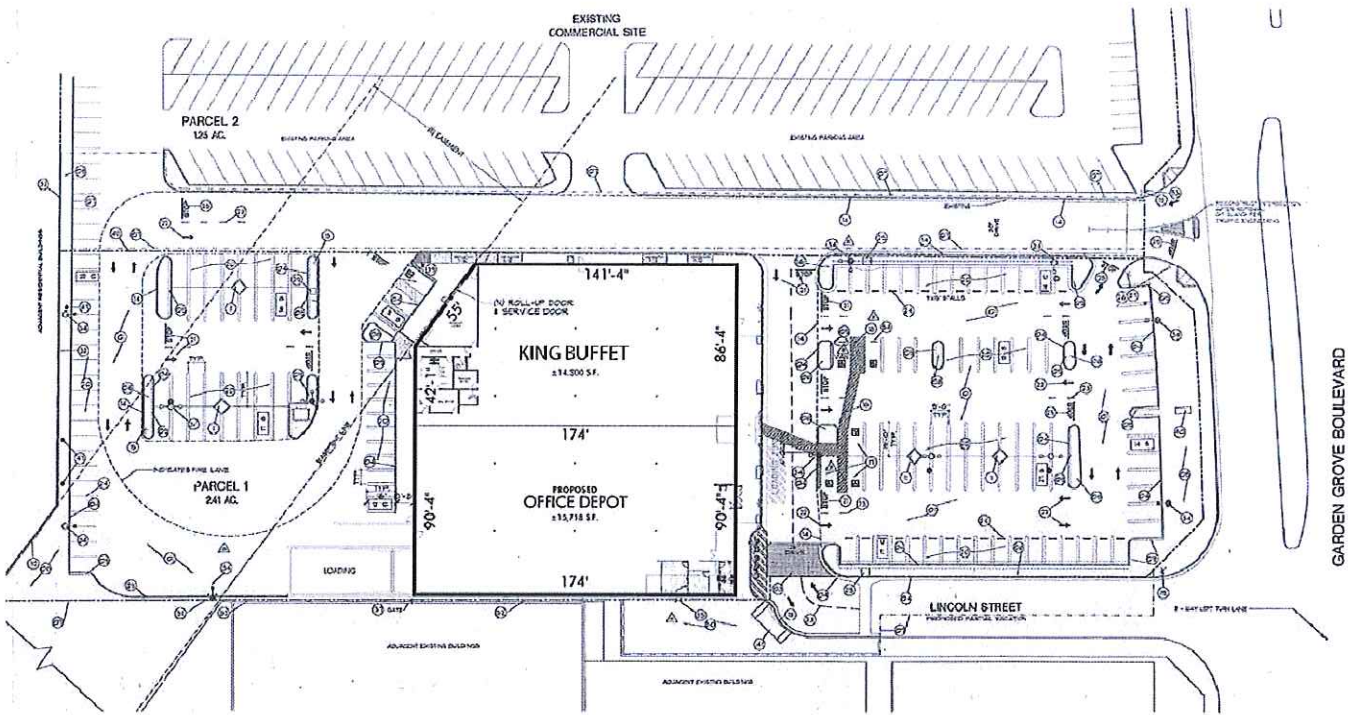
Please call me at (949) 474-0809 if you have any questions.

BY: 
Bryan Estrada, PTP
Senior Transportation Planner

COPIES TO:

KING BUFFET RESTAURANT TRAFFIC IMPACT STUDY

City of Garden Grove, California



April 13, 2015

Mr. Steve Felderman
EMERALD SQUARE II, LLC
1234 East 17th Street
Santa Ana, CA 92701

Subject: King Buffet Restaurant Traffic Impact Study, City of Garden Grove

Dear Mr. Felderman:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this Traffic Impact Study for the proposed King Buffet Restaurant located south of Garden Grove Boulevard and west of Euclid Street, in the City of Garden Grove. The project consists of redeveloping a portion of an existing Office Depot office supply store with a 14,300 square foot restaurant. Approximately 15,718 square feet of the existing Office Depot would remain in operation. The project would utilize the existing driveways and on-site circulation.

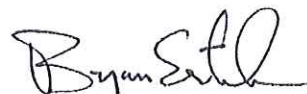
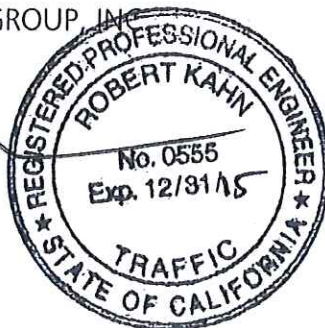
This report provides a summary of the findings, analysis procedures, and evaluation of the proposed project, with respect to on-site and off-site traffic impacts, pursuant to the City of Garden Grove requirements. The Findings and Recommendations are provided in Section 9.0 of this report.

RK Engineering Group, Inc. is pleased to assist EMERALD SQUARE II, LLC on the King Buffet Restaurant and looks forward to working with you again in the future. If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Principal



Bryan Estrada, PTP
Senior Transportation Planner

Attachments

**King Buffet Restaurant
Traffic Impact Study
City of Garden Grove, California**

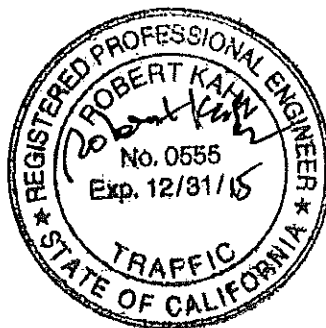
Prepared for:

EMERALD SQUARE II, LLC
1234 East 17th Street
Santa Ana, CA 92701

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

**Robert Kahn, P.E.
Bryan Estrada, PTP**



April 13, 2015

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1.0 Introduction

1.1 Purpose of Report and Study Objectives

The purpose of this Traffic Impact Study is to evaluate the proposed development from a traffic circulation standpoint and determine whether significant impacts may occur as a result of the project. The proposed development is located within the City of Garden Grove.

Study objectives include: (1) documentation of Existing traffic conditions in the vicinity of the site; (2) evaluation of Existing Plus Project traffic conditions; (3) evaluation of traffic conditions in Opening Year (2016) conditions With and Without Project traffic conditions; and (4) determination of on-site and off-site improvements and system management actions needed to achieve City of Garden Grove level of service requirements.

This Traffic Impact Study follows the scope of work discussed with the City of Garden Grove prior to initiating this study. The email correspondences discussing the scope of work are provided in Appendix H. RK previously prepared an observed parking analysis for the proposed project.

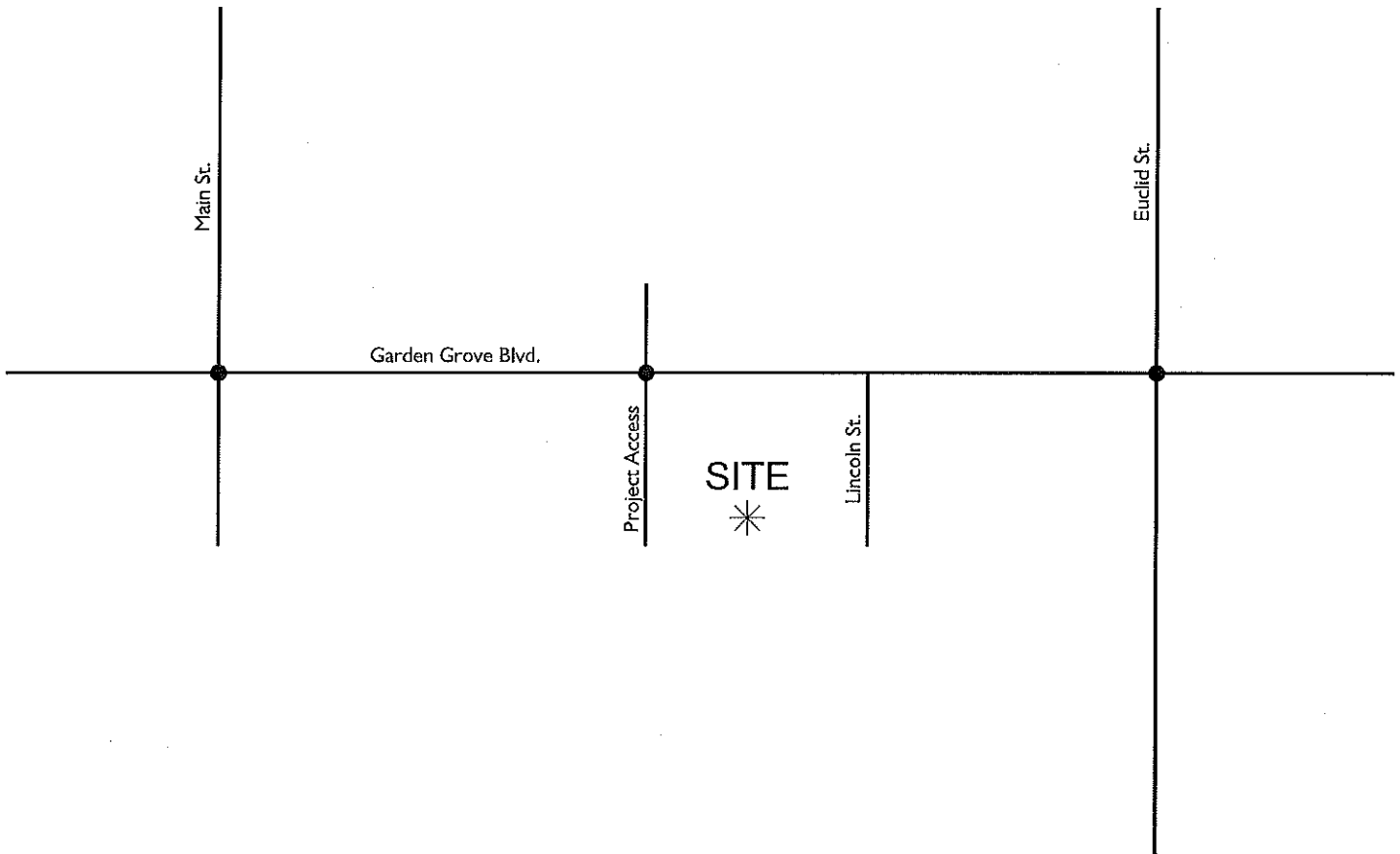
1.2 Site Location

The project is located on the south of Garden Grove Boulevard, west of Euclid Street and East of Main Street, in the City of Garden Grove. Exhibit 1-1 illustrates the site location and traffic analysis study area. The site currently consists of a 30,018 square foot Office Depot office supply store. The project site is located in the Civic Center zoning area and is specifically zoned CC-3, Civic Center - Core. The site utilizes shared parking and access with adjacent commercial uses.

1.3 Development Project Description

The project consists of redeveloping a portion of an existing Office Depot office supply store with a 14,300 square foot restaurant. Approximately 15,718 square feet of the existing Office Depot would remain in operation. The project would utilize the existing driveways and on-site circulation. The site can be accessed by multiple driveways; including the main driveway on Garden Grove Boulevard, one access driveway from Lincoln Street, and access from the adjacent Costco property. The main driveway on Garden Grove Boulevard provides full access to the site. For purposes of this analysis, only the full access driveway on Garden Grove Boulevard was assessed to simulate worst case potential impacts. The project is estimated for completion by Year 2016, and has been analyzed in one (1) complete phase. A copy of the project site plan is provided in Exhibit 1-2.

Exhibit I-1 Location Map

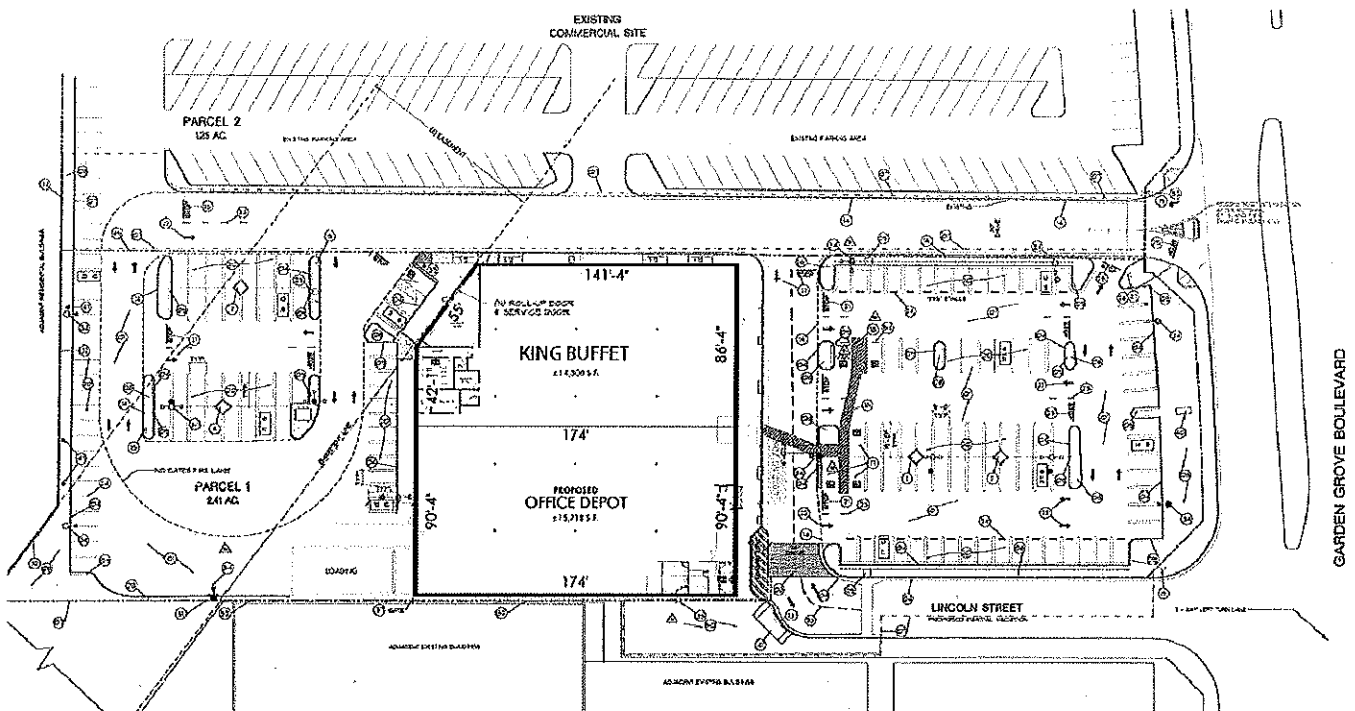


Legend:

● = Study Area Intersection



Exhibit I-2 Site Plan



2.0 Study Area and Analysis Methodology

The traffic analysis study area includes intersections and roadway segments specified in the scoping agreement, provided in Appendix H.

2.1 Study Area Intersections

The following table lists the three (3) off-site intersections that have been included for analysis within the study area. All project driveways are included in the intersection analysis.

Study Area Intersections
1. Main Street (NS) at Garden Grove Boulevard (EW)
2. Project Access (NS) at Garden Grove Boulevard (EW)
3. Euclid Street (NS) at Garden Grove Boulevard (EW)

2.1.1 Signalized Intersection Analysis Methodology

The methodology used to assess the operation of the signalized study area intersections is Intersection Capacity Utilization (ICU). To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

A saturation flow value of 1,700 vehicles per lane per hour for all lanes is used. A 0.85 adjustment in volume is used for protected right turn movements with dedicated turn lanes to account for right turn on red. A clearance interval factor of 5% (0.05) is applied to the ICU calculations. The cycle time is 100 seconds for ICU analysis purposes.

Weekday peak-hour analysis periods are defined as follows:

Morning Peak Hours: 7:00 AM to 9:00 AM

Evening Peak Hours: 4:00 PM to 6:00 PM

The highest one-hour period in both the AM and PM peak periods, as determined by four consecutive 15-minute count periods are used in the ICU calculations. Both AM and PM peak hours are studied. Variations in peak-hour volumes can affect LOS calculations because they vary from day-to-day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays, or weekends. The traffic count worksheets for this study are included in Appendix A.

The level of service for signalized intersections is defined as follows:

<Table shown on next page>

ICU Level of Service Description		
LOS	Description	Critical V/C Ratios
A	Free Flow. Individual users are virtually unaffected by the presence of others in the traffic stream.	0.00 - 0.60
B	Stable flow. The presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream with LOS A.	0.61 - 0.70
C	Stable flow. This LOS marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	0.71 - 0.80
D	High density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience.	0.81 - 0.90
E	Operating conditions at or near the capacity level. All speeds are reduced to a slow but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult.	0.91 - 1.00
F	Forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse that point.	> 1.00

2.1.2 Unsignalized Intersections Analysis Methodology

For unsignalized intersections, the calculation of level of service is dependent on the occurrence of gaps in the traffic flow of the main street. The worst individual movement delay, or movements sharing a single lane, is the controlling factor in determining the intersection level of service. The relationship between the level of service and delay is different than for signalized intersections.

The level of service for unsignalized intersections is defined as follows:

LOS	Average Control Delay Per Vehicle (Seconds)
	Unsignalized
A	0.00 - 10.00
B	10.01 - 15.00
C	15.01 - 25.00
D	25.01 - 35.00
E	35.01 - 50.00
F	>50.01

2.2 Acceptable Level of Service and Significant Impacts

The acceptable Level of Service (LOS) for intersections within the City of Garden Grove is D or better. Therefore, any intersections operating at a LOS E or F will be considered deficient.

A project is deemed to have a significant impact at a signalized intersection if the intersection is operating below the acceptable level of service and the change in the critical volume to capacity ratio is equal to or greater than 1%. In the event that the project's impact at a signalized intersection is defined as significant, then the project would be required to improve the intersection to pre-project conditions.

The City of Garden Grove does not have significance impact criteria for unsignalized intersections.

2.3 Orange County Congestion Management Program (CMP)

In June 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a Congestion Management Program (CMP). The goals of Orange County's CMP are to support regional

mobility and air quality objectives by reducing traffic congestion; provide a mechanism for coordinating land use and development decisions that support the regional economy; and determine gas tax fund eligibility.

The project is not anticipated to generate more than the 1,600 daily trips threshold required to perform a CMP Traffic Analysis, and therefore a CMP Traffic Impact Analysis is not required for this project. The project is not located within the vicinity of a CMP highway or intersection.

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3.0 Existing Conditions

3.1 Existing Traffic Controls and Intersection Geometrics

Exhibit 3-1 identifies the existing roadway conditions for the study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

3.2 General Plan Circulation Element

Exhibit 3-2 shows roadway classifications and location of the project within the General Plan Circulation Element. Exhibit 3-3 shows the typical roadway cross-sections for the City of Garden Grove.

The project is located adjacent to the following roadways:

Garden Grove Boulevard: Primary Arterial (6-Lane)

Euclid Street: Primary Arterial (6-Lane)

3.3 City of Garden Grove Bikeways System

As described in the City's General Plan, the City of Garden Grove is committed to supporting bicycling as a form of mobility and recreation. The Bikeway Master Plan serves as a policy document to guide development and maintenance of bicycle facilities throughout the community.

The project is not located adjacent to a designated bikeway. The City of Garden Grove Bikeway Master Plan map is provided in Exhibit 3-4.

3.4 Public Transit Service

The Orange County Transportation Authority (OCTA) operates several bus routes throughout the City of Garden Grove and near the project site. The following bus routes provide regular service within the vicinity of this project;

1. Garden Grove Boulevard: Local Route 56
2. Euclid Street: Local Route 37

Exhibit 3-5 shows the OCTA Bus System Map in the vicinity of the project site.

3.5 Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the study area intersections are shown on Exhibit 3-6. These volumes are based upon manual peak hour turning movement counts compiled for RK in March 2015. Special care was taken to ensure that the traffic counts were conducted while local schools were in session.

ADT volumes within the study area were estimated by factoring up the PM peak hour approach and departure volumes using the following formula:

$$\text{PM Peak Hour (Approach Volume + Departure Volume)} * 12 = \text{Leg Volume}$$

The traffic count worksheets are included in Appendix A. The existing traffic count data is used to establish a baseline condition for the traffic analysis.

3.6 Existing Level of Service

3.6.1 Existing Intersection Level of Service

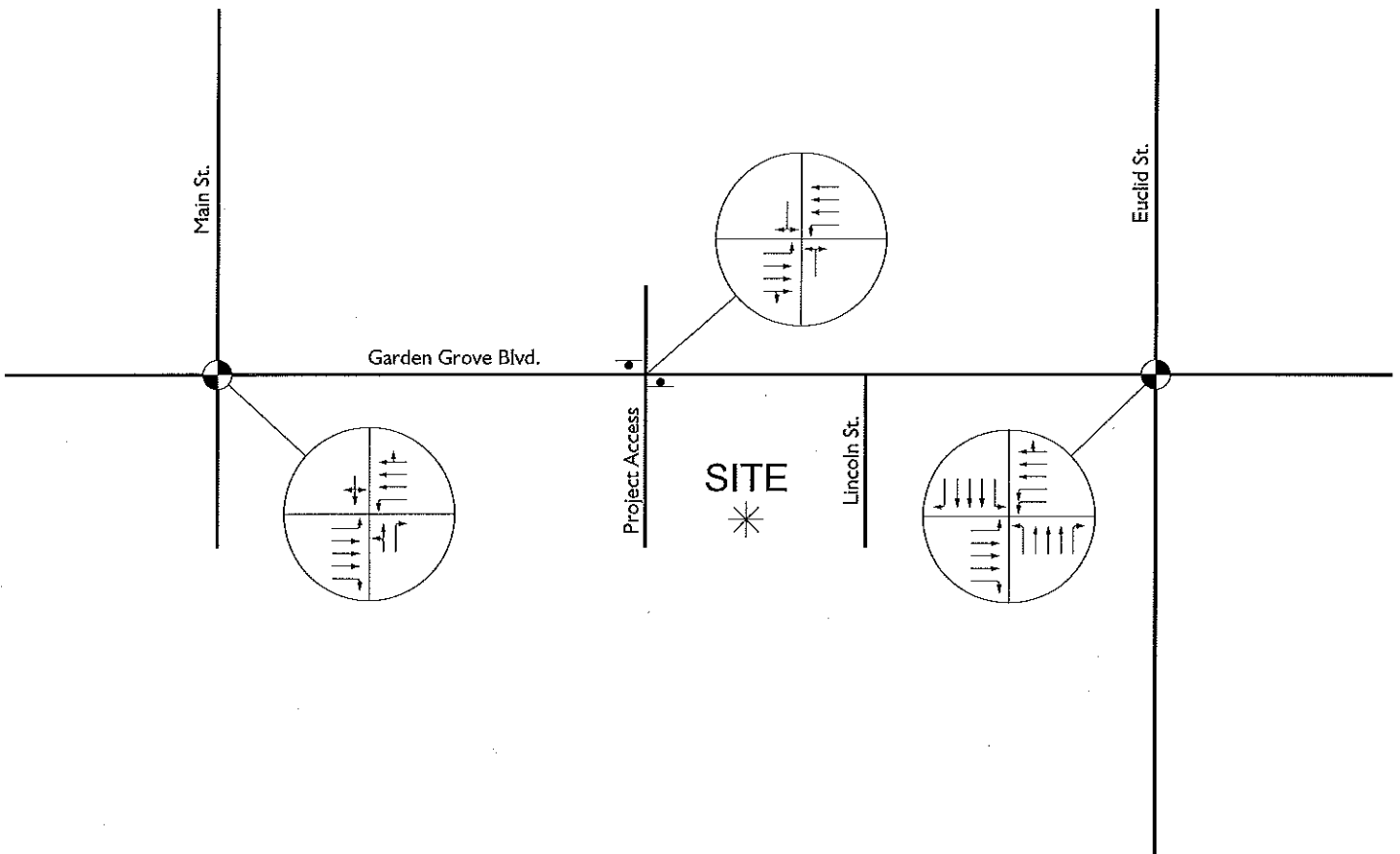
Existing intersection level of service calculations are shown in Table 3-1 and are based upon manual AM and PM peak hour turning movement counts compiled for RK in 2015.

For existing traffic conditions, all study area intersections are currently operating at acceptable levels of service (LOS D or better) during peak hours.

The LOS calculation worksheets for Existing conditions are provided in Appendix B.

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Exhibit 3-1
Existing Lane Geometry and Traffic Controls



Legend:

- = Traffic Signal
- = Stop Sign



Exhibit 3-2

City of Garden Grove General Plan Circulation Element

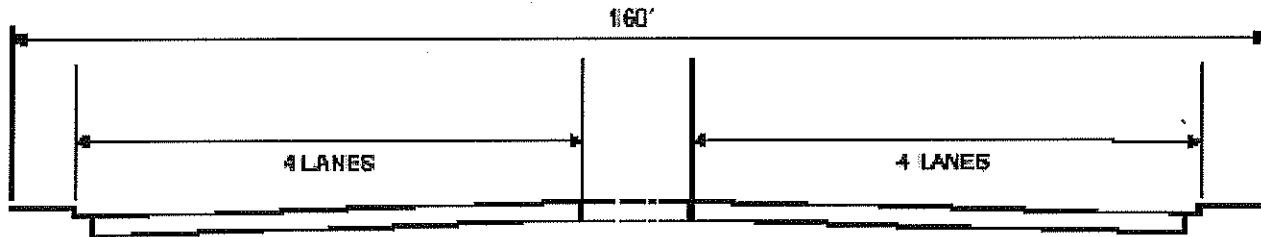


Legend:

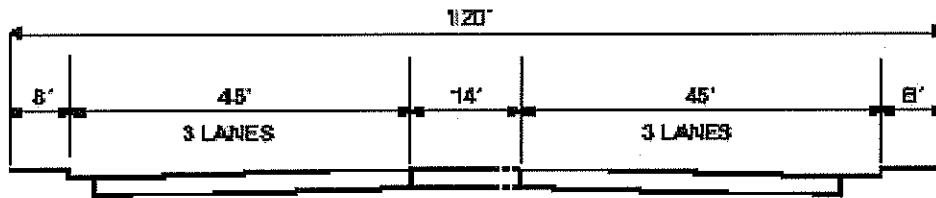
-  Principal Arterial & OCTA Smart Street (8-Lane Divided Roadway)
-  Major Arterial (6-Lane Divided Roadway)
-  Major Arterial & OCTA Smart Street (6-Lane Divided Roadway)
-  Primary Arterial with 6 Lanes
-  Primary Arterial (4-Lane Divided Roadway)
-  Primary Arterial & OCTA Smart Street (4-Lane Divided)
-  Secondary 4-Lane Undivided Roadway (Secondary Arterial)



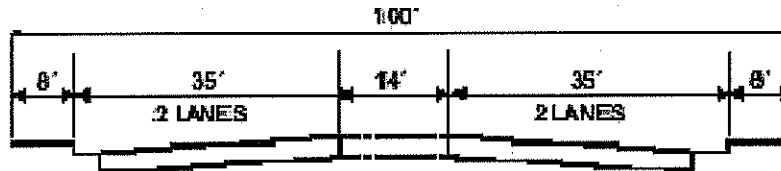
City of Garden Grove Typical Roadway Cross-Sections



PRINCIPAL
 8-LANE DIVIDED ROADWAY
 ACCOMMODATES 12,000 ADT AT LOS 'E'



MAJOR
 6-LANE DIVIDED ROADWAY
 ACCOMMODATES 55,000 ADT AT LOS 'E'



PRIMARY
 4-LANE DIVIDED ROADWAY
 ACCOMMODATES 27,500 ADT AT LOS 'E'

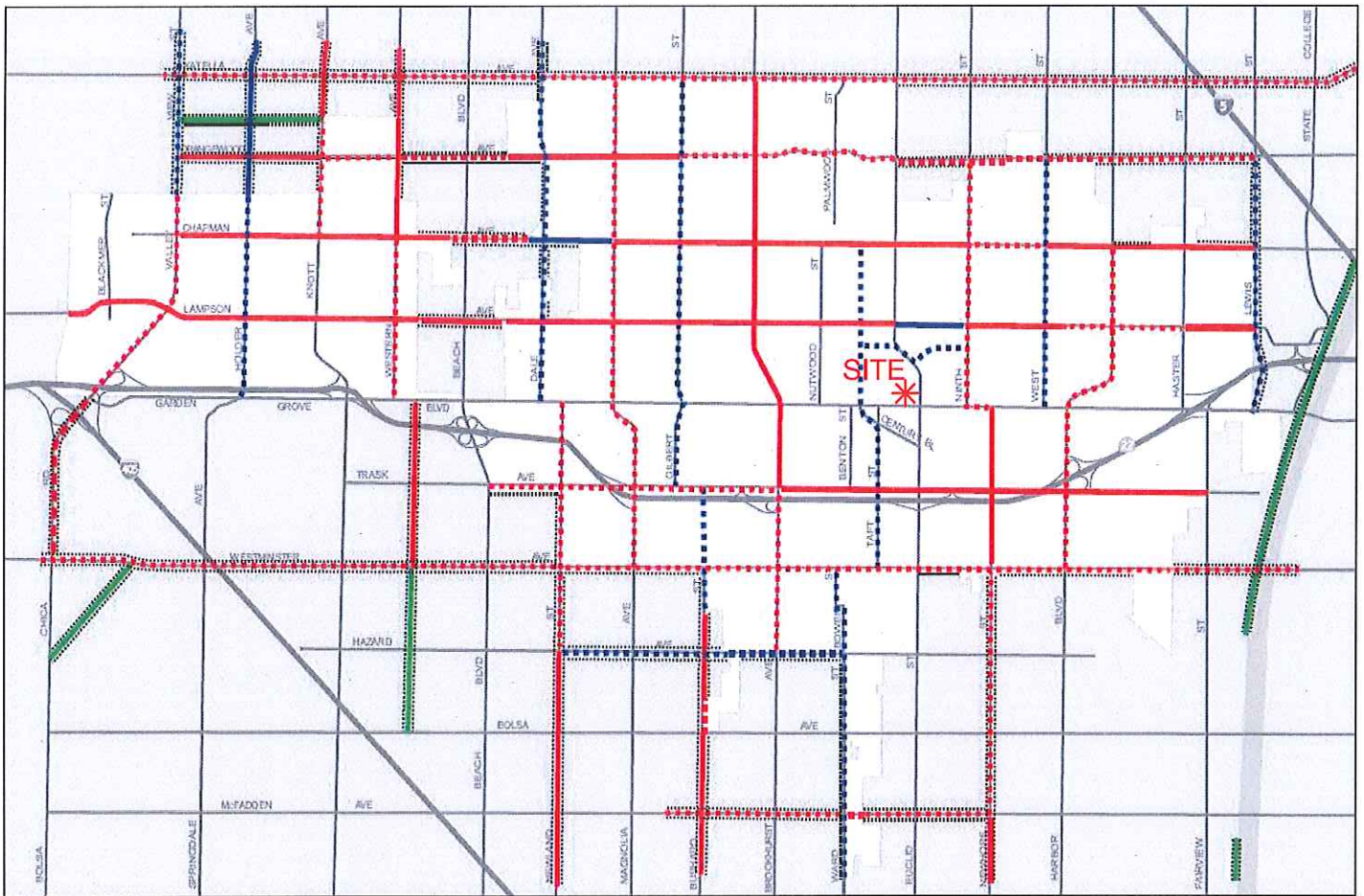


SECONDARY
 4-LANE UNDIVIDED ROADWAY
 ACCOMMODATES 25,000 ADT AT LOS 'E'



Exhibit 3-4

City of Garden Grove Master Plan of Bikeway Facilities



Legend:

City of Garden Grove

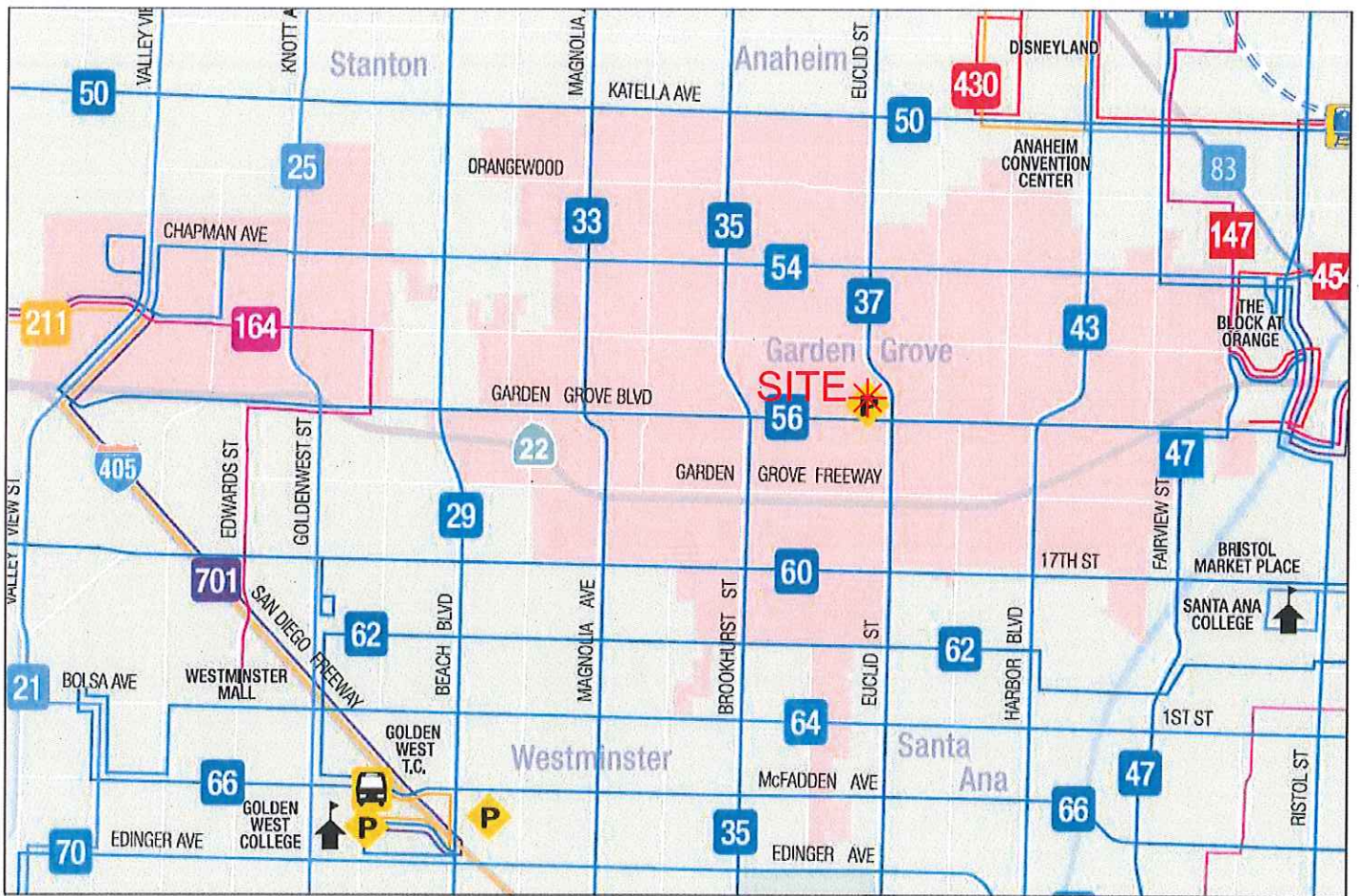
- | | | |
|----------|----------|---|
| Existing | Proposed | |
| | | Class I Bike Trail (Off Street Trail) |
| | | Class II Bike Lanes (On-Street Striped Lanes) |
| | | Class III Bike Route (On-Street Signed Route) |

County of Orange and Adjacent Cities

- | | | |
|----------|----------|---|
| Existing | Proposed | |
| | | Class I Bike Trail (Off Street Trail) |
| | | Class II Bike Lanes (On-Street Striped Lanes) |
| | | Class III Bike Route (On-Street Signed Route) |



Exhibit 3-5 Existing Transit Routes

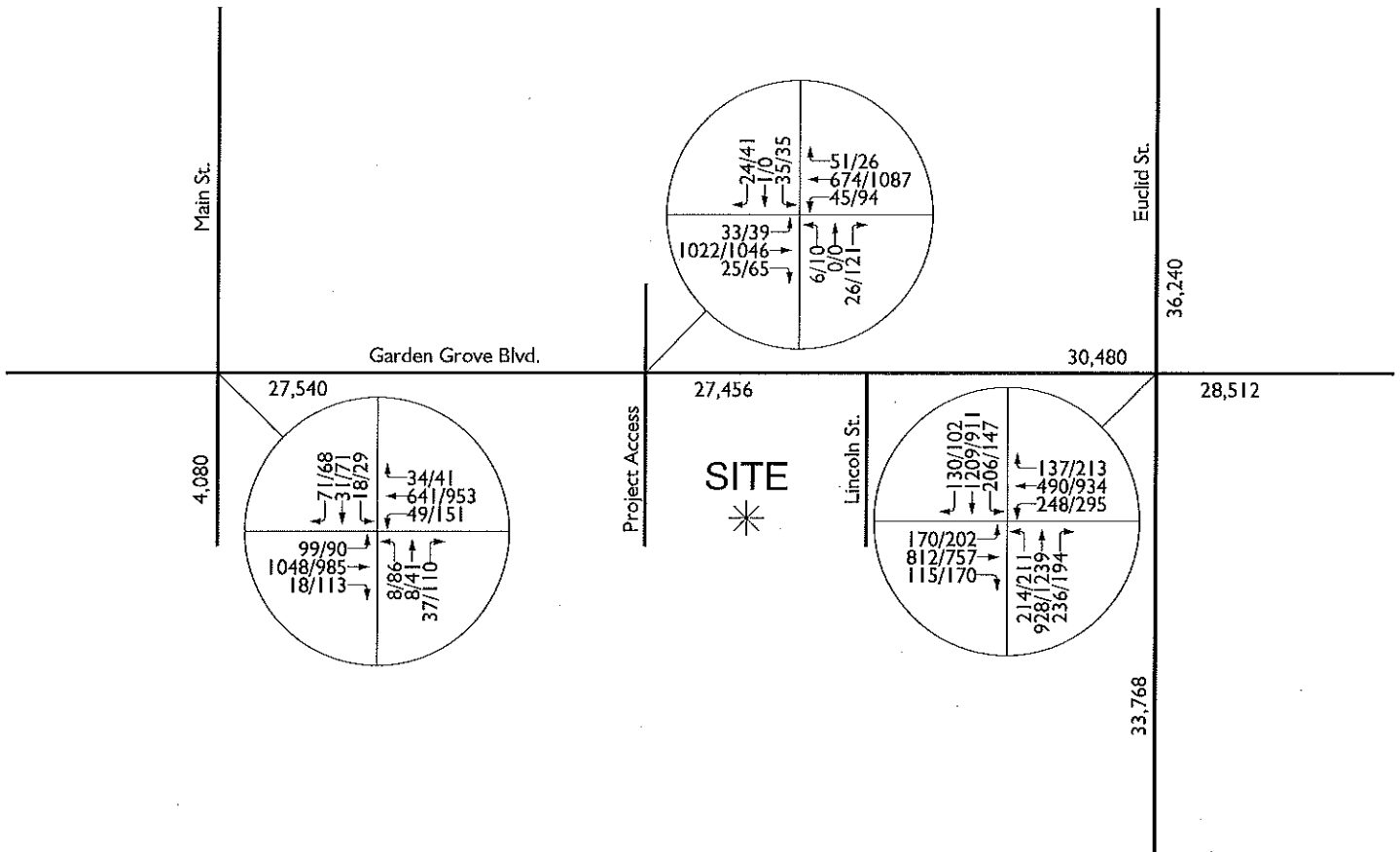


Legend:

-  Transit Centers
-  Park-and-Rides



Exhibit 3-6 Existing Traffic Volumes



Legend:

- 10/20 = AM/PM Peak Hour Volumes
- 1000 = Average Daily Traffic



TABLE 3-1
Intersection Analysis for Existing Conditions

Intersection	Traffic Control ³	Existing Conditions														ICU Critical V/C Ratio ²		Level of Service	
		Intersection Approach Lane(s) ¹												AM	PM	AM	PM		
		Northbound			Southbound			Eastbound			Westbound								
L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	
Main Street (NS)																			
1. Garden Grove Blvd. (EW)	TS	0.5	0.5	1.0	0.0	1.0	0.0	1.0	3.0	1.0	1.0	2.5	0.5	0.360	0.481			A	A
Project Access (NS)																			
2. Garden Grove Blvd. (EW)	CSS	0.0	1.0	0.0	0.0	1.0	0.0	1.0	2.5	0.5	1.0	2.5	0.5	18.7	33.8			C	D
Euclid Street (NS)																			
3. Garden Grove Blvd. (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.0	3.0	1.0	2.0	2.5	0.5	0.645	0.723			B	C

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

² Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movement.

³ TS = Traffic Signal
n/a = Not applicable, future intersection

4.0 Project Traffic

4.1 Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for the development. The traffic impacts analyzed in this report are based on 14,300 square foot restaurant and 15,718 retail/shopping center use. The existing traffic generated by the Office Depot has been accounted for when determining the net change in trip distribution of the site. This is further discussed in the following section.

The *Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition (2012)* was utilized to provide the trip generation rates for the proposed land uses. The trip generation rates are shown in Table 4-1.

Both daily and peak-hour trip generation for the proposed development are shown in Table 4-2. The proposed development is projected to generate approximately 1,207 net new trip-ends per day, with a reduction of 2 fewer vehicles per hour during the AM peak hour and 88 net new vehicles per hour during the PM peak hour.

4.1.1 Existing Land Use Trip Credit

The project would consist of redeveloping an existing 30,018 square foot Office Depot to provide a 14,300 square foot restaurant while still maintaining approximately 15,718 square feet of the original use. The trip generation calculation accounts for this change in use by providing a trip credit for the reduction in retail space. The net total trip generation for the site consist of the proposed land use plus the net change in the existing land use.

The proposed restaurant is not expected to be operational during the AM peak hours and therefore the site would experience an overall net decrease in trips during the AM peak period. For more details on trip generation calculations, please see Table 4-2.

4.2 Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment, and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community.

Trip distribution patterns for this study have been based upon near-term conditions, based upon those highway facilities that are either in place or will be contemplated over the next few years, which represents the Opening Year occupancy for the proposed development. The trip distribution patterns for the project are graphically depicted on Exhibit 4-1 and 4-2.

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, and proposed arterial highway and local street systems that would be in place by the time of initial occupancy of the site.

4.3 Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic reducing potential of public transit and other modes is significant. However, the traffic projections in this study are "conservative" in that public transit and alternative transportation may be able to further reduce traffic impacts. Thus no modal split reduction is applied to the projections. With the implementation of additional transit service and

provisions for alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly. Additional recommendations to promote alternative modes of travel are discussed in the *Recommendations* Sections of this report.

4.4 Project Traffic Volumes

Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit 4-3.

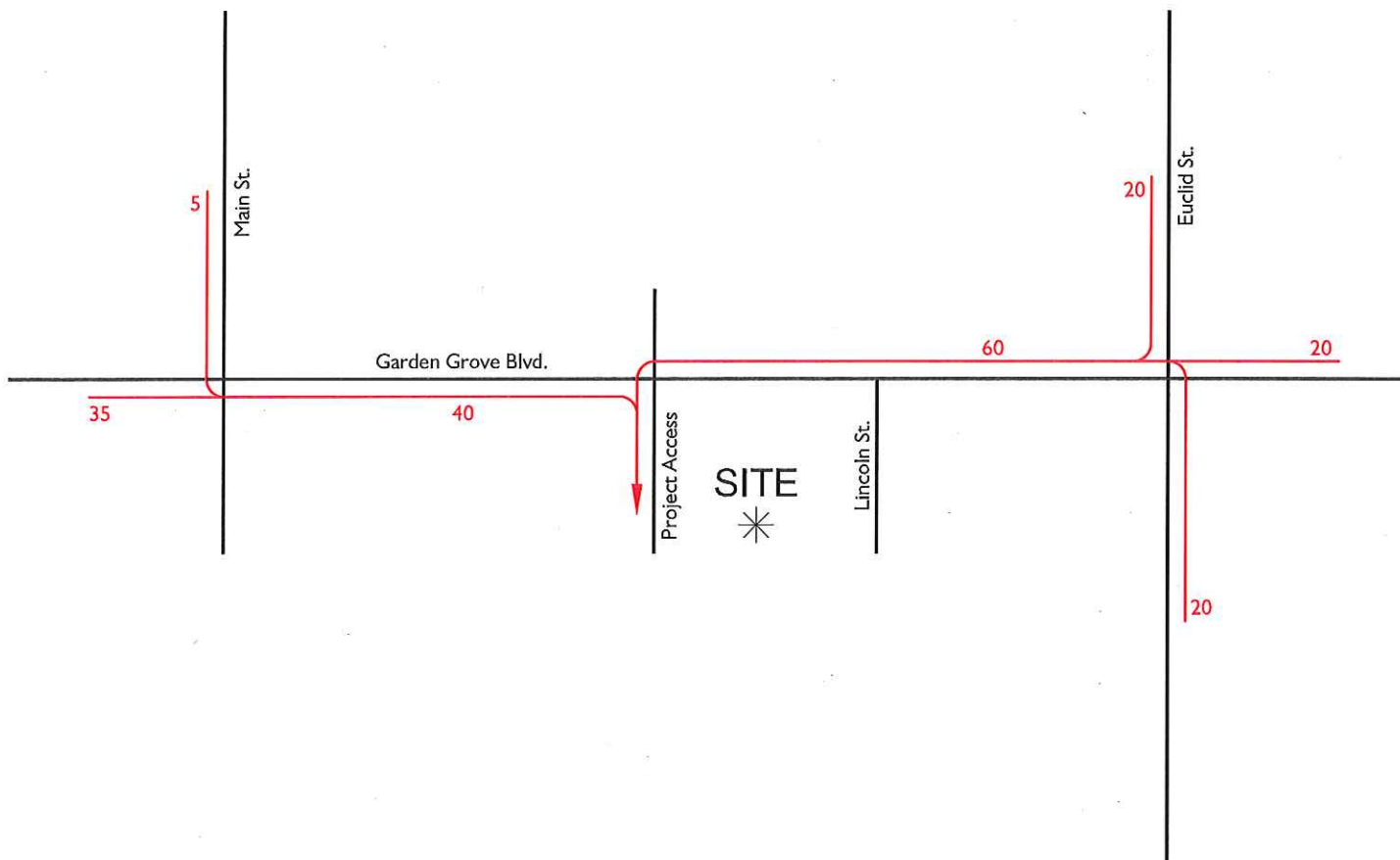
4.5 Cumulative Projects Traffic

The City of Garden Grove provided a list of projects that have been approved, or are currently being processed for approval, to be included as cumulative project traffic in this study. Cumulative impacts were conservatively assessed. Some of the cumulative projects may be downsized or may not be developed, and most of the cumulative projects have been, or will be, subject to a variety of mitigation measures that will reduce the potential environmental impacts associated with those projects. However, those mitigation measures have not been taken into account in this analysis. Therefore, the cumulative analysis is conservative and may result in greater impacts than would actually occur.

Exhibit 4-4 shows the location of the cumulative projects analyzed in this report. Table 4-3 shows the cumulative projects trip generation, and Exhibit 4-5 shows the AM and PM peak hour intersection turning movement volumes and average daily traffic. Appendix C provides additional information related to the cumulative development, including trip distributions exhibits.

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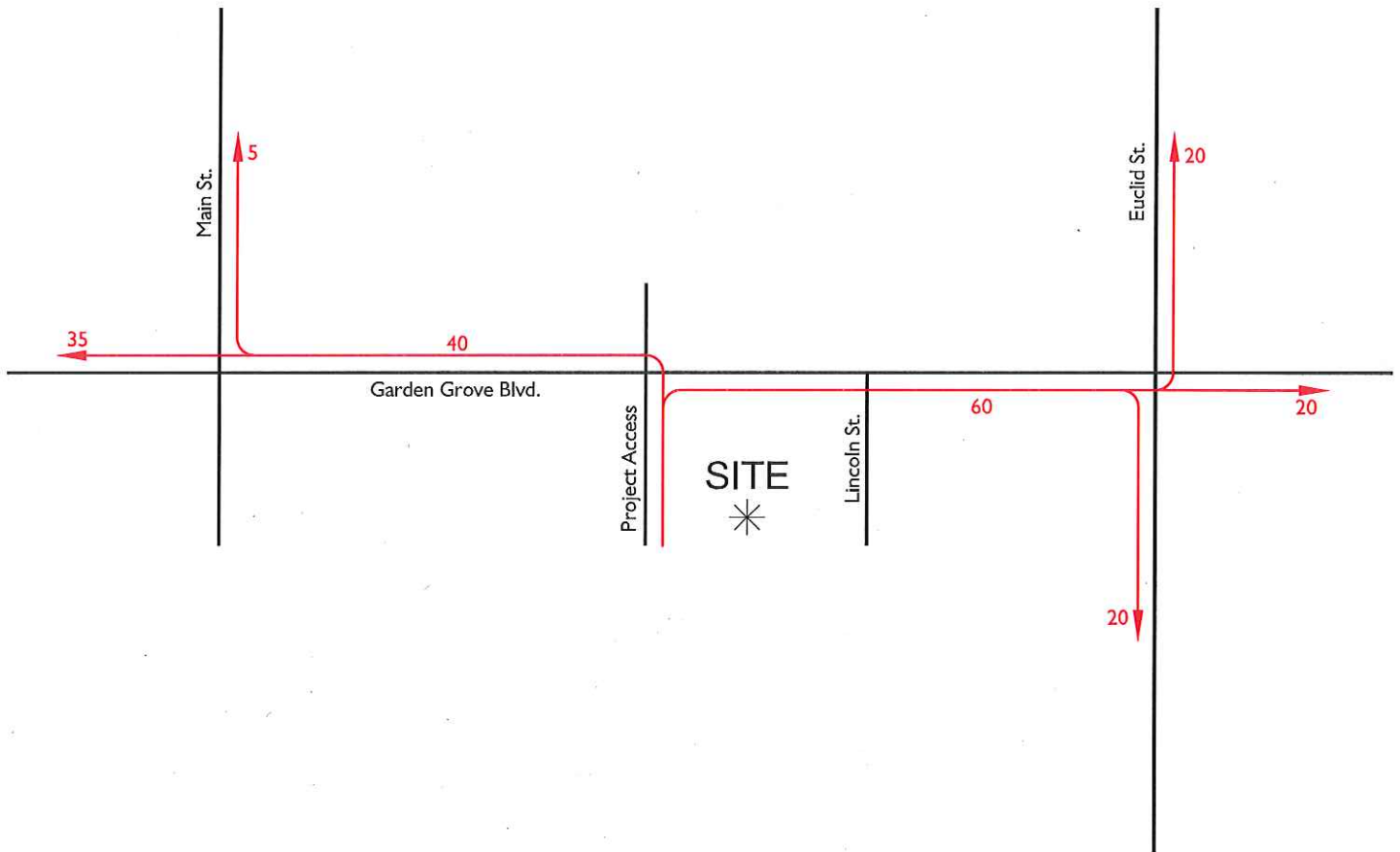
Exhibit 4-1 Project Inbound Trip Distribution



Legend:
35 = Percent to Project



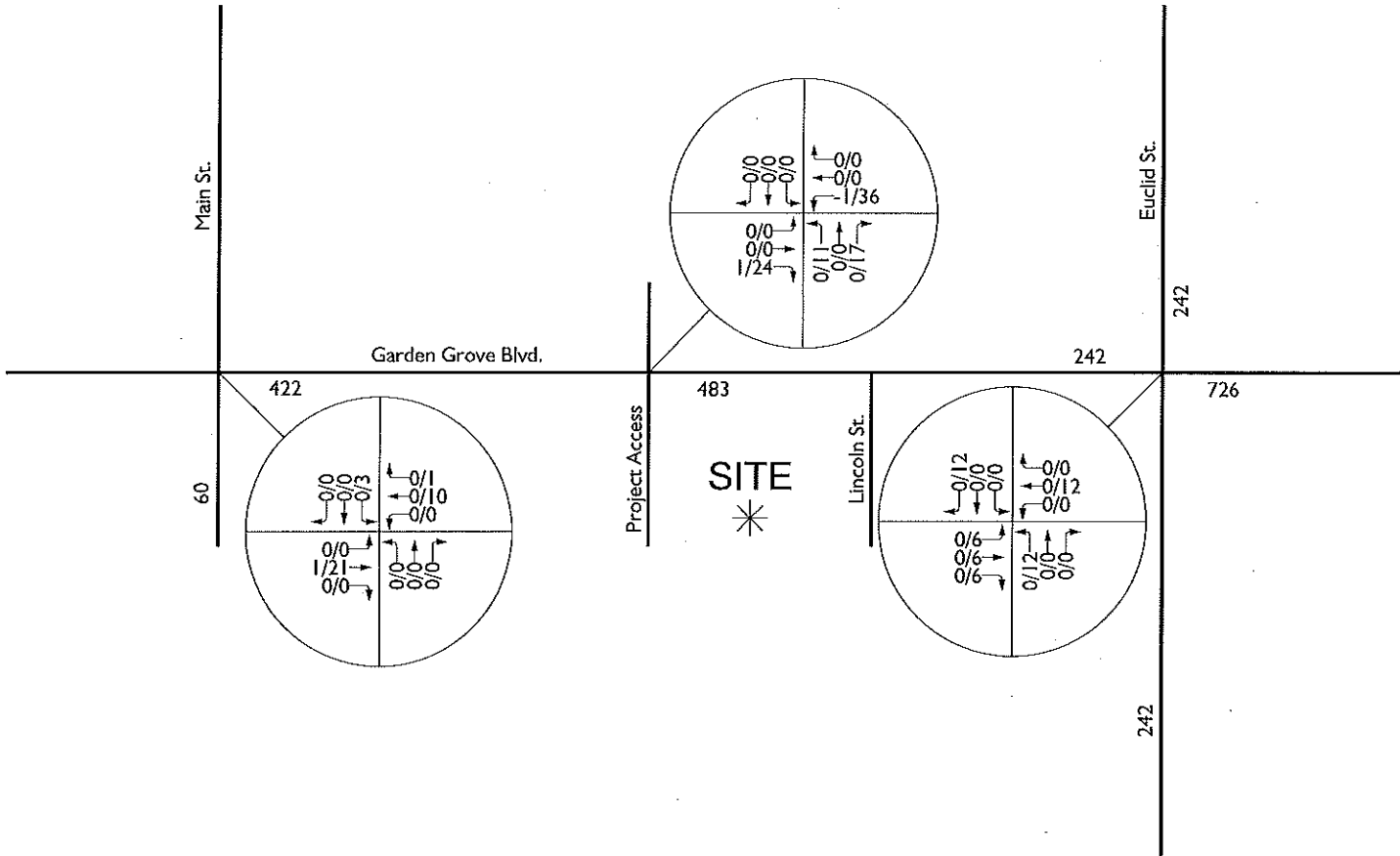
Exhibit 4-2 Project Outbound Trip Distribution



Legend:
35 = Percent from Project



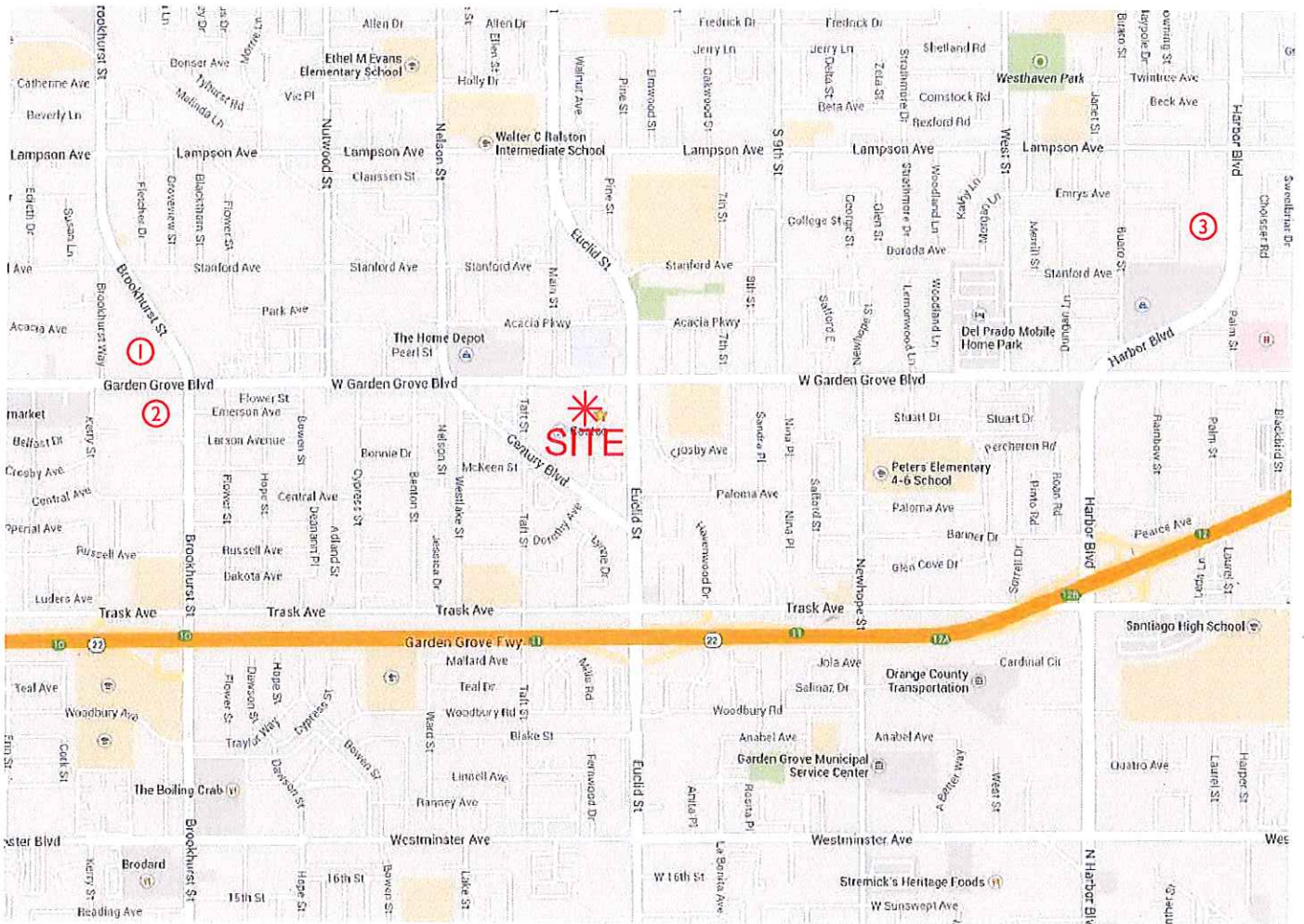
Exhibit 4-3
Project Traffic Volumes



Legend:
 10/20 = AM/PM Peak Hour Volumes
 1000 = Average Daily Traffic



Exhibit 4-4 Cumulative Projects Location Map

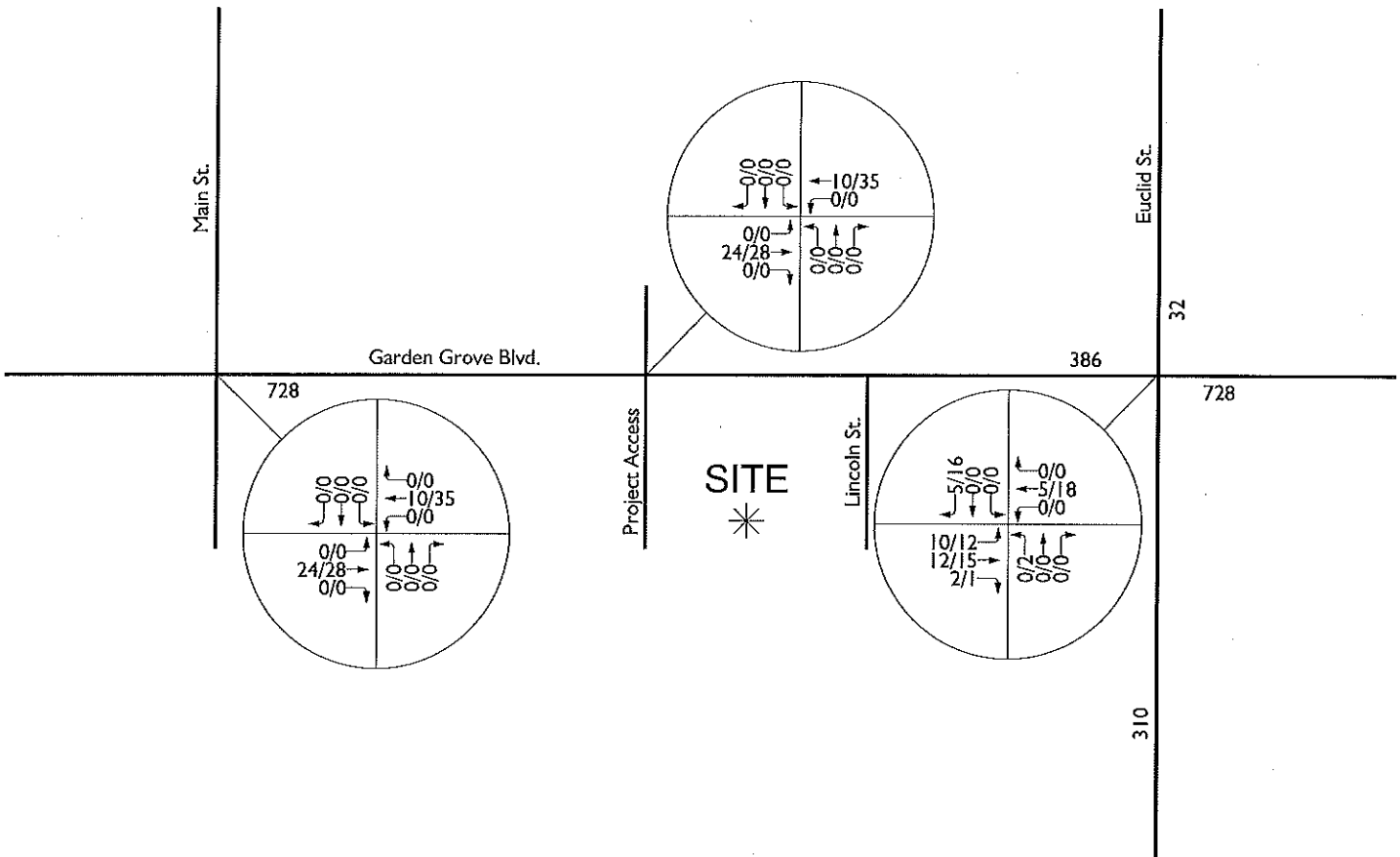


Legend:

- ① = Brookhurst Triangle
- ② = Garden Grove Galleria
- ③ = Great Wolf Lodge Waterpark Hotel



Exhibit 4-5 Cumulative Projects Traffic Volumes



Legend:

- 10/20 = AM/PM Peak Hour Volumes
- 1000 = Average Daily Traffic



**TABLE 4-1
Trip Generation Rates¹**

Land Use	ITE CODE	Units ²	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Shopping Center	820	TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70
Quality Restaurant	931	TSF	0.49	0.32	0.81	n/a	n/a	n/a	n/a
High Turnover/ Sit Down Restaurant	932	TSF	n/a	n/a	n/a	5.91	3.94	9.85	127.15

¹ Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition*, 2012

² TSF = Thousand Square Feet

³ The proposed King Buffet restaurant use will not be open during the AM peak hours (7AM to 9AM), however to account for some traffic that may potentially be generated from the use, such as by employees or deliveries, ITE Land Use 931 Quality Restaurant trip rates have been applied for the AM peak hour. High turnover/sit down restaurant rates have been used to estimate the PM peak hour and daily traffic generation.

TABLE 4-2
Project Trip Generation¹

Existing Land Use									
Land Use	Quantity	Units ²	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Retail/Shopping Center	30.018	TSF	18	11	29	53	58	111	1,282

Proposed Land Use									
Land Use	Quantity	Units ²	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Retail/Shopping Center	15.718	TSF	9	6	15	28	30	58	671
Restaurant ³	14.300	TSF	7	5	12	85	56	141	1,818
Subtotal			16	11	27	113	86	199	2,489

Net Project Trip Generation									
Land Use	Peak Hour						Daily		
	AM			PM					
	In	Out	Total	In	Out	Total			
Existing Land Use	18	11	29	53	58	111	1,282		
Proposed Land Use	16	11	27	113	86	199	2,489		
Net Project Trip Generation	-2	0	-2	+60	+28	+88	+1,207		

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition, 2012

² TSF = Thousand Square Feet

³ The proposed King Buffet restaurant use will not be open during the AM peak hours (7AM to 9AM), however to account for some traffic that may potentially be generated from the use, such as by employees or deliveries, ITE Land Use 931 Quality Restaurant trip rates have been applied for the AM peak hour. High turnover/sit down restaurant rates have been used to estimate the PM peak hour and daily traffic generation.

**TABLE 4-3
Cumulative Projects Trip Generation¹**

Zone	Project	Land Use	Quantity	Units ²	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
1	Brookhurst Triangle (Phase 1 Only)	Apartments	160	DU	16	65	81	64	35	99	1,064
	Subtotal				16	65	81	64	35	99	1,064
2	Garden Grove Galleria	Commercial/Retail	40	TSF	24	15	39	71	77	148	1,708
		Apartments	130	DU	13	53	66	52	28	80	865
	Subtotal				37	68	105	123	105	228	2,573
3	Great Wolf Lodge Waterpark and Hotel	Resort Hotel	639	RM	143	55	198	115	153	268	5,221
		Amusement Park	130,000	TSF	1	0	1	7	5	12	226
		Commercial/Retail	18,000	TSF	11	7	18	32	35	67	769
		Restaurant	14,850	TSF	7	5	12	75	37	112	1,336
	Subtotal				162	67	229	229	230	459	7,552
Total Cumulative Projects Trip Generation					215	200	415	416	370	786	11,189

¹ Source: City of Garden Grove

² TSF = Thousand Square Feet / DU = Dwelling Units / RM = Rooms

5.0 Existing Plus Project Conditions

5.1 Existing Plus Project Traffic Volumes

Development project traffic has been combined with existing traffic volumes within the study area to determine existing plus project impacts. AM and PM peak hour intersection turning movement volumes and average daily traffic for Existing Plus Project conditions are shown on Exhibit 5-1.

5.2 Existing Plus Project Intersection Analysis

Intersection levels of service for the existing network with the proposed project are shown on Table 5-1.

For Existing Plus Project conditions, all study area intersections are projected to operate at LOS D or better during the peak hours, with the exception of the following location:

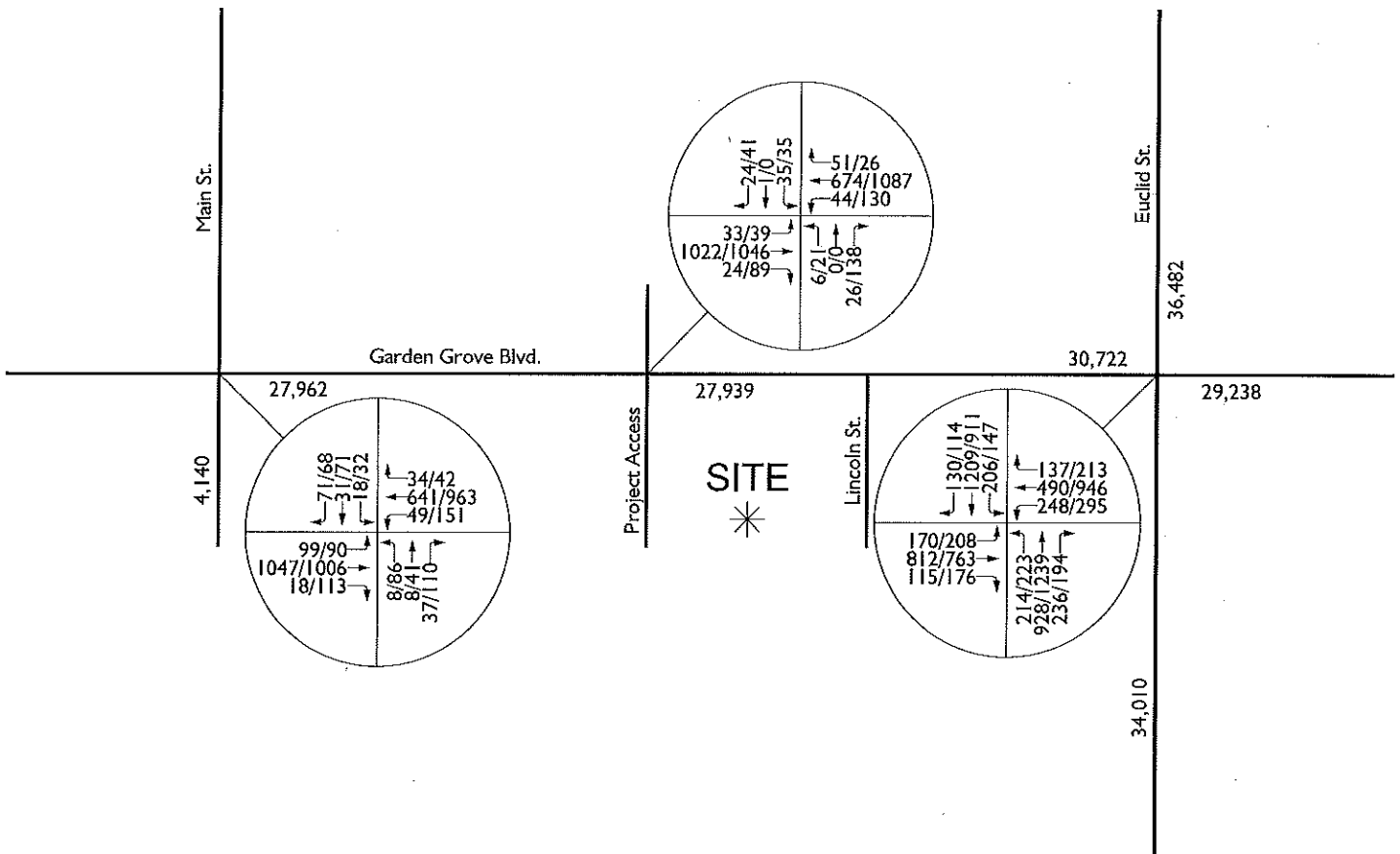
Project Access (NS) at Garden Grove Boulevard (EW)

This intersection is projected to operate at LOS E during the PM peak hour. This intersection is an unsignalized project access location and the City of Garden Grove does not have established criteria for determining significant impacts at unsignalized intersections. The degradation in level of service is the result of southbound traffic exiting the commercial site north of Garden Grove Boulevard, and is not directly the result of the proposed project. The individual movement(s) of traffic entering/exiting the project site are projected to operate at acceptable levels of service for Existing Plus Project Conditions. The 95th percentile queue of westbound left turn vehicles entering the site is shown to be less than 1 vehicle, and thus the existing westbound left turn pocket at the project driveway would provide adequate storage to accommodate the project.

Due to the location of this driveway, located mid-block between two existing signals, and the off-set with the driveway on the north side of Garden Grove Boulevard, a traffic signal is not recommended for this location.

This analysis was conservative in that other access driveways are available for vehicles to enter/exit the site, however all new project traffic was assigned to one location to show the worst case scenario. The LOS calculation worksheets for Existing Plus Project Conditions are provided in Appendix D.

Exhibit 5-1 Existing Plus Project Traffic Volumes



Legend:

- 10/20 = AM/PM Peak Hour Volumes
- 1000 = Average Daily Traffic



TABLE 5-1

Intersection Analysis for Existing Plus Project Conditions

Intersection	Traffic Control ³	Existing Conditions														ICU Critical V/C Ratio or Delay ²		Level of Service	
		Intersection Approach Lane(s) ¹												AM	PM	AM	PM		
		Northbound			Southbound			Eastbound			Westbound								
L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	
Main Street (NS)																			
1. Garden Grove Blvd. (EW)	TS	0.5	0.5	1.0	0.0	1.0	0.0	1.0	3.0	1.0	1.0	2.5	0.5	0.359	0.487			A	A
Project Access (NS)																			
2. Garden Grove Blvd. (EW)	CSS	0.0	1.0	0.0	0.0	1.0	0.0	1.0	2.5	0.5	1.0	2.5	0.5	18.6	41.8			C	E
Euclid Street (NS)																			
3. Garden Grove Blvd. (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.0	3.0	1.0	2.0	2.5	0.5	0.645	0.729			B	C

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

² Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movement.

³ TS = Traffic Signal
CSS = Cross Street Stop

6.0 Opening Year (2016) Without Project Conditions

6.1 Method of Projection

The proposed development is expected to be operational by Year 2016. To assess Opening Year (2016) traffic conditions, the build-up method of projection has been used. Future traffic is determined by adding cumulative projects traffic with existing traffic and area wide growth. RK has assumed a background traffic growth rate of 1% per year for one (1) year for Opening Year (2016) conditions, resulting in a total growth of 1% for background traffic. Due to the general built-out environment in the study area, the build-up methodology would be considered conservative.

6.2 Opening Year (2016) Without Project Traffic Volumes

To assess Opening Year (2016) Without Project traffic conditions, the background growth was added to the existing peak hour intersection traffic counts plus cumulative project traffic. Opening Year (2016) Without Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit 6-1.

6.3 Opening Year (2016) Without Project Intersection Analysis

Intersection levels of service for the Opening Year (2016) Without Project conditions are shown on Table 6-1.

For Opening Year (2016) Without Project conditions, all study area intersections are projected to operate at an acceptable level of service (LOS D or better) during the peak hours, with the exception of the following location:

Project Access (NS) at Garden Grove Boulevard (EW)

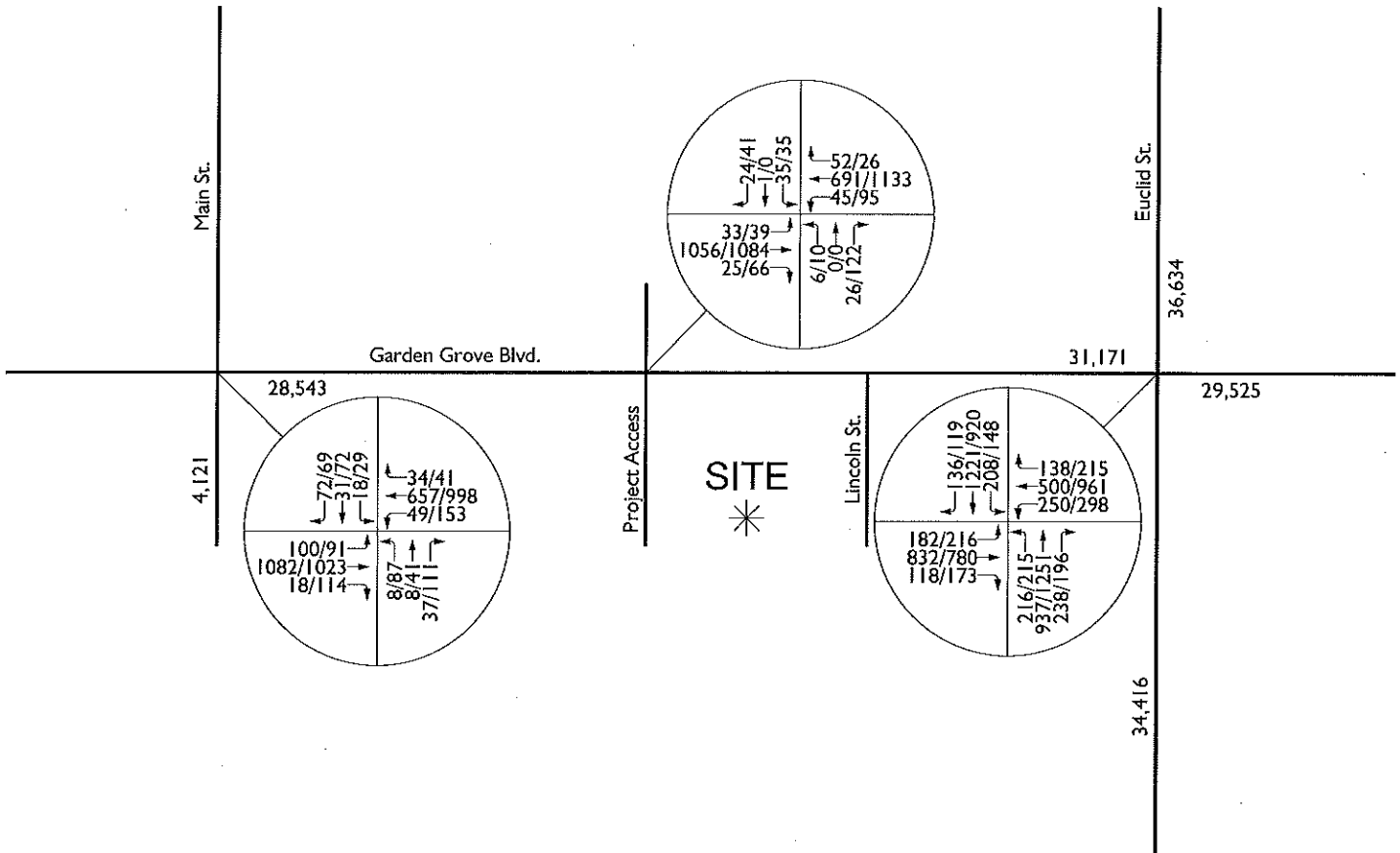
This intersection is projected to operate at LOS E during the PM peak hour. This intersection is an unsignalized project access location and the City of Garden Grove does not have established criteria for determining significant impacts at unsignalized intersections. The degradation in level of service is the result of southbound traffic exiting the commercial site north of Garden Grove Boulevard, and is not directly caused by the proposed project. The individual movement(s) of traffic entering/exiting the project site are project to operate at acceptable levels of service for Opening Year (2016) Without Project Conditions.

This analysis was conservative in that other access driveways are available for vehicles to enter/exit the site, however all new project traffic was assigned to one location to show the worst case scenario.

The LOS calculation worksheets for Opening Year (2016) Without Project Conditions are provided in Appendix E.

Exhibit 6-1

Opening Year (2016) Without Project Traffic Volumes



Legend:

- 10/20 = AM/PM Peak Hour Volumes
- 1000 = Average Daily Traffic



TABLE 6-1

Intersection Analysis for Opening Year (2016) Without Project Conditions

Intersection	Traffic Control ³	Existing Conditions														ICU Critical V/C Ratio or Delay ²		Level of Service	
		Intersection Approach Lane(s) ¹												AM	PM	AM	PM		
		Northbound			Southbound			Eastbound			Westbound								
L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	
Main Street (NS)																			
1. Garden Grove Blvd. (EW)	TS	0.5	0.5	1.0	0.0	1.0	0.0	1.0	3.0	1.0	1.0	2.5	0.5	0.367	0.491			A	A
Project Access (NS)																			
2. Garden Grove Blvd. (EW)	CSS	0.0	1.0	0.0	0.0	1.0	0.0	1.0	2.5	0.5	1.0	2.5	0.5	19.2	37.2			C	E
Euclid Street (NS)																			
3. Garden Grove Blvd. (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.0	3.0	1.0	2.0	2.5	0.5	0.649	0.740			B	C

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

² Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movement.

³ TS = Traffic Signal
CSS = Cross Street Stop

7.0 Opening Year (2016) With Project Conditions

7.1 Method of Projection

As previously described, to assess Opening Year (2016) traffic conditions, the build-up method of projection has been used. Future traffic is determined by adding cumulative projects traffic with existing traffic, area wide growth and the development project traffic. RK has assumed a background traffic growth rate of 1% per year for one (1) year for Opening Year (2016) conditions, resulting in a total growth of 1% for background traffic. Due to the general built-out environment in the study area, the build-up methodology would be considered conservative.

7.2 Opening Year (2016) With Project Traffic Volumes

To assess Opening Year (2016) With Project traffic conditions, the background growth was added to the existing peak hour intersection traffic counts plus cumulative project traffic and the proposed development project traffic. Opening Year (2016) With Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit 7-1.

7.3 Opening Year (2016) With Project Intersection Analysis

Intersection levels of service for the Opening Year (2016) With Project conditions are shown on Table 7-1.

For Opening Year (2016) With Project conditions, all study area intersections are projected to operate at an acceptable level of service (LOS D or better) during the peak hours, with the exception of the following location:

Project Access (NS) at Garden Grove Boulevard (EW)

This intersection is projected to operate at LOS E during the PM peak hour. This intersection is an unsignalized project access location and the City of Garden Grove does not have established criteria for determining significant impacts at unsignalized intersections. The degradation in LOS is the result of southbound traffic exiting the commercial site north of Garden Grove Boulevard, and is not directly the result of the proposed project. Individual movement(s) of traffic entering/exiting the project site are project to operate at acceptable levels of service for Opening Year (2016) With Project Conditions. The 95th percentile queue of westbound left turn vehicles entering the site is shown to be less than 1 vehicle, and thus the existing westbound left turn pocket at the project driveway would provide adequate storage to accommodate the project.

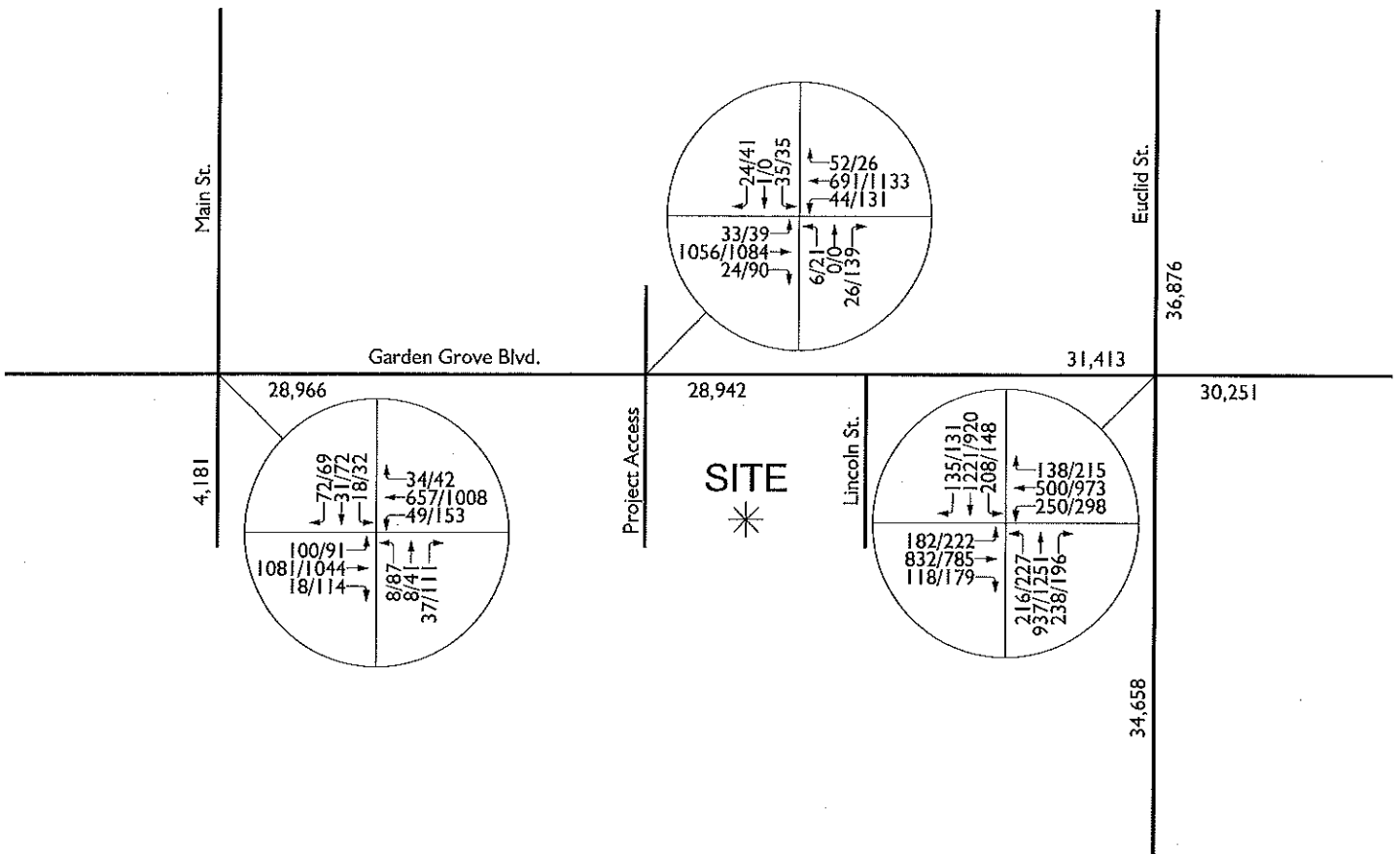
Due to the location of this driveway, located mid-block between two existing signals, and the off-set with the driveway on the north side of Garden Grove Boulevard, a traffic signal is not recommended for this location.

This analysis was conservative in that other access driveways are available for vehicles to enter/exit the site, however all new project traffic was assigned to one location to show the worst case scenario.

The LOS calculation worksheets for Opening Year (2016) With Project Conditions are provided in Appendix F.

Exhibit 7-1

Opening Year (2016) With Project Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes
 1000 = Average Daily Traffic



TABLE 7-1

Intersection Analysis for Opening Year (2016) With Project Conditions

Intersection	Traffic Control ³	Existing Conditions														ICU Critical V/C Ratio or Delay ²		Level of Service	
		Intersection Approach Lane(s) ¹												AM	PM	AM	PM		
		Northbound			Southbound			Eastbound			Westbound								
L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	
Main Street (NS)																			
1. Garden Grove Blvd. (EW)	TS	0.5	0.5	1.0	0.0	1.0	0.0	1.0	3.0	1.0	1.0	2.5	0.5	0.367	0.497			A	A
Project Access (NS)																			
2. Garden Grove Blvd. (EW)	CSS	0.0	1.0	0.0	0.0	1.0	0.0	1.0	2.5	0.5	1.0	2.5	0.5	19.1	46.9			C	E
Euclid Street (NS)																			
3. Garden Grove Blvd. (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.0	3.0	1.0	2.0	2.5	0.5	0.649	0.746			B	C

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = improvement

² Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movement.

³ TS = Traffic Signal
CSS = Cross Street Stop

8.0 Project Access, On-Site Circulation and Parking

8.1 Project Access on Garden Grove Boulevard

The proposed development would be served by one (1) main access driveway on Garden Grove Boulevard, one (1) driveway on Lincoln Street and an ancillary shared access location on further west on Garden Grove Boulevard. For purposes of this analysis, only the full access driveway on Garden Grove Boulevard was assessed to simulate worst case potential impacts on the site. This driveway was analyzed in conjunction with the adjacent driveway north of Garden Grove Boulevard to show worst case impacts and analyze potential conflicts. Based on the HCM analysis of the driveway, the worst case individual movement of this intersection is the southbound left turn traffic exiting the commercial site north of Garden Grove Boulevard.

Traffic exiting the project site and making a left turn onto Garden Grove Boulevard would experience a worst case delay of 20.7 seconds (LOS C) during the PM Peak hour. The calculated 95th percentile queue would be approximately 2 vehicles. The driveway provides approximately 165 feet of reservoir storage space before the first internal drive aisle. Based on the results of the queuing analysis, the proposed project would not have disrupted on-site circulation.

8.2 On-Site Circulation

As previously mentioned, a storage reservoir of approximately 165 feet is provided from the back of the driveway to the first drive aisle. This storage area would be adequate to accommodate potential queuing of vehicles exiting the site without disrupting circulation. The proposed site plan utilizes the existing parking and circulation layout and the project is not expected to result in additional impacts to on-site circulation.

8.3 Parking

RK previously prepared an Observed Parking Analysis to determine whether the site can adequately accommodate the project's increase in parking demand. The results of the analysis, detailed in *Proposed King Buffet Restaurant Observed Parking Analysis (Revised 03/18/15)*, indicate that adequate parking is available on-site to accommodate the project. A copy of the Observed Parking Study is provided in Appendix I.

9.0 Findings and Recommendations

9.1 Project Overview

The project consists of redeveloping a portion of an existing Office Depot office supply store with a 14,300 square foot restaurant. Approximately 15,718 square feet of the existing Office Depot would remain in operation. The project would utilize the existing driveways and on-site circulation. The project is estimated for completion by Year 2016.

The development is projected to generate approximately 1,207 net new trip-ends per day, with a reduction of 2 fewer trips per hour during the AM peak hour and 88 net new vehicles per hour during the PM peak hour.

9.2 Level of Service Analysis

Intersection level of service analyses have been performed for existing and future conditions. The results of the analyses indicate that the proposed project would have a less than significant impact at all study area intersections.

A summary of the intersection level of service analysis is provided in Table 9-1.

9.3 On-Site Circulation Recommendations

- i. Construct the on-site circulation system per the detailed site plan.
- ii. Repaint stop bar and stop legend at project access driveway on Garden Grove Boulevard. See Exhibit 9-1 for recommendations.

9.4 Recommendations to Promote Alternative Modes of Transportation

- i. Provide on-site bicycle racks in easily accessible and highly visible locations.

- ii. Encourage management to display a poster/message board that promotes walking, bicycling and public transit and provides information about these options within the neighborhood.
- iii. Encourage employees to use alternative modes of transportation, such as carpooling and public transit. Consider providing incentives for such usage.

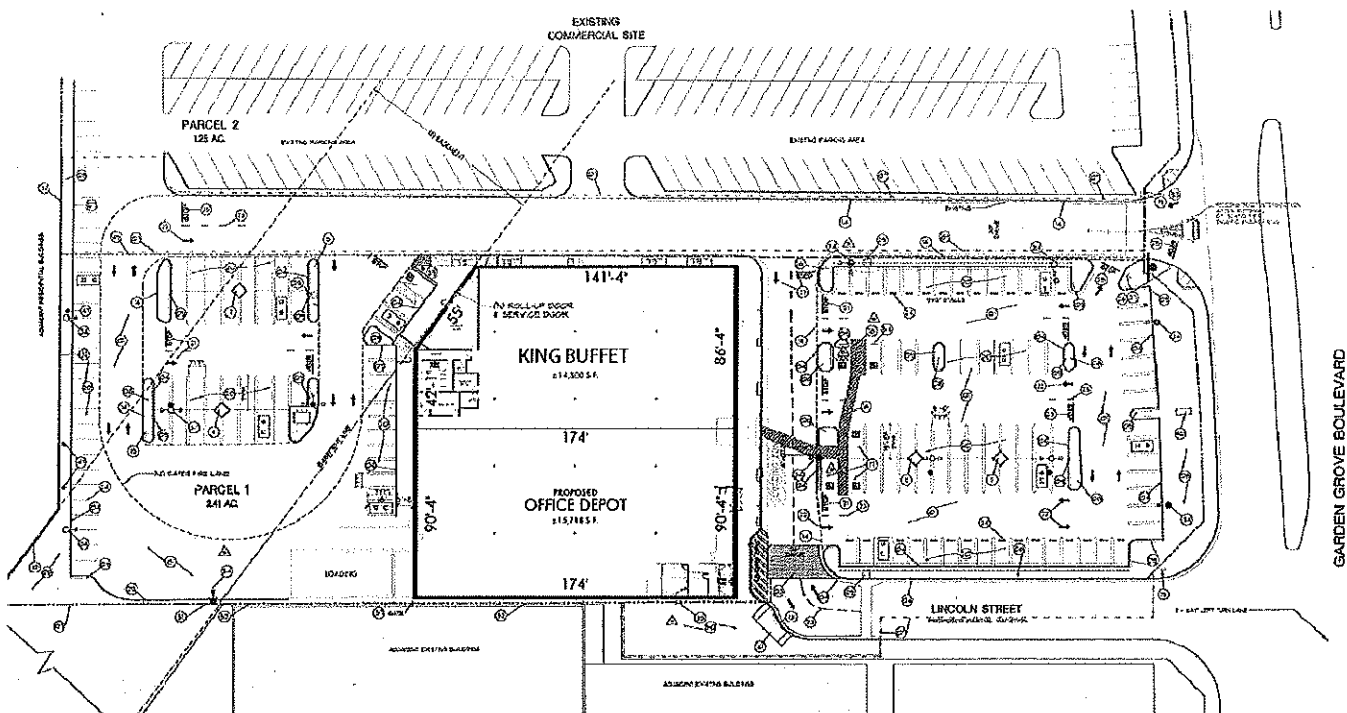
9.5 Safety and Operational Improvements

- i. Sight distance at the project access points should periodically reviewed to assure that the traffic operations are satisfactory.

9.6 Conclusions

This Traffic Impact Study has been prepared in accordance with the requirements and specifications of the City of Garden Grove. Based upon this review, the project can be accommodated in the City of Garden Grove with the recommendations listed in this report. A copy of the scope of work is provided in Appendix H.

Exhibit 9-1 Project Recommendations



RECOMMENDATIONS

1. Construct the on-site circulation system per the detailed site plan.
2. Repaint stop bar and stop legend at project access driveway on Garden Grove Boulevard.
3. Provide on-site bicycle racks in easily accessible and highly visible locations.
4. Encourage management to display a poster/message board that promotes walking, bicycling and public transit and provides information about these options within the neighborhood.
5. Encourage employees to use alternative modes of transportation, such as carpooling and public transit. Consider providing incentives for such usage.
6. Sight distance at the project access points should be periodically reviewed to assure that the traffic operations are satisfactory.

Legend:

- ☐ = Repaint stop bar and stop legend

Z

TABLE 9-1

Summary Intersection Level of Service Comparison

Intersection	Existing Conditions				Existing Plus Project Conditions				Change as Result of Project				
	ICU Critical V/C Ratio or Delay (sec.)		Level of Service		ICU Critical V/C Ratio or Delay (sec.)		Level of Service		ICU Critical V/C Ratio or Delay (sec.)		Significant Impact on Level of Service ¹		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Main Street (NS)													
1. Garden Grove Blvd. (EW)	0.360	0.481	A	A	0.359	0.487	A	A	-0.001	0.006	NO	NO	
Project Access (NS)													
2. Garden Grove Blvd. (EW)	18.7	33.8	C	D	18.6	41.8	C	E	-0.1	8.0	NO	NO	
Euclid Street (NS)													
3. Garden Grove Blvd. (EW)	0.645	0.723	B	C	0.645	0.729	B	C	0.000	0.006	NO	NO	

Intersection	Opening Year (2017) Without Project Conditions				Opening Year (2017) With Project Conditions				Change as Result of Project				
	ICU Critical V/C Ratio or Delay (sec.)		Level of Service		ICU Critical V/C Ratio or Delay (sec.)		Level of Service		ICU Critical V/C Ratio or Delay (sec.)		Significant Impact on Level of Service ¹		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Main Street (NS)													
1. Garden Grove Blvd. (EW)	0.367	0.491	A	A	0.367	0.497	A	A	0.000	0.006	NO	NO	
Project Access (NS)													
2. Garden Grove Blvd. (EW)	19.2	37.2	C	E	19.1	46.9	C	E	-0.1	9.7	NO	NO	
Euclid Street (NS)													
3. Garden Grove Blvd. (EW)	0.649	0.740	B	C	0.649	0.746	B	C	0.000	0.006	NO	NO	

1

The acceptable Level of Service (LOS) for intersections within the City of Garden Grove is D or better. Therefore, any intersections operating at a LOS E or F will be considered deficient. A project is deemed to have a significant impact at a signalized intersection if the intersection is operating below the acceptable level of service and the change in the critical volume to capacity ratio is equal to or greater than 1%. In the event that the project's impact at a signalized intersection is deemed significant, then the project is required to improve the intersection to pre-project conditions. The City of Garden Grove does not have significance impact criteria for unsignalized intersections.

Appendices

Appendix A

Traffic Count Worksheets

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Garden Grove
 N/S: Main Street
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGMAGGAM
 Site Code : 10515164
 Start Date : 3/31/2015
 Page No : 1

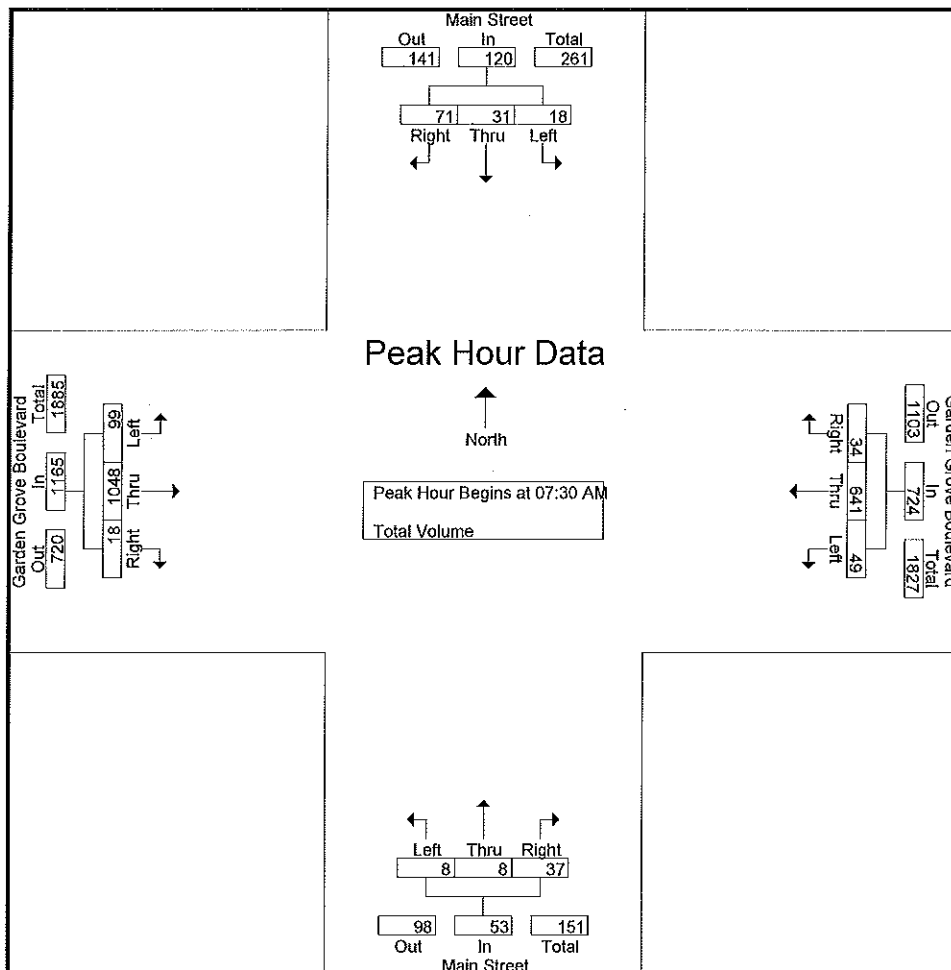
Groups Printed- Total Volume

Start Time	Main Street Southbound				Garden Grove Boulevard Westbound				Main Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	5	14	23	7	95	1	103	1	2	10	13	9	142	2	153	292
07:15 AM	3	3	16	22	7	112	1	120	2	2	6	10	12	157	1	170	322
07:30 AM	2	3	23	28	8	123	6	137	2	1	11	14	28	299	4	331	510
07:45 AM	1	6	19	26	15	220	14	249	3	3	6	12	35	231	3	269	556
Total	10	17	72	99	37	550	22	609	8	8	33	49	84	829	10	923	1680
08:00 AM	10	9	14	33	12	165	9	186	2	2	11	15	20	253	5	278	512
08:15 AM	5	13	15	33	14	133	5	152	1	2	9	12	16	265	6	287	484
08:30 AM	10	4	11	25	8	144	3	155	1	2	8	11	19	240	1	260	451
08:45 AM	2	6	9	17	7	155	2	164	1	2	2	5	12	204	6	222	408
Total	27	32	49	108	41	597	19	657	5	8	30	43	67	962	18	1047	1855
Grand Total	37	49	121	207	78	1147	41	1266	13	16	63	92	151	1791	28	1970	3535
Approch %	17.9	23.7	58.5		6.2	90.6	3.2		14.1	17.4	68.5		7.7	90.9	1.4		
Total %	1	1.4	3.4	5.9	2.2	32.4	1.2	35.8	0.4	0.5	1.8	2.6	4.3	50.7	0.8	55.7	

Start Time	Main Street Southbound				Garden Grove Boulevard Westbound				Main Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	3	23	28	8	123	6	137	2	1	11	14	28	299	4	331	510
07:45 AM	1	6	19	26	15	220	14	249	3	3	6	12	35	231	3	269	556
08:00 AM	10	9	14	33	12	165	9	186	2	2	11	15	20	253	5	278	512
08:15 AM	5	13	15	33	14	133	5	152	1	2	9	12	16	265	6	287	484
Total Volume	18	31	71	120	49	641	34	724	8	8	37	53	99	1048	18	1165	2062
% App. Total	15	25.8	59.2		6.8	88.5	4.7		15.1	15.1	69.8		8.5	90	1.5		
PHF	.450	.596	.772	.909	.817	.728	.607	.727	.667	.667	.841	.883	.707	.876	.750	.880	.927

City of Garden Grove
 N/S: Main Street
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGMAGGAM
 Site Code : 10515164
 Start Date : 3/31/2015
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	2	3	23	28	15	220	14	249	2	1	11	14	28	299	4	331
+15 mins.	1	6	19	26	12	165	9	186	3	3	6	12	35	231	3	269
+30 mins.	10	9	14	33	14	133	5	152	2	2	11	15	20	253	5	278
+45 mins.	5	13	15	33	8	144	3	155	1	2	9	12	16	265	6	287
Total Volume	18	31	71	120	49	662	31	742	8	8	37	53	99	1048	18	1165
% App. Total	15	25.8	59.2		6.6	89.2	4.2		15.1	15.1	69.8		8.5	90	1.5	
PHF	.450	.596	.772	.909	.817	.752	.554	.745	.667	.667	.841	.883	.707	.876	.750	.880

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Garden Grove
 N/S: Main Street
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGMAGGPM
 Site Code : 10515164
 Start Date : 3/31/2015
 Page No : 1

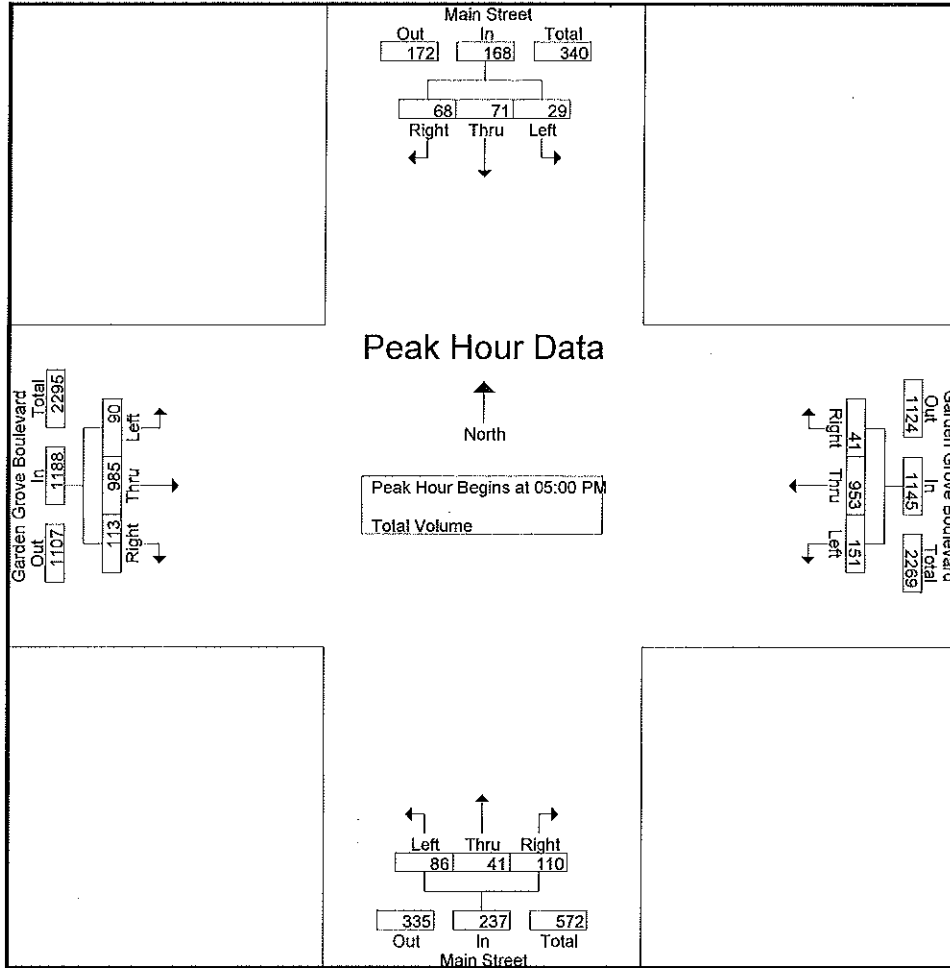
Groups Printed- Total Volume

Start Time	Main Street Southbound				Garden Grove Boulevard Westbound				Main Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	16	11	37	36	204	9	249	24	8	25	57	16	216	21	253	596
04:15 PM	14	18	20	52	24	202	12	238	12	8	32	52	29	232	18	279	621
04:30 PM	10	16	13	39	27	214	5	246	19	10	28	57	23	215	21	259	601
04:45 PM	6	24	17	47	29	244	15	288	15	5	22	42	25	202	17	244	621
Total	40	74	61	175	116	864	41	1021	70	31	107	208	93	865	77	1035	2439
05:00 PM	9	15	23	47	45	244	11	300	17	5	19	41	27	224	30	281	669
05:15 PM	5	20	16	41	38	237	10	285	17	10	26	53	18	243	25	286	665
05:30 PM	8	19	15	42	40	240	9	289	23	16	33	72	18	268	35	321	724
05:45 PM	7	17	14	38	28	232	11	271	29	10	32	71	27	250	23	300	680
Total	29	71	68	168	151	953	41	1145	86	41	110	237	90	985	113	1188	2738
Grand Total	69	145	129	343	267	1817	82	2166	156	72	217	445	183	1850	190	2223	5177
Apprch %	20.1	42.3	37.6		12.3	83.9	3.8		35.1	16.2	48.8		8.2	83.2	8.5		
Total %	1.3	2.8	2.5	6.6	5.2	35.1	1.6	41.8	3	1.4	4.2	8.6	3.5	35.7	3.7	42.9	

Start Time	Main Street Southbound				Garden Grove Boulevard Westbound				Main Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	15	23	47	45	244	11	300	17	5	19	41	27	224	30	281	669
05:15 PM	5	20	16	41	38	237	10	285	17	10	26	53	18	243	25	286	665
05:30 PM	8	19	15	42	40	240	9	289	23	16	33	72	18	268	35	321	724
05:45 PM	7	17	14	38	28	232	11	271	29	10	32	71	27	250	23	300	680
Total Volume	29	71	68	168	151	953	41	1145	86	41	110	237	90	985	113	1188	2738
% App. Total	17.3	42.3	40.5		13.2	83.2	3.6		36.3	17.3	46.4		7.6	82.9	9.5		
PHF	.806	.888	.739	.894	.839	.976	.932	.954	.741	.641	.833	.823	.833	.919	.807	.925	.945

City of Garden Grove
 N/S: Main Street
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGMAGGPM
 Site Code : 10515164
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	14	18	20	52	29	244	15	288	17	5	19	41	27	224	30	281
+15 mins.	10	16	13	39	45	244	11	300	17	10	26	53	18	243	25	286
+30 mins.	6	24	17	47	38	237	10	285	23	16	33	72	18	268	35	321
+45 mins.	9	15	23	47	40	240	9	289	29	10	32	71	27	250	23	300
Total Volume	39	73	73	185	152	965	45	1162	86	41	110	237	90	985	113	1188
% App. Total	21.1	39.5	39.5	13.1	83	3.9		36.3	17.3	46.4		7.6	82.9	9.5		
PHF	.696	.760	.793	.889	.844	.989	.750	.968	.741	.641	.833	.823	.833	.919	.807	.925

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City of Garden Grove
 N/S: Project Driveway
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGDWGGAM
 Site Code : 10515164
 Start Date : 3/31/2015
 Page No : 1

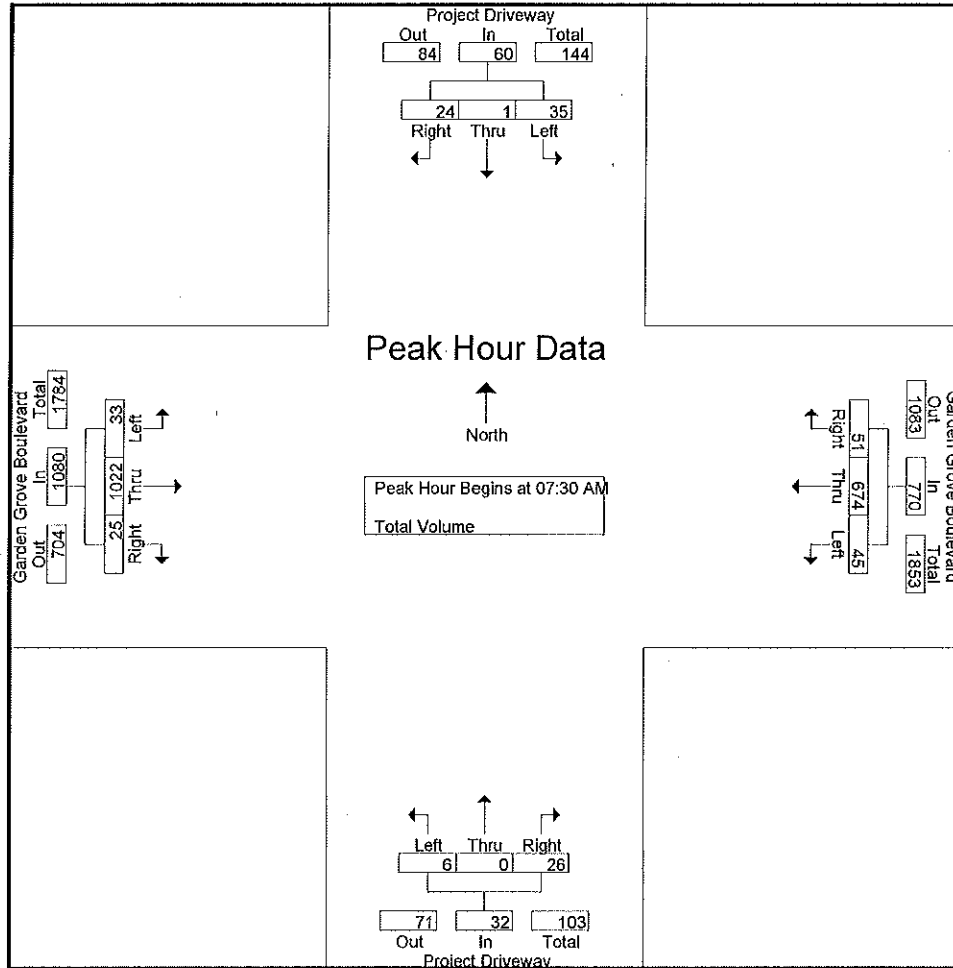
Groups Printed- Total Volume

Start Time	Project Driveway Southbound				Garden Grove Boulevard Westbound				Project Driveway Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	0	3	15	112	7	134	0	1	4	5	6	148	5	159	301
07:15 AM	7	1	2	10	13	116	8	137	1	0	7	8	8	159	4	171	326
07:30 AM	11	1	6	18	13	127	10	150	3	0	5	8	11	296	5	312	488
07:45 AM	8	0	4	12	12	231	11	254	1	0	3	4	11	224	3	238	508
Total	29	2	12	43	53	586	36	675	5	1	19	25	36	827	17	880	1623
08:00 AM	11	0	8	19	10	168	13	191	1	0	4	5	6	245	11	262	477
08:15 AM	5	0	6	11	10	148	17	175	1	0	14	15	5	257	6	268	469
08:30 AM	6	0	7	13	7	152	8	167	0	0	7	7	7	240	7	254	441
08:45 AM	9	0	5	14	10	158	9	177	4	0	6	10	6	201	5	212	413
Total	31	0	26	57	37	626	47	710	6	0	31	37	24	943	29	996	1800
Grand Total	60	2	38	100	90	1212	83	1385	11	1	50	62	60	1770	46	1876	3423
Apprch %	60	2	38		6.5	87.5	6		17.7	1.6	80.6		3.2	94.3	2.5		
Total %	1.8	0.1	1.1	2.9	2.6	35.4	2.4	40.5	0.3	0	1.5	1.8	1.8	51.7	1.3	54.8	

Start Time	Project Driveway Southbound				Garden Grove Boulevard Westbound				Project Driveway Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	1	6	18	13	127	10	150	3	0	5	8	11	296	5	312	488
07:45 AM	8	0	4	12	12	231	11	254	1	0	3	4	11	224	3	238	508
08:00 AM	11	0	8	19	10	168	13	191	1	0	4	5	6	245	11	262	477
08:15 AM	5	0	6	11	10	148	17	175	1	0	14	15	5	257	6	268	469
Total Volume	35	1	24	60	45	674	51	770	6	0	26	32	33	1022	25	1080	1942
% App. Total	58.3	1.7	40		5.8	87.5	6.6		18.8	0	81.2		3.1	94.6	2.3		
PHF	.795	.250	.750	.789	.865	.729	.750	.758	.500	.000	.464	.533	.750	.863	.568	.865	.956

City of Garden Grove
 N/S: Project Driveway
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGDWGGAM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	11	1	6	18	12	231	11	254	1	0	4	5	11	296	5	312
+15 mins.	8	0	4	12	10	168	13	191	1	0	14	15	11	224	3	238
+30 mins.	11	0	8	19	10	148	17	175	0	0	7	7	6	245	11	262
+45 mins.	5	0	6	11	7	152	8	167	4	0	6	10	5	257	6	268
Total Volume	35	1	24	60	39	699	49	787	6	0	31	37	33	1022	25	1080
% App. Total	58.3	1.7	40		5	88.8	6.2		16.2	0	83.8		3.1	94.6	2.3	
PHF	.795	.250	.750	.789	.813	.756	.721	.775	.375	.000	.554	.617	.750	.863	.568	.865

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City of Garden Grove
 N/S: Project Driveway
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGDWGGPM
 Site Code : 10515164
 Start Date : 3/31/2015
 Page No : 1

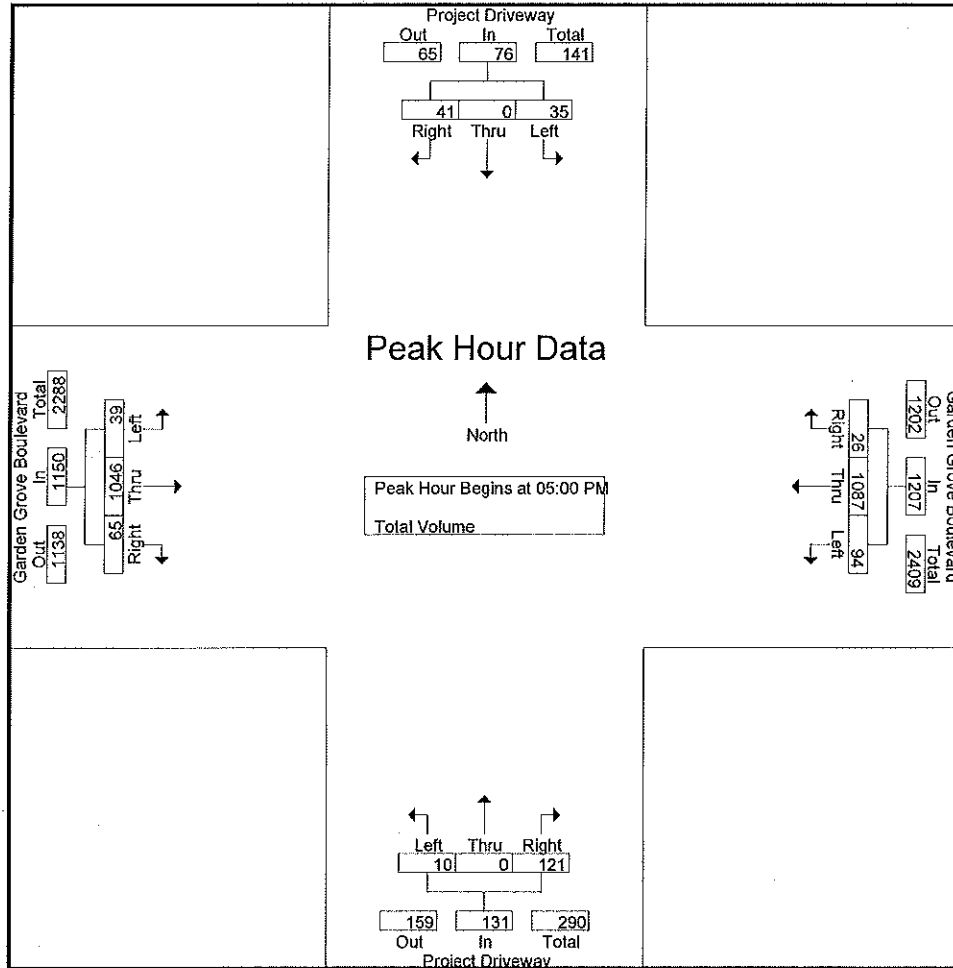
Groups Printed- Total Volume

Start Time	Project Driveway Southbound				Garden Grove Boulevard Westbound				Project Driveway Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	1	9	15	25	236	5	266	2	0	37	39	5	241	14	260	580
04:15 PM	7	0	10	17	20	239	10	269	2	0	28	30	10	264	8	282	598
04:30 PM	6	0	14	20	13	230	10	253	1	0	31	32	9	239	11	259	564
04:45 PM	15	1	22	38	39	275	8	322	3	1	27	31	8	196	7	211	602
Total	33	2	55	90	97	980	33	1110	8	1	123	132	32	940	40	1012	2344
05:00 PM	4	0	10	14	20	282	11	313	3	0	37	40	9	231	22	262	629
05:15 PM	6	0	8	14	24	271	9	304	0	0	30	30	8	251	14	273	621
05:30 PM	18	0	15	33	28	271	5	304	2	0	32	34	9	297	17	323	694
05:45 PM	7	0	8	15	22	263	1	286	5	0	22	27	13	267	12	292	620
Total	35	0	41	76	94	1087	26	1207	10	0	121	131	39	1046	65	1150	2564
Grand Total	68	2	96	166	191	2067	59	2317	18	1	244	263	71	1986	105	2162	4908
Apprch %	41	1.2	57.8		8.2	89.2	2.5		6.8	0.4	92.8		3.3	91.9	4.9		
Total %	1.4	0	2	3.4	3.9	42.1	1.2	47.2	0.4	0	5	5.4	1.4	40.5	2.1	44.1	

Start Time	Project Driveway Southbound				Garden Grove Boulevard Westbound				Project Driveway Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	0	10	14	20	282	11	313	3	0	37	40	9	231	22	262	629
05:15 PM	6	0	8	14	24	271	9	304	0	0	30	30	8	251	14	273	621
05:30 PM	18	0	15	33	28	271	5	304	2	0	32	34	9	297	17	323	694
05:45 PM	7	0	8	15	22	263	1	286	5	0	22	27	13	267	12	292	620
Total Volume	35	0	41	76	94	1087	26	1207	10	0	121	131	39	1046	65	1150	2564
% App. Total	46.1	0	53.9		7.8	90.1	2.2		7.6	0	92.4		3.4	91	5.7		
PHF	.486	.000	.683	.576	.839	.964	.591	.964	.500	.000	.818	.819	.750	.880	.739	.890	.924

City of Garden Grove
 N/S: Project Driveway
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 Weather: Clear

File Name : GRGDWGGPM
 Site Code : 10515164
 Start Date : 3/31/2015
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	15	1	22	38	39	275	8	322	3	1	27	31	9	231	22	262
+15 mins.	4	0	10	14	20	282	11	313	3	0	37	40	8	251	14	273
+30 mins.	6	0	8	14	24	271	9	304	0	0	30	30	9	297	17	323
+45 mins.	18	0	15	33	28	271	5	304	2	0	32	34	13	267	12	292
Total Volume	43	1	55	99	111	1099	33	1243	8	1	126	135	39	1046	65	1150
% App. Total	43.4	1	55.6		8.9	88.4	2.7		5.9	0.7	93.3		3.4	91	5.7	
PHF	.597	.250	.625	.651	.712	.974	.750	.965	.667	.250	.851	.844	.750	.880	.739	.890

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City of Garden Grove
 N/S: Euclid Street
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGEUGGAM
 Site Code : 10515164
 Start Date : 3/31/2015
 Page No : 1

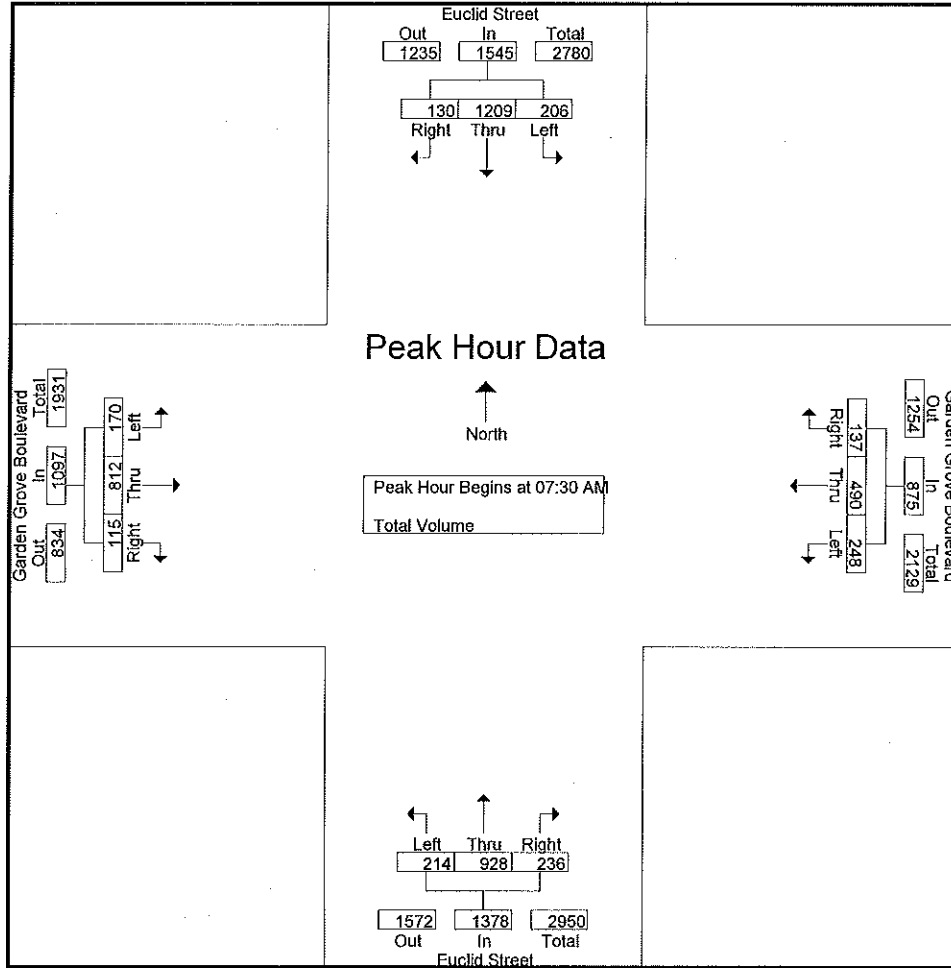
Groups Printed- Total Volume

Start Time	Euclid Street Southbound				Garden Grove Boulevard Westbound				Euclid Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	43	318	18	379	43	77	19	139	34	157	28	219	17	110	18	145	882
07:15 AM	42	473	18	533	32	77	26	135	48	214	28	290	26	111	15	152	1110
07:30 AM	39	291	27	357	51	121	30	202	49	223	50	322	58	235	29	322	1203
07:45 AM	67	347	53	467	67	142	37	246	73	248	52	373	45	149	34	228	1314
Total	191	1429	116	1736	193	417	112	722	204	842	158	1204	146	605	96	847	4509
08:00 AM	46	257	22	325	69	122	46	237	46	235	63	344	32	217	34	283	1189
08:15 AM	54	314	28	396	61	105	24	190	46	222	71	339	35	211	18	264	1189
08:30 AM	55	257	13	325	64	128	25	217	42	194	50	286	34	203	26	263	1091
08:45 AM	47	285	16	348	51	105	15	171	49	211	39	299	27	154	31	212	1030
Total	202	1113	79	1394	245	460	110	815	183	862	223	1268	128	785	109	1022	4499
Grand Total	393	2542	195	3130	438	877	222	1537	387	1704	381	2472	274	1390	205	1869	9008
Apprch %	12.6	81.2	6.2		28.5	57.1	14.4		15.7	68.9	15.4		14.7	74.4	11		
Total %	4.4	28.2	2.2	34.7	4.9	9.7	2.5	17.1	4.3	18.9	4.2	27.4	3	15.4	2.3	20.7	

Start Time	Euclid Street Southbound				Garden Grove Boulevard Westbound				Euclid Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	39	291	27	357	51	121	30	202	49	223	50	322	58	235	29	322	1203
07:45 AM	67	347	53	467	67	142	37	246	73	248	52	373	45	149	34	228	1314
08:00 AM	46	257	22	325	69	122	46	237	46	235	63	344	32	217	34	283	1189
08:15 AM	54	314	28	396	61	105	24	190	46	222	71	339	35	211	18	264	1189
Total Volume	206	1209	130	1545	248	490	137	875	214	928	236	1378	170	812	115	1097	4895
% App. Total	13.3	78.3	8.4		28.3	56	15.7		15.5	67.3	17.1		15.5	74	10.5		
PHF	.769	.871	.613	.827	.899	.863	.745	.889	.733	.935	.831	.924	.733	.864	.846	.852	.931

City of Garden Grove
 N/S: Euclid Street
 E/W: Garden Grove Boulevard
 Weather: Clear

File Name : GRGEUGGAM
 Site Code : 10515164
 Start Date : 3/31/2015
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	43	318	18	379	67	142	37	246	49	223	50	322	58	235	29	322
+15 mins.	42	473	18	533	69	122	46	237	73	248	52	373	45	149	34	228
+30 mins.	39	291	27	357	61	105	24	190	46	235	63	344	32	217	34	283
+45 mins.	67	347	53	467	64	128	25	217	46	222	71	339	35	211	18	264
Total Volume	191	1429	116	1736	261	497	132	890	214	928	236	1378	170	812	115	1097
% App. Total	11	82.3	6.7		29.3	55.8	14.8		15.5	67.3	17.1		15.5	74	10.5	
PHF	.713	.755	.547	.814	.946	.875	.717	.904	.733	.935	.831	.924	.733	.864	.846	.852

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City of Garden Grove
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 Weather: Clear

File Name : GRGEUGGPM
 Site Code : 10515164
 Start Date : 3/31/2015
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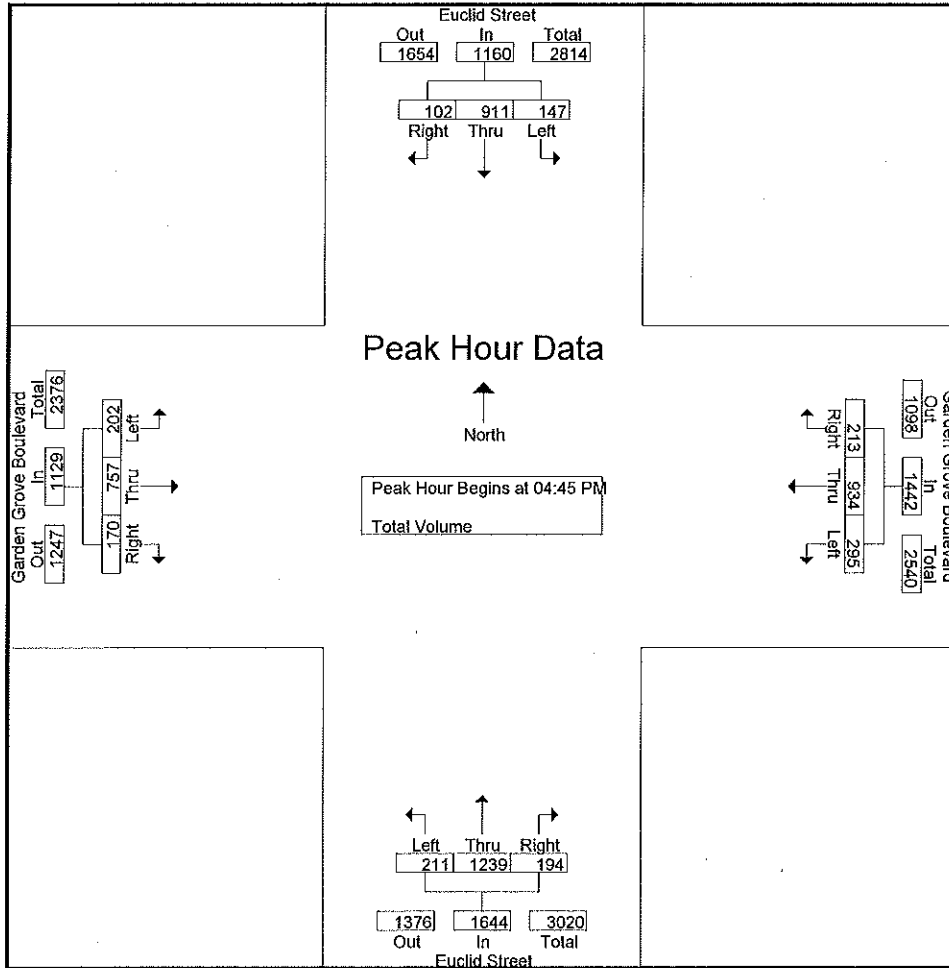
Groups Printed- Total Volume

Start Time	Euclid Street Southbound				Garden Grove Boulevard Westbound				Euclid Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	30	166	25	221	72	207	39	318	46	287	47	380	49	183	48	280	1199
04:15 PM	29	199	19	247	53	165	50	268	51	333	64	448	55	182	46	283	1246
04:30 PM	36	180	18	234	63	209	48	320	38	277	34	349	47	195	39	281	1184
04:45 PM	30	257	24	311	59	218	56	333	64	341	41	446	34	156	41	231	1321
Total	125	802	86	1013	247	799	193	1239	199	1238	186	1623	185	716	174	1075	4950
05:00 PM	35	203	21	259	79	261	48	388	49	286	42	377	52	176	42	270	1294
05:15 PM	54	226	24	304	64	210	55	329	52	326	53	431	53	186	36	275	1339
05:30 PM	28	225	33	286	93	245	54	392	46	286	58	390	63	239	51	353	1421
05:45 PM	40	202	40	282	55	199	68	322	31	312	74	417	58	200	31	289	1310
Total	157	856	118	1131	291	915	225	1431	178	1210	227	1615	226	801	160	1187	5364
Grand Total	282	1658	204	2144	538	1714	418	2670	377	2448	413	3238	411	1517	334	2262	10314
Approch %	13.2	77.3	9.5		20.1	64.2	15.7		11.6	75.6	12.8		18.2	67.1	14.8		
Total %	2.7	16.1	2	20.8	5.2	16.6	4.1	25.9	3.7	23.7	4	31.4	4	14.7	3.2	21.9	

Start Time	Euclid Street Southbound				Garden Grove Boulevard Westbound				Euclid Street Northbound				Garden Grove Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	30	257	24	311	59	218	56	333	64	341	41	446	34	156	41	231	1321
05:00 PM	35	203	21	259	79	261	48	388	49	286	42	377	52	176	42	270	1294
05:15 PM	54	226	24	304	64	210	55	329	52	326	53	431	53	186	36	275	1339
05:30 PM	28	225	33	286	93	245	54	392	46	286	58	390	63	239	51	353	1421
Total Volume	147	911	102	1160	295	934	213	1442	211	1239	194	1644	202	757	170	1129	5375
% App. Total	12.7	78.5	8.8		20.5	64.8	14.8		12.8	75.4	11.8		17.9	67.1	15.1		
PHF	.681	.886	.773	.932	.793	.895	.951	.920	.824	.908	.836	.922	.802	.792	.833	.800	.946

City of Garden Grove
 N/S: Euclid Street
 E/W: Garden Grove Boulevard
 Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	30	257	24	311	59	218	56	333	64	341	41	446	52	176	42	270
+15 mins.	35	203	21	259	79	261	48	388	49	286	42	377	53	186	36	275
+30 mins.	54	226	24	304	64	210	55	329	52	326	53	431	63	239	51	353
+45 mins.	28	225	33	286	93	245	54	392	46	286	58	390	58	200	31	289
Total Volume	147	911	102	1160	295	934	213	1442	211	1239	194	1644	226	801	160	1187
% App. Total	12.7	78.5	8.8		20.5	64.8	14.8		12.8	75.4	11.8		19	67.5	13.5	
PHF	.681	.886	.773	.932	.793	.895	.951	.920	.824	.908	.836	.922	.897	.838	.784	.841

Appendix B

Existing Conditions
Intersection Analysis Worksheets

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	1	0	2

Volume Module:

Base Vol:	8	8	37	18	31	71	99	1048	18	49	641	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	8	37	18	31	71	99	1048	18	49	641	34
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	8	31	18	31	71	99	1048	15	49	641	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	31	18	31	71	99	1048	15	49	641	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	8	31	18	31	71	99	1048	15	49	641	34

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.15	0.26	0.59	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	850	850	1700	255	439	1006	1700	5100	1700	1700	4843	257

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.02	0.01	0.07	0.07	0.06	0.21	0.01	0.03	0.13	0.13
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	3	1	0	2

Volume Module:

Base Vol:	86	41	110	29	71	68	90	985	113	151	953	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	41	110	29	71	68	90	985	113	151	953	41
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	41	94	29	71	68	90	985	96	151	953	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	41	94	29	71	68	90	985	96	151	953	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	41	94	29	71	68	90	985	96	151	953	41

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.32	1.00	0.17	0.43	0.40	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	1151	549	1700	293	718	688	1700	5100	1700	1700	4890	210

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.06	0.02	0.10	0.10	0.05	0.19	0.06	0.09	0.19	0.19
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[18.7]

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	0	0	1!0	0	0	1!0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	6	0	26	35	1	24	33	1022	25	45	674	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	26	35	1	24	33	1022	25	45	674	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	26	35	1	24	33	1022	25	45	674	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	0	26	35	1	24	33	1022	25	45	674	51

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1416	1916	353	1196	1903	250	725	xxxx	xxxxx	1047	xxxx	xxxxx
Potent Cap.:	99	68	649	144	70	756	887	xxxx	xxxxx	672	xxxx	xxxxx
Move Cap.:	88	61	649	127	63	756	887	xxxx	xxxxx	672	xxxx	xxxxx
Total Cap:	176	167	xxxxx	237	157	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.04	0.15	0.01	0.03	0.04	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	10.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	431	xxxxx	xxxx	323	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	xxxxx	0.2	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	14.0	xxxxx	xxxxx	18.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*			
Approach Del:		14.0			18.7		xxxxxxx		xxxxxxx						
Approach LOS:		B			C		*		*						

Note: Queue reported is the number of cars per lane.

KING BUFFET RESTAURANT, GARDEN GROVE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[33.8]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for movements (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes for different movements and adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module:

Table with 12 columns showing critical gap and follow-up time for different movements.

Capacity Module:

Table with 12 columns showing capacity metrics like Conflict Vol, Potent Cap., Move Cap., Total Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns showing Level of Service (LOS) by movement, Shared Capacity, Shared Queue, Shared ConDel, Shared LOS, and Approach Del/LOS.

Note: Queue reported is the number of cars per lane.

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

 Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	3	0	1	2

Volume Module:

Base Vol:	214	928	236	206	1209	130	170	812	115	248	490	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	928	236	206	1209	130	170	812	115	248	490	137
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	928	201	206	1209	111	170	812	98	248	490	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	928	201	206	1209	111	170	812	98	248	490	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	928	201	206	1209	111	170	812	98	248	490	137

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	3986	1114

Capacity Analysis Module:

Vol/Sat:	0.13	0.18	0.12	0.12	0.24	0.07	0.10	0.16	0.06	0.07	0.12	0.12
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	3	0	1	2
	0	1	0	2	1	0	1	2	0	1	0	0

Volume Module:

Base Vol:	211	1239	194	147	911	102	202	757	170	295	934	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1239	194	147	911	102	202	757	170	295	934	213
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1239	165	147	911	87	202	757	145	295	934	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1239	165	147	911	87	202	757	145	295	934	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1239	165	147	911	87	202	757	145	295	934	213

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.44	0.56
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	4153	947

Capacity Analysis Module:

Vol/Sat:	0.12	0.24	0.10	0.09	0.18	0.05	0.12	0.15	0.09	0.09	0.22	0.22
Crit Moves:	****			****			****			****		

Appendix C

Cumulative Project Information

From: Chris Chung [<mailto:chrisc@ci.garden-grove.ca.us>]
Sent: Thursday, April 02, 2015 8:43 AM
To: Tiffany Giordano
Cc: Tony Aquino
Subject: Re: Proposed King Buffet Restaurant Focused TIS Scope of Work

Tiffany,

Projects within a 2 mile radius of the subject king buffet site include

Brookhurst Triangle:

- Located at the northwest corner of Brookhurst St and Garden Grove Blvd.
- The first phase includes 160 dwelling units. Overall, there will be 680 dwelling units.
- 65,000 sq. ft. of commercial space
- 1,832 parking spaces

Great Wolf Lodge Waterpark Hotel:

- currently under construction.
- Located on the west side of Harbor Blvd just north of Garden Grove Blvd.
- 12.1 acre site
- 639 room hotel
- 130,000 sq. ft. water park
- 18,000 sq. ft. of retail space
- 30,000 sq. ft. meeting space
- restaurants in hotel
- parking structure
- 14,850 sq. ft. restaurant pad

Garden Grove Galleria

Currently approved for:

- Southwest corner of Brookhurst St and Garden Grove Boulevard
- 8 story mixed use building
- 126,150 sq. ft. of commercial tenant space
- 5 story parking garage
- 66 residential units

*** Galleria project is subject to change: likely something closer to 40,000 commercial and 130 residential units

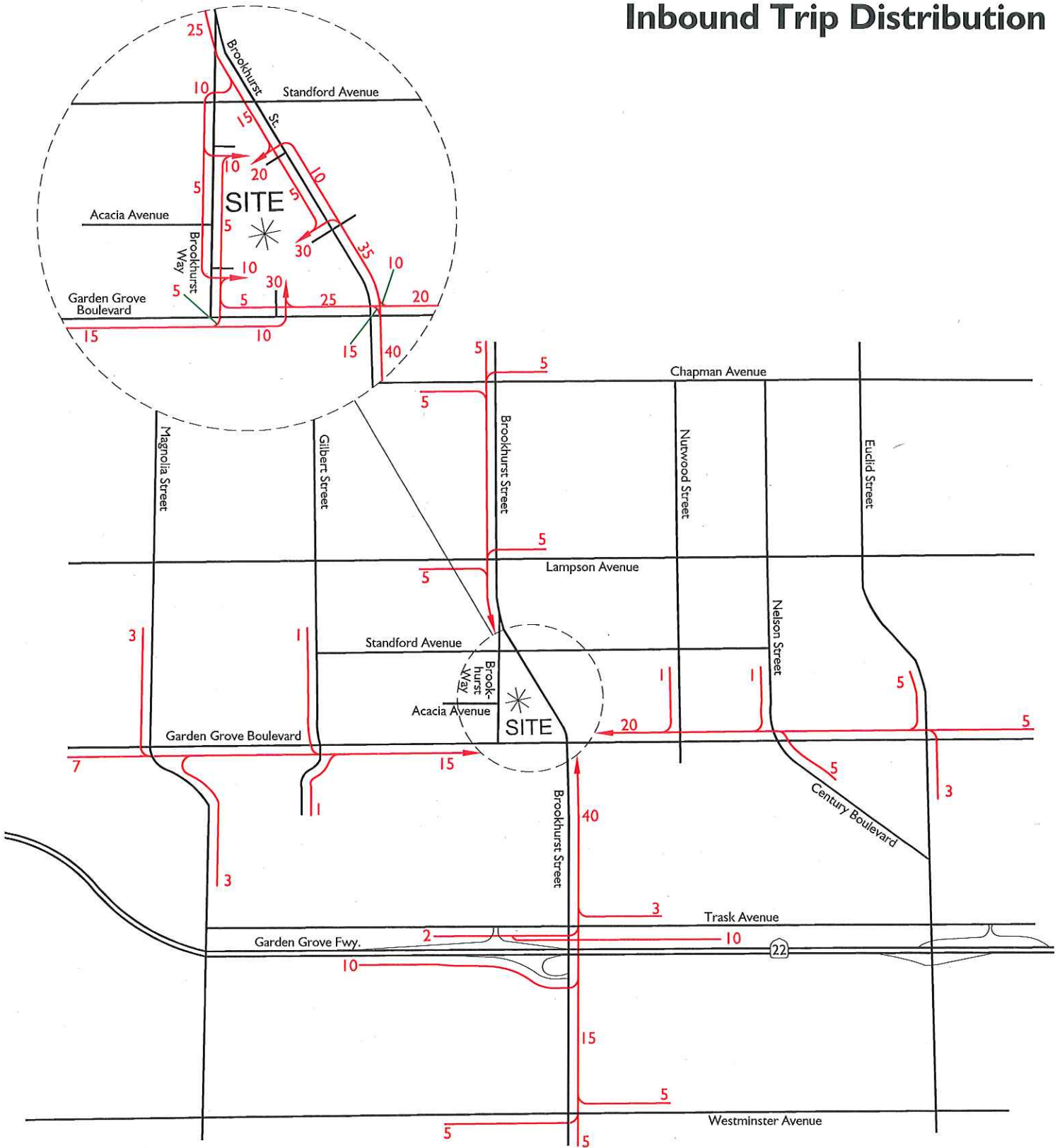
Regards,

CHRIS CHUNG

Associate Planner

City of Garden Grove | Planning Services Division
(714) 741-5314 | (714) 751-5578 FAX
chrisc@garden-grove.org

Exhibit F-1 Inbound Trip Distribution

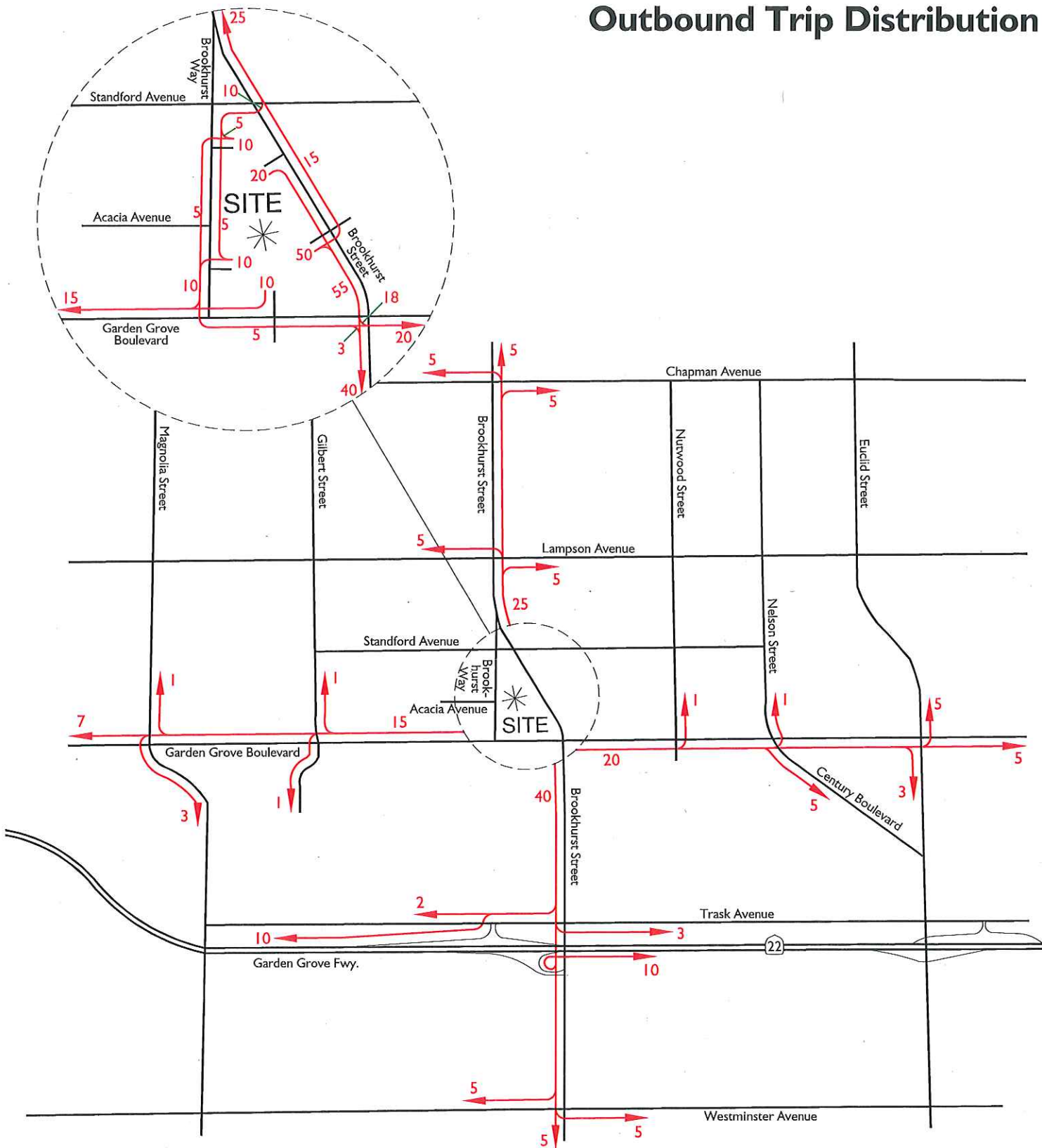


Legend:

10 = Percent to Project



Exhibit F-2
Outbound Trip Distribution



Legend:

10 = Percent from Project



Table 3 – Project Trip Generation

Land Use	Measure	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Trip Generation Rates								
Shopping Center <i>ITE Code 820</i>	KSF	42.92	1.03	0.63	0.40	3.74	1.80	1.94
Residential Condominium <i>ITE Code 231</i>	Dwelling Unit	8.00	0.67	0.17	0.50	0.78	0.45	0.33
Vehicle Trips								
Retail <i>ITE Code 820</i>	126,588 KSF	5433	130	80	50	473	228	245
Residential Condominium <i>ITE Code 231</i>	66 Units	528	44	11	33	52	30	22
New Project Trips		5961	174	91	83	525	258	267

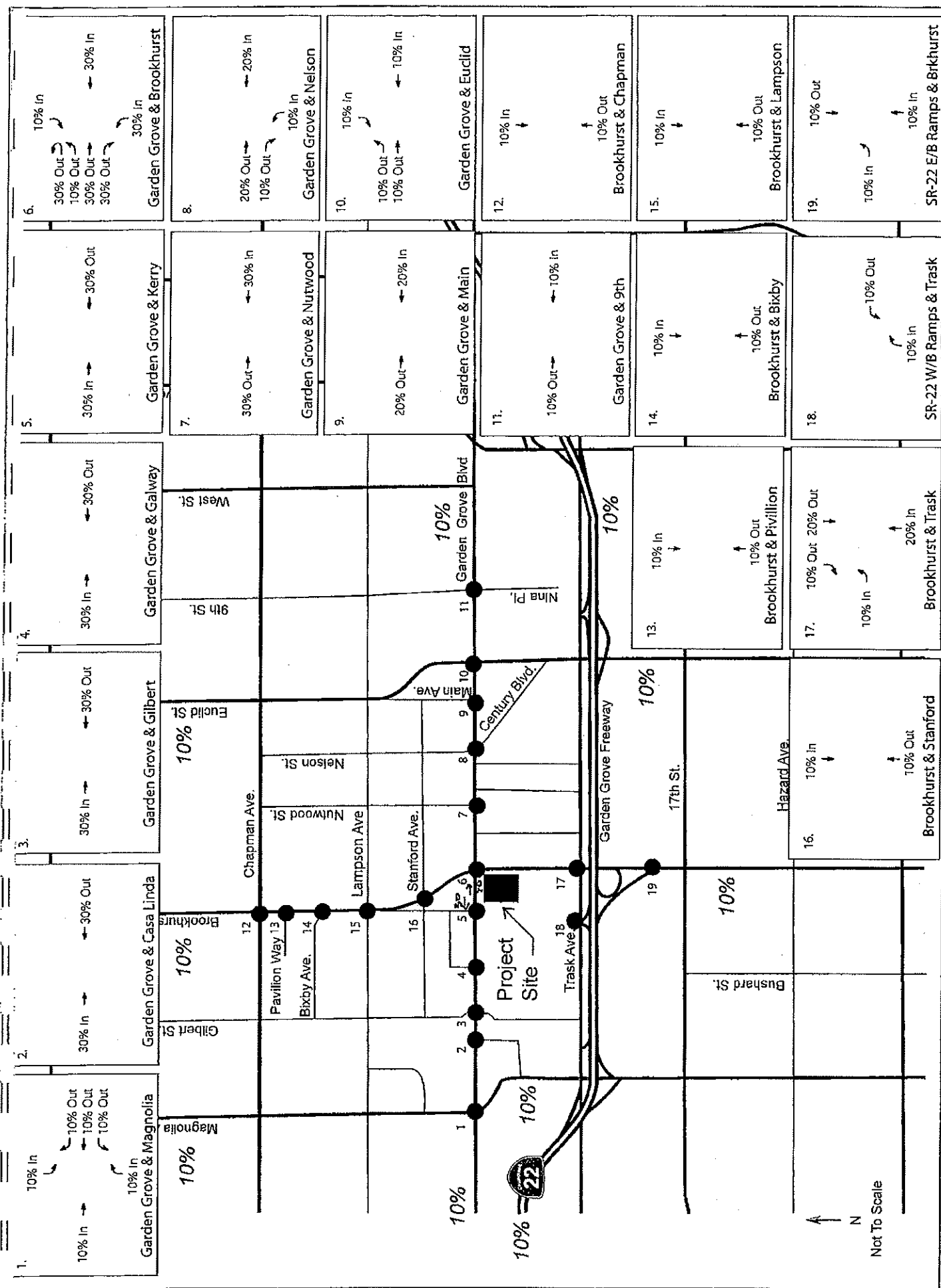
As shown above, the proposed development will generate approximately 5961 daily vehicle trips, including 174 trips in the AM peak hour, and 525 trips in the PM peak hour. The new project trips shown in Table 3 are used in the analysis of future conditions with the project.

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by project traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the route where the project traffic will distribute. The anticipated trip distribution for the proposed development is presented on Figure 8. This figure indicates the proportion of project traffic that will use the street segments and turning movements indicated.

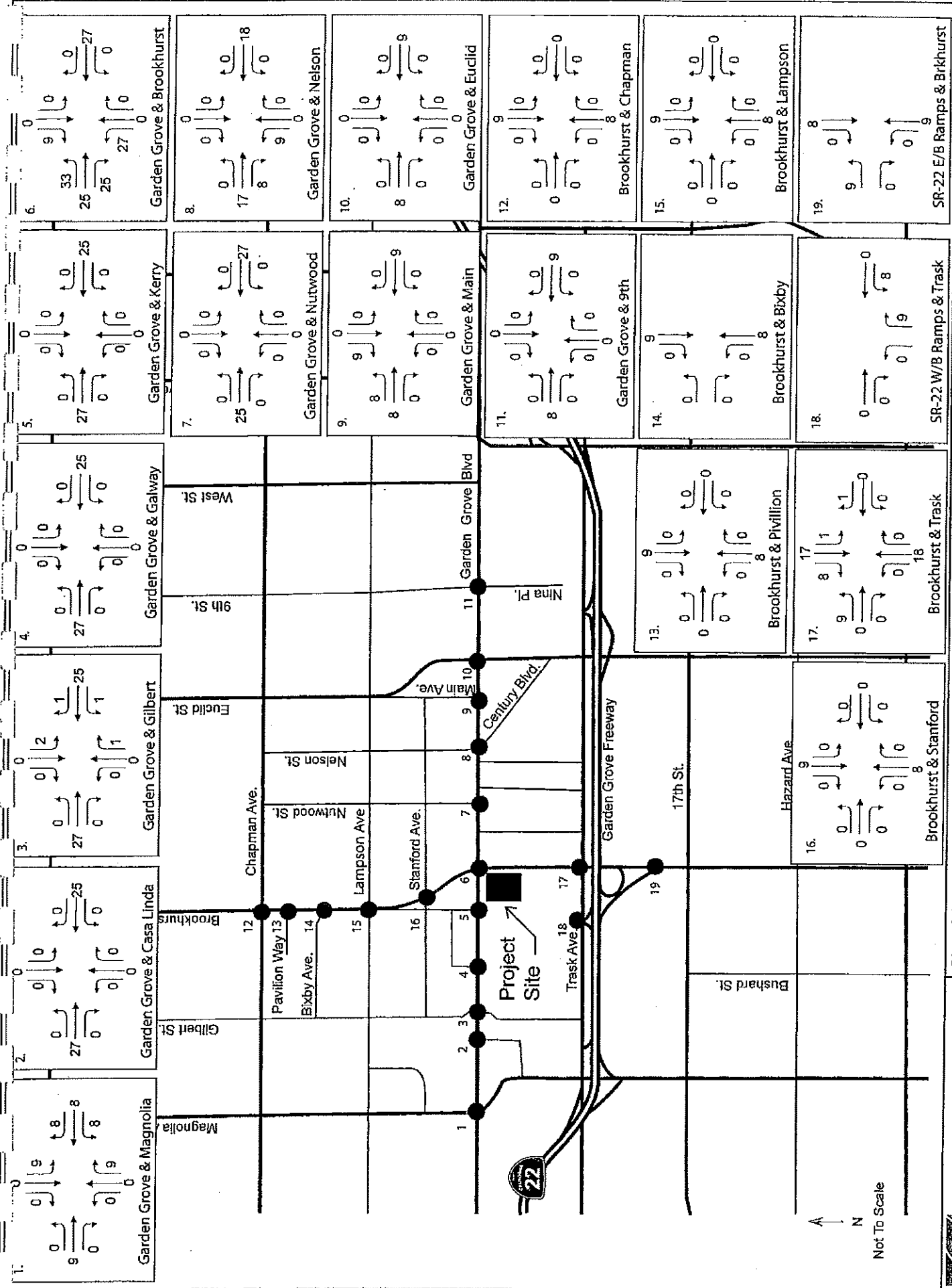
Trip reductions due to pass by trips are sometimes applied to retail projects. Pass by trips are those trips that are already occurring on adjacent roadways, but are merely diverted into and out of the site. Pass by trip reductions were considered but not included in this analysis because the proposed project was not found to cause a significant impact at any study intersections without the reduction.

Figures 9 and 10 indicate the AM and PM peak hour volumes of project related traffic increases, respectively. Future traffic volumes in the project vicinity are expected to be changed by the amounts shown on this figures.

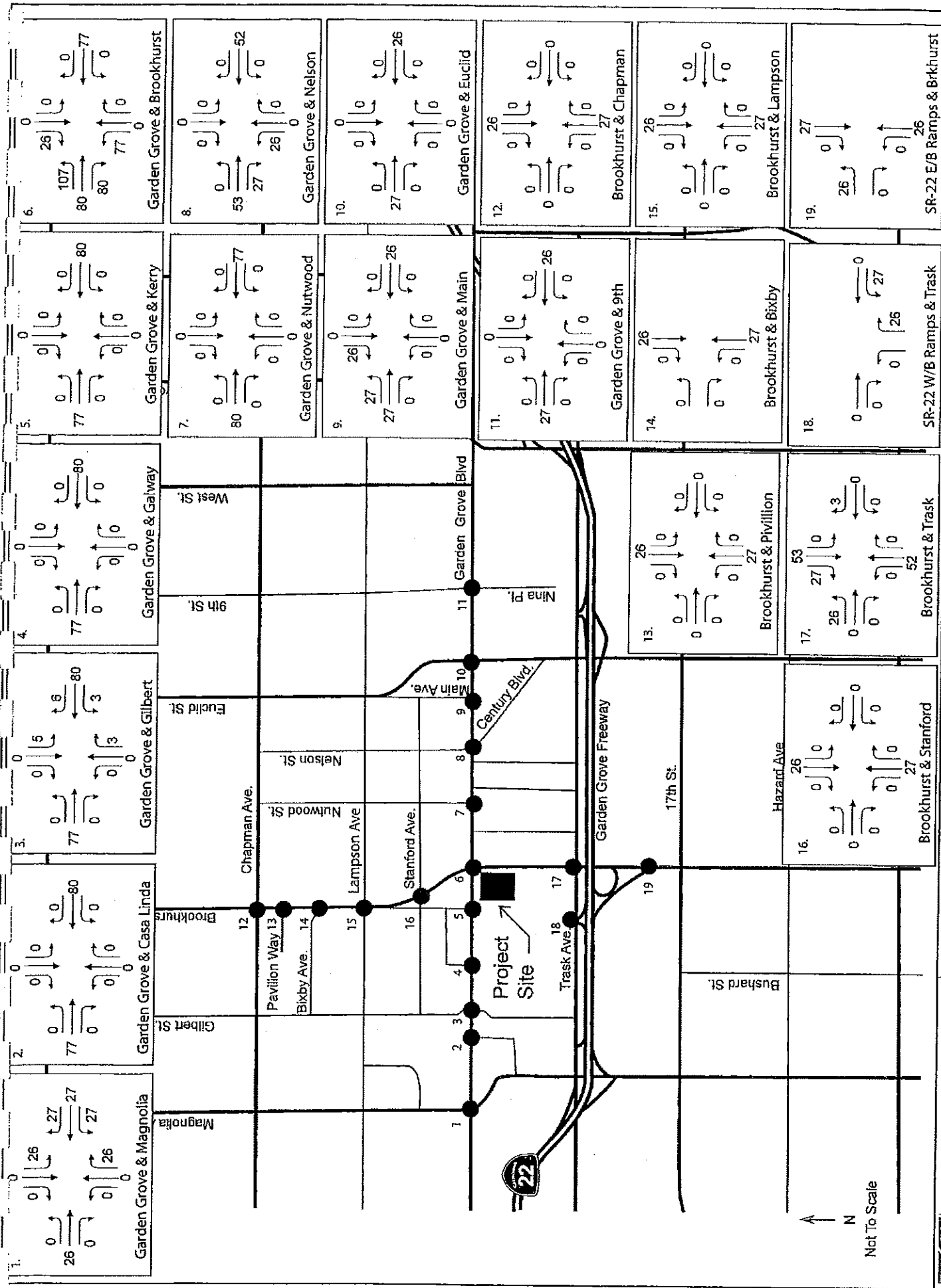


City of Garden Grove
 Traffic Study for a Mixed-Use Project
 Katz, Okitsu & Associates
 Traffic Engineers and Transportation Planners
 Figure 8
 Project Trip Distribution





↑
N
Not To Scale

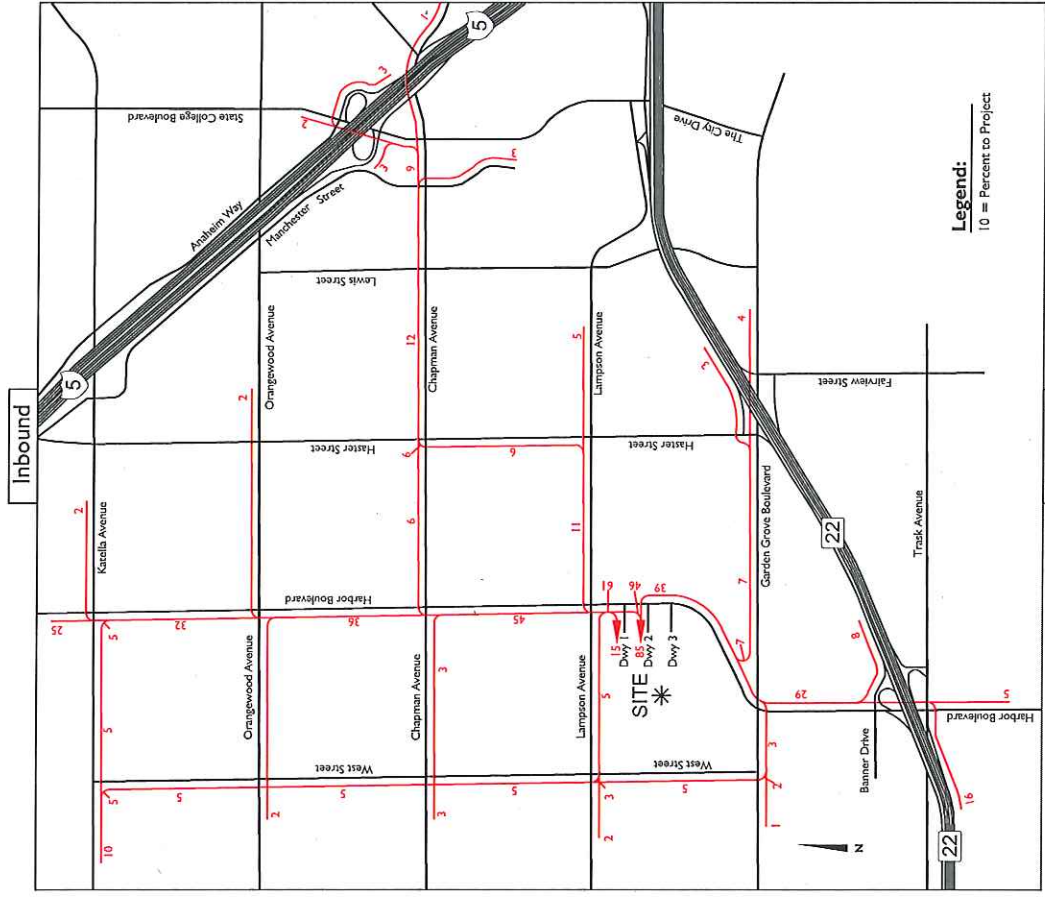
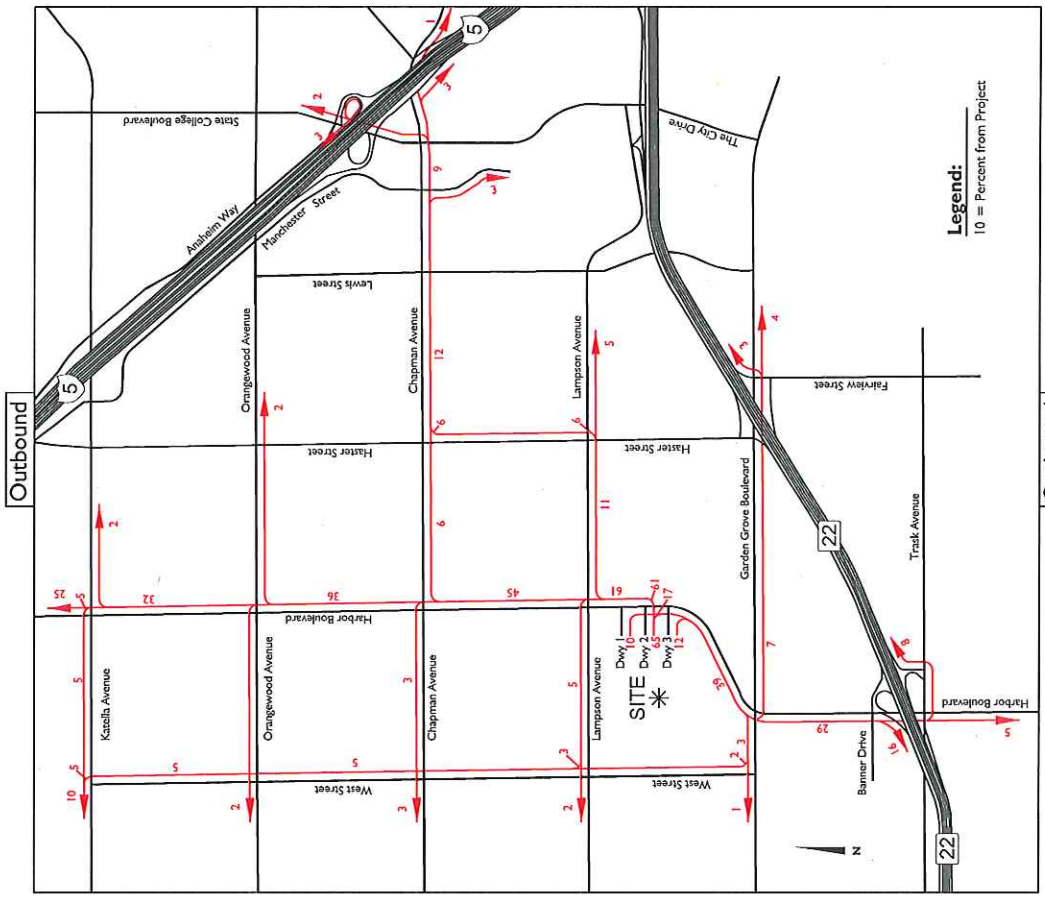


Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

City of Garden Grove
 Traffic Study for a Mixed-Use Project

Figure 10
 PM Peak Hour Project Trips

Exhibit F
Project Trip Distribution



Appendix D

Existing Plus Project Conditions
Intersection Analysis Worksheets

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING PLUS PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	3	1	0	2

Volume Module:

Base Vol:	8	8	37	18	31	71	99	1048	18	49	641	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	8	37	18	31	71	99	1048	18	49	641	34
Added Vol:	0	0	0	0	0	0	0	-1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	37	18	31	71	99	1047	18	49	641	34
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	8	31	18	31	71	99	1047	15	49	641	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	31	18	31	71	99	1047	15	49	641	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	8	31	18	31	71	99	1047	15	49	641	34

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.15	0.26	0.59	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	850	850	1700	255	439	1006	1700	5100	1700	1700	4843	257

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.02	0.01	0.07	0.07	0.06	0.21	0.01	0.03	0.13	0.13
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING PLUS PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	86	41	110	29	71	68	90	985	113	151	953	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	41	110	29	71	68	90	985	113	151	953	41
Added Vol:	0	0	0	3	0	0	0	21	0	0	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	41	110	32	71	68	90	1006	113	151	963	42
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	41	94	32	71	68	90	1006	96	151	963	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	41	94	32	71	68	90	1006	96	151	963	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	41	94	32	71	68	90	1006	96	151	963	42

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.32	1.00	0.19	0.41	0.40	1.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	1151	549	1700	318	706	676	1700	5100	1700	1700	4887	213

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.06	0.02	0.10	0.10	0.05	0.20	0.06	0.09	0.20	0.20
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING PLUS PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[18.6]

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	0	0	1	0	0	0	0	0	1	0	0	1	0	2	1	0

Volume Module:

Base Vol:	6	0	26	35	1	24	33	1022	25	45	674	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	26	35	1	24	33	1022	25	45	674	51
Added Vol:	0	0	0	0	0	0	0	0	-1	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	26	35	1	24	33	1022	24	44	674	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	26	35	1	24	33	1022	24	44	674	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	26	35	1	24	33	1022	24	44	674	51

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1413	1913	353	1194	1900	250	725	xxxx	xxxxxx	1046	xxxx	xxxxxx
Potent Cap.:	100	69	649	144	70	756	887	xxxx	xxxxxx	673	xxxx	xxxxxx
Move Cap.:	88	62	649	128	63	756	887	xxxx	xxxxxx	673	xxxx	xxxxxx
Total Cap:	176	167	xxxxxx	238	158	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	0.00	0.04	0.15	0.01	0.03	0.04	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.2	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.2	xxxx	xxxxxx	10.7	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	432	xxxxxx	xxxx	324	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	0.2	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	14.0	xxxxxx	xxxxxx	18.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	14.0			18.6			xxxxxxx			xxxxxxx					
ApproachLOS:	B			C			*			*					

 Note: Queue reported is the number of cars per lane.

KING BUFFET RESTAURANT, GARDEN GROVE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: E[41.8]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING PLUS PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0

Volume Module:

Base Vol:	214	928	236	206	1209	130	170	812	115	248	490	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	928	236	206	1209	130	170	812	115	248	490	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	928	236	206	1209	130	170	812	115	248	490	137
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	928	201	206	1209	111	170	812	98	248	490	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	928	201	206	1209	111	170	812	98	248	490	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	928	201	206	1209	111	170	812	98	248	490	137

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	3986	1114

Capacity Analysis Module:

Vol/Sat:	0.13	0.18	0.12	0.12	0.24	0.07	0.10	0.16	0.06	0.07	0.12	0.12
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 EXISTING PLUS PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0

Volume Module:

Base Vol:	211	1239	194	147	911	102	202	757	170	295	934	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1239	194	147	911	102	202	757	170	295	934	213
Added Vol:	12	0	0	0	0	12	6	6	6	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1239	194	147	911	114	208	763	176	295	946	213
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1239	165	147	911	97	208	763	150	295	946	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1239	165	147	911	97	208	763	150	295	946	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1239	165	147	911	97	208	763	150	295	946	213

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.45	0.55
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	4163	937

Capacity Analysis Module:

Vol/Sat:	0.13	0.24	0.10	0.09	0.18	0.06	0.12	0.15	0.09	0.09	0.23	0.23
Crit Moves:	****			****			****			****		

Appendix E

Opening Year (2016) Without Project
Intersection Analysis Worksheets

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITHOUT PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Prot+Permit			Prot+Permit										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	8	8	37	18	31	71	99	1048	18	49	641	34
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	8	37	18	31	72	100	1058	18	49	647	34
Added Vol:	0	0	0	0	0	0	0	24	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	37	18	31	72	100	1082	18	49	657	34
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	8	32	18	31	72	100	1082	15	49	657	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	32	18	31	72	100	1082	15	49	657	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	8	32	18	31	72	100	1082	15	49	657	34

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.15	0.26	0.59	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	850	850	1700	255	439	1006	1700	5100	1700	1700	4847	253

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.02	0.01	0.07	0.07	0.06	0.21	0.01	0.03	0.14	0.14
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITHOUT PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	86	41	110	29	71	68	90	985	113	151	953	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	41	111	29	72	69	91	995	114	153	963	41
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	41	111	29	72	69	91	1023	114	153	998	41
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	41	94	29	72	69	91	1023	97	153	998	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	41	94	29	72	69	91	1023	97	153	998	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	41	94	29	72	69	91	1023	97	153	998	41

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.32	1.00	0.17	0.43	0.40	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	1151	549	1700	293	718	688	1700	5100	1700	1700	4897	203

Capacity Analysis Module:

Vol/Sat:	0.05	0.08	0.06	0.02	0.10	0.10	0.05	0.20	0.06	0.09	0.20	0.20
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
TRAFFIC IMPACT STUDY
OPENING YEAR (2016) WITHOUT PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C [19.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with 13 columns representing critical gap and follow-up time metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns representing capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap.

Level Of Service Module:

Table with 13 columns representing level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITHOUT PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: E[37.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	10	0	121	35	0	41	39	1046	65	94	1087	26
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	10	0	122	35	0	41	39	1056	66	95	1098	26
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	122	35	0	41	39	1084	66	95	1133	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	122	35	0	41	39	1084	66	95	1133	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	122	35	0	41	39	1084	66	95	1133	26

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1764	2545	394	1776	2565	391	1159	xxxx	xxxxxx	1150	xxxx	xxxxxx
Potent Cap.:	55	27	611	53	27	614	610	xxxx	xxxxxx	615	xxxx	xxxxxx
Move Cap.:	43	22	611	36	21	614	610	xxxx	xxxxxx	615	xxxx	xxxxxx
Total Cap:	128	93	xxxxx	103	83	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.08	0.00	0.20	0.34	0.00	0.07	0.06	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.5	xxxx	xxxxxx			
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.3	xxxx	xxxxxx	11.9	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	474	xxxxxx	xxxx	186	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	1.1	xxxxxx	xxxxxx	1.8	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	15.5	xxxxxx	xxxxxx	37.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	C	*	*	E	*	*	*	*	*	*	*			
ApproachDel:	15.5			37.2			xxxxxx			xxxxxx					
ApproachLOS:	C			E			*			*					

 Note: Queue reported is the number of cars per lane.

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITHOUT PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	3	0	1	0

Volume Module:

Base Vol:	214	928	236	206	1209	130	170	812	115	248	490	137
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	216	937	238	208	1221	131	172	820	116	250	495	138
Added Vol:	0	0	0	0	0	5	10	12	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	937	238	208	1221	136	182	832	118	250	500	138
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	937	203	208	1221	116	182	832	100	250	500	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	937	203	208	1221	116	182	832	100	250	500	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	216	937	203	208	1221	116	182	832	100	250	500	138

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.35	0.65
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	3994	1106

Capacity Analysis Module:

Vol/Sat:	0.13	0.18	0.12	0.12	0.24	0.07	0.11	0.16	0.06	0.07	0.13	0.13
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITHOUT PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0

Volume Module:

Base Vol:	211	1239	194	147	911	102	202	757	170	295	934	213
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	213	1251	196	148	920	103	204	765	172	298	943	215
Added Vol:	2	0	0	0	0	16	12	15	1	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1251	196	148	920	119	216	780	173	298	961	215
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1251	167	148	920	101	216	780	147	298	961	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1251	167	148	920	101	216	780	147	298	961	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1251	167	148	920	101	216	780	147	298	961	215

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.45	0.55
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	4167	933

Capacity Analysis Module:

Vol/Sat:	0.13	0.25	0.10	0.09	0.18	0.06	0.13	0.15	0.09	0.09	0.23	0.23
Crit Moves:	****			****			****			****		

Appendix F

Opening Year (2016) With Project
Intersection Analysis Worksheets

 KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITH PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
	L - T		R		L - T		R		L - T		R		L - T		R	

Control:	Permitted				Permitted				Prot+Permit				Prot+Permit							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	8	8	37	18	31	71	99	1048	18	49	641	34
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	8	37	18	31	72	100	1058	18	49	647	34
Added Vol:	0	0	0	0	0	0	0	23	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	37	18	31	72	100	1081	18	49	657	34
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	8	32	18	31	72	100	1081	15	49	657	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	32	18	31	72	100	1081	15	49	657	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	8	32	18	31	72	100	1081	15	49	657	34

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.15	0.26	0.59	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	850	850	1700	255	439	1006	1700	5100	1700	1700	4847	253

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.02	0.01	0.07	0.07	0.06	0.21	0.01	0.03	0.14	0.14
Crit Moves:	****			****			****		****			

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITH PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 MAIN STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	86	41	110	29	71	68	90	985	113	151	953	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	41	111	29	72	69	91	995	114	153	963	41
Added Vol:	0	0	0	3	0	0	0	49	0	0	45	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	41	111	32	72	69	91	1044	114	153	1008	42
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	41	94	32	72	69	91	1044	97	153	1008	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	41	94	32	72	69	91	1044	97	153	1008	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	41	94	32	72	69	91	1044	97	153	1008	42

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.32	1.00	0.19	0.41	0.40	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	1151	549	1700	318	706	676	1700	5100	1700	1700	4894	206

Capacity Analysis Module:

Vol/Sat:	0.05	0.08	0.06	0.02	0.10	0.10	0.05	0.20	0.06	0.09	0.21	0.21
Crit Moves:	****			****			****			****		

KING BUFFET RESTAURANT, GARDEN GROVE
TRAFFIC IMPACT STUDY
OPENING YEAR (2016) WITH PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[19.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different traffic metrics and 13 rows for various volume calculations like Base Vol, Growth Adj, etc.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 13 columns for capacity-related metrics like Conflict Vol, Potent Cap, etc.

Level Of Service Module:

Table with 13 columns for level of service metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITH PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #2 PROJECT ACCESS (NS) AT GARDEN GROVE BLVD. (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: E[46.9]

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	0	0	1	0	0	0	0	0	1	0	0	1	0	2	1	0

Volume Module:

Base Vol:	10	0	121	35	0	41	39	1046	65	94	1087	26
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	10	0	122	35	0	41	39	1056	66	95	1098	26
Added Vol:	11	0	17	0	0	0	0	28	24	36	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	139	35	0	41	39	1084	90	131	1133	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	0	139	35	0	41	39	1084	90	131	1133	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	139	35	0	41	39	1084	90	131	1133	26

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1848	2629	406	1848	2661	391	1159	xxxx	xxxxxx	1174	xxxx	xxxxxx
Potent Cap.:	47	24	600	47	23	614	610	xxxx	xxxxxx	602	xxxx	xxxxxx
Move Cap.:	35	18	600	29	17	614	610	xxxx	xxxxxx	602	xxxx	xxxxxx
Total Cap:	116	80	xxxxx	85	63	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.18	0.00	0.23	0.41	0.00	0.07	0.06	xxxx	xxxx	0.22	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.8	xxxx	xxxxxx			
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.3	xxxx	xxxxxx	12.6	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	388	xxxxx	xxxx	160	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	2.0	xxxxxx	xxxxxx	2.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	20.7	xxxxxx	xxxxxx	46.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	C	*	*	E	*	*	*	*	*	*	*			
ApproachDel:		20.7			46.9		xxxxxxx			xxxxxxx					
ApproachLOS:		C			E			*			*				

 Note: Queue reported is the number of cars per lane.

 KING BUFFET RESTAURANT, GARDEN GROVE
 TRAFFIC IMPACT STUDY
 OPENING YEAR (2016) WITH PROJECT CONDITIONS (AM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1		1	0	3	0	1	

Volume Module:

Base Vol:	214	928	236	206	1209	130	170	812	115	248	490	137
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	216	937	238	208	1221	131	172	820	116	250	495	138
Added Vol:	0	0	0	0	0	4	10	12	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	937	238	208	1221	135	182	832	118	250	500	138
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	937	203	208	1221	115	182	832	100	250	500	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	937	203	208	1221	115	182	832	100	250	500	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	937	203	208	1221	115	182	832	100	250	500	138

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.35	0.65
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	3994	1106

Capacity Analysis Module:

Vol/Sat:	0.13	0.18	0.12	0.12	0.24	0.07	0.11	0.16	0.06	0.07	0.13	0.13
Crit Moves:	****				****		****				****	

KING BUFFET RESTAURANT, GARDEN GROVE
TRAFFIC IMPACT STUDY
OPENING YEAR (2016) WITH PROJECT CONDITIONS (PM PEAK HOUR)

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 EUCLID STREET (NS) AT GARDEN GROVE BLVD. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0

Volume Module:

Base Vol:	211	1239	194	147	911	102	202	757	170	295	934	213
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	213	1251	196	148	920	103	204	765	172	298	943	215
Added Vol:	14	0	0	0	0	28	18	20	7	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	1251	196	148	920	131	222	785	179	298	973	215
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	1251	167	148	920	111	222	785	152	298	973	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1251	167	148	920	111	222	785	152	298	973	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	1251	167	148	920	111	222	785	152	298	973	215

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.46	0.54
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	5100	1700	3400	4177	923

Capacity Analysis Module:

Vol/Sat:	0.13	0.25	0.10	0.09	0.18	0.07	0.13	0.15	0.09	0.09	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Appendix G

Scope of Work Correspondence

From: Tony Aquino [<mailto:tony1@ci.garden-grove.ca.us>]
Sent: Tuesday, March 24, 2015 7:57 AM
To: Tiffany Giordano
Cc: Dan Candelaria; Karl Hill; Chris Chung
Subject: Re: Proposed King Buffet Restaurant Focused TIS Scope of Work

Hi Tiffany,

I have reviewed your proposal regarding the scope of work for a traffic impact study for the King Buffet Restaurant and have these comments:

1. The Trip Distribution (Exhibit A) only shows the trips going out from the restaurant. Please incorporate the incoming trips as well.
2. In addition to the two intersections that are to be analyzed, please also analyze the intersection of Garden Grove Blvd. and Main St.
3. Please keep in mind that more intersections may need to be analyzed if there is significant impact at any of the two intersections you've proposed along with the intersection stated above.

If you have any questions, please contact me.

Sincerely,

Tony Aquino, P.E.
City Traffic Engineer
City of Garden Grove
Public Works Dept.
(714) 741-5193

From: "Tiffany Giordano" <tg@rkengineer.com>
To: "Tony Aquino" <tony1@ci.garden-grove.ca.us>
Cc: "Rogier Goedecke" <rg@rkengineer.com>, "David Webber" <david@rdscompany.com>, "Graham Allchorn" <GAllchorn@rmrginc.com>
Sent: Monday, March 23, 2015 3:55:43 PM
Subject: Proposed King Buffet Restaurant Focused TIS Scope of Work

Hello Tony,

On behalf of RK, I would like to propose the following scope of work for a focused traffic impact study for the proposed King Buffet Restaurant. I have attached the proposed trip generation. Based on the City's comments, the trip generation is conservative, since there are no pass-by reductions. However, there is a reduction for the existing Office Depot land use. I have also attached the proposed trip distribution for the restaurant.

Based on the trip generation and trip distribution, it is appropriate to analyze the following two (2) intersections:

1. Full access unsignalized driveway to the west of the project site. This driveway intersects with Garden Grove Boulevard.

2. Euclid Street at Garden Grove Boulevard

RK will analyze the above intersections in the following scenarios:

- Existing conditions (existing traffic volumes only)
- Existing Plus Project conditions (existing traffic volumes plus project traffic volumes)
- Project Buildout (Year 2016) Without Project (existing traffic volumes with a 1% growth, plus cumulative developments within a 1.5 mile radius)
- Project Buildout (Year 2016) With Project (previous scenario plus project traffic volumes)

The signalized intersection will be analyzed utilizing ICU methodology, and the unsignalized driveway will utilize HCM 2000. All analysis will be completed using Traffix software.

Please respond to this email with your approval or comments.

Thank you for your time.

Sincerely,

Tiffany Giordano



transportation planning / traffic engineering & design
acoustical engineering / community traffic calming

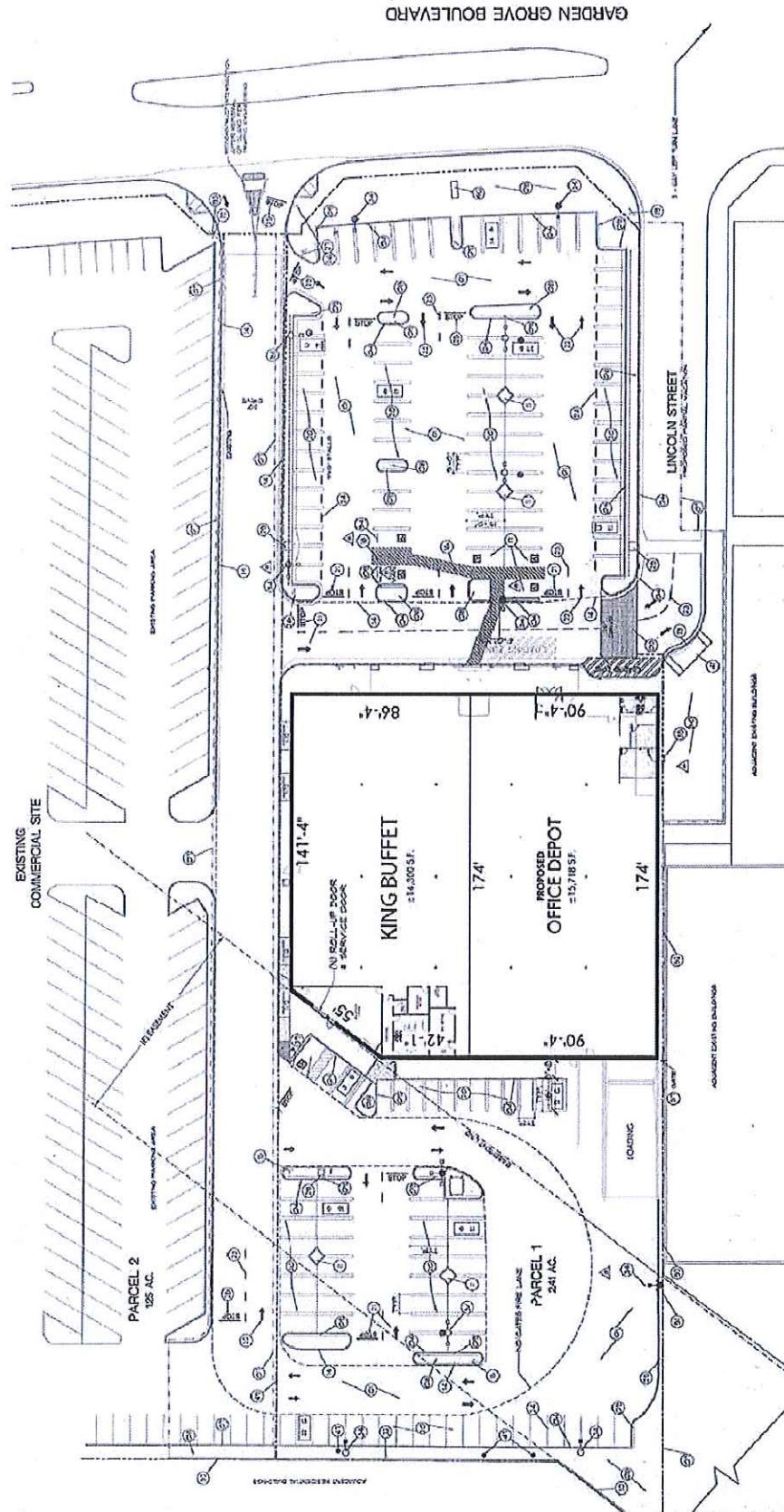
4000 Westerly Place, Suite 280
Newport Beach, CA 92660
tel. 949.474.0809
fax 949.474.0902

www.rkengineer.com

Appendix H

King Buffet Restaurant Observed Parking Analysis,
Prepared by RK Engineering Group, Inc.
(March 18, 2015)

PROPOSED KING BUFFET RESTAURANT OBSERVED PARKING ANALYSIS (REVISED 03/18/2015) City of Garden Grove, California



**PROPOSED KING BUFFET RESTAURANT
OBSERVED PARKING ANALYSIS
(REVISED 03/18/2015)
City of Garden Grove, California**

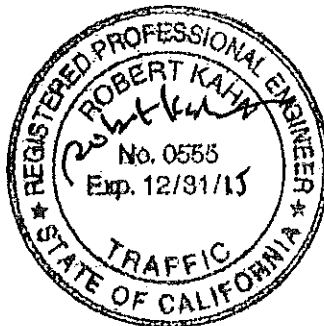
Prepared for:

EMERALD SQUARE II, LLC
1234 East 17th Street
Santa Ana, CA 92701

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

**Robert Kahn, P.E.
Rogier Goedecke
Tiffany Giordano, E.I.T.**



March 18, 2015

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1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

The purpose of this study is to evaluate the parking demand for the proposed King Buffet Restaurant location by utilizing observed parking demand studies. Additionally, a trip generation analysis will be completed for the proposed King Buffet Restaurant land use.

The following is provided in this report:

- A description of the study area and proposed project.
- Information about the City of Garden Grove's Municipal Code related to parking.
- Results of the observed parking study at the project site, which provides the parking demand for the existing Office Depot.
- Results of the observed parking study at an operating King Buffet Restaurant located in the City of Los Angeles.
- Calculations for the expected parking demand at the project site for the combination of the Office Depot and King Buffet Restaurant based on the results of the observed parking studies at the two (2) locations.
- Trip generation calculations for the proposed land use.
- Conclusions drawn from the results of the aforementioned studies and analysis.

1.2 Study Area and Site Description

The proposed project site is located near the southwest corner of Garden Grove Boulevard and Euclid Street in the City of Garden Grove, as shown in Exhibit A. The site shares access with Costco and Del Taco to the west, and a variety of land uses in a shopping center to the east.

As shown in Exhibit C, the project site is a rectangular area, with two (2) parking areas separated by an approximate 30,000 square foot building. Currently, the building is fully occupied by Office Depot, and the site provides a total of 151 parking spaces.

The proposed project will remodel the existing building to accommodate a 14,300 square foot King Buffet Restaurant, with the remaining 15,700 square feet continuing to operate as Office Depot. There are no plans to alter the exterior building walls, completely utilizing the existing building shell. Therefore, there are no expected changes to the number of parking spaces provided for the proposed project. A conceptual site plan is provided in Exhibit B.

The Reciprocal Easement Agreement (REA), provided in Appendix A, determines that there should not be shared parking between the project site and the adjacent tenants. Ideally, only visitors to the Office Depot and the future King Buffet Restaurant should be parking in the provided 151 parking spaces.

1.3 City of Garden Grove Municipal Code

The City of Garden Grove Municipal Code (Appendix B) requires five (5) parking spaces per 1,000 square feet for retail land use, and ten (10) parking spaces per 1,000 square feet for restaurant land use. Table 1 provides the required parking based on the City of Garden Grove Code for both existing and proposed land uses. Currently, the existing Office Depot requires 150 parking spaces and the project site provides 151 parking spaces. Therefore, the project site provides one (1) parking space above code. The proposed mixed land use development will require 222 parking spaces based on the Code for restaurant and retail land use parking rates. Based on the existing number of parking spaces provided, the proposed land use will be deficient by 71 parking spaces.

Due to the deficiency, the number of parking spaces required does not meet the parking code requirements. However, a buffet-style restaurant does not operate like a typical restaurant: extra square footage is required for the buffet line. Additionally, an Office Depot sells a specific product and does not operate like a typical retail store. The City of Garden Grove allows a traffic engineering and planning analysis to be conducted to determine an appropriate parking rate for land uses not provided within the City's Code. Therefore, observed parking demand studies are used to determine the projected parking demand for the existing Office Depot and the proposed King Buffet restaurant.

2.0 Office Depot Observed Parking Demand Study

The following sections discuss the observed parking study conducted at the project site, including the parameters, the results, and the conclusions drawn from the study.

2.1 Observed Parking Study Parameters

In order to establish the peak parking demand at the project site for the existing Office Depot, RK performed an observed parking demand survey at the site. To accomplish this, observed parking counts were obtained during the following times:

- Friday, January 23, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.
- Saturday, January 24, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.

The existing parking lot was divided into two (2) zones, as shown in Exhibit C. The observed parking counts are provided in Appendix C. The observed parking survey coincides with the peak hours of operation for the existing land use and was conducted during normal weekday and weekend conditions, when typical activities for the site were expected.

As previously discussed, the project site is in close proximity to Costco. The visitors to Costco should not be parking in the 151 parking spaces provided for the Office Depot per the REA. The observed count data provided in Appendix C provide the number of times a vehicle parked in the project site area and then the occupants walked to Costco. However, to be conservative, the visitors to Costco were not reduced from the total observed demand data.

2.2 Observed Parking Study Findings

A summary of the observed parking study can be found in Tables 2 and 3. The observed peak hour occurred on Saturday, January 24, at 3:00 PM. There were a total of 70 parked cars, which is approximately 46.4% of the total parking supplied. The total includes the vehicles which parked at the site but walked to the adjacent Costco. However, it should be noted that on Friday, there were 20 vehicle's occupants which parked at the project site but then walked to Costco. On Saturday, there were a total of 63 vehicle occupants which were observed parking at the site and then walking to Costco.

The observed study demonstrates that the current building occupancy demand does not exceed the parking supply.

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3.0 King Buffet Observed Parking Demand Study

The following sections discuss the observed parking study conducted at the project site, including the parameters, the results, and the conclusions drawn from the study.

3.1 Observed Parking Study Parameters

In order to establish the peak parking demand for the proposed King Buffet Restaurant, RK performed an observed parking demand survey at an operating King Buffet Restaurant located at 1375 North Western Avenue in the City of Los Angeles. Observed parking counts were obtained during the following times:

- Friday, January 23, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.
- Saturday, January 24, 2015, between 9:00 AM and 8:00 PM, at one-hour intervals.

It should be noted that the King Buffet observed counts were obtained during the same time as the Office Depot observed counts. However, the King Buffet Restaurant does not begin operations until 11:00AM. The counts were conducted during the same time to be consistent.

An aerial of the existing King Buffet in Los Angeles is provided in Exhibit D. The observed parking counts are provided in Appendix D. The observed parking survey coincides with the peak hours of operation for the existing land uses and was conducted during normal weekday and weekend conditions, when typical activities for the site were expected.

The existing King Buffet has an area of approximately 11,200 square feet, with 80 parking spaces provided on-site. The business typically operates from 11:00 AM to 9:30 PM, however observed counts were started at 9:00 AM to count any employees that may have been on site.

3.2 Observed Parking Study Findings

A summary of the observed parking study can be found in Tables 4 and 5. The observed peak hour occurred on both Friday and Saturday, at 2:00 PM. There were a total of 58 parked cars, which is approximately 72.5% of the total parking supplied.

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4.0 Projected Parking Demand

Tables 6 and 7 provide the projected parking demand for the proposed project during a typical Friday and Saturday condition.

As can be seen in the tables, the total observed demand for the Office Depot was used as a base. This is conservative, since the proposed Office Depot will have approximately half of the square footage as the existing Office Depot. Next, the projected parking demand for the proposed King Buffet Restaurant is calculated based on the existing Los Angeles King Buffet observed demand. The existing Los Angeles King Buffet is approximately 11,200 square feet, and the proposed King Buffet is expected to be approximately 14,300 square feet. The ratio of square footage was applied to the observed demand to determine an appropriate projected demand for the proposed restaurant.

The observed demand for the Office Depot and the projected demand for the proposed King Buffet were added to determine the parking demand at the project site. The following is a summary of the projected parking demand:

- The typical Friday projected demand uses the observed counts from Friday, January 23, 2015. The peak is projected to occur at 2:00 PM with a total of 140 vehicles parked, which is approximately 92.7% of the supplied parking.
- The typical Saturday projected demand uses the observed counts from Saturday, January 24, 2015. The peak is projected to occur at 2:00 PM with a total of 133 vehicles parked, which is approximately 88.1% of the supplied parking.
- Table 8 provides a summary of the projected parking demand. During projected peak demands, there is still a surplus of 11 parking spaces, or there is still 7.3% of the parking lot available for additional demand.

The projected parking demand determines that there is a sufficient amount of parking spaces to accommodate the proposed King Buffet Restaurant. It should be noted that the projected demand is conservative, since the calculations utilize the observed parking demand for a 30,000 square foot Office Depot.

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5.0 Trip Generation Analysis

Trip generation represents the amount of trips that are produced and attracted by a development. Trip generation rates are developed in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

This report analyzes the expected number of trips generated by the proposed King Buffet Restaurant project site. The expected number of trips generated by the Office Depot is not included in this analysis. This is primarily due to the fact that the Office Depot is expected to generate the same number of trips in the proposed and existing scenarios, even though the square footage will be greatly reduced. Therefore, the King Buffet is analyzed individually.

This analysis has made some adjustments to the trip generation for the King Buffet Restaurant based on recommended practices from the ITE Handbook. The AM peak hour rate utilizes the Quality Restaurant (ITE Code 931) rate. This is primarily due to the fact that the proposed King Buffet Restaurant will not begin operating until 11:00am, which is typical of a Quality Restaurant. The High Turnover Restaurant (ITE Code 932) rate assumes the restaurant will be open during the AM peak hour.

Table 9 shows the trip generation for the proposed King Buffet Restaurant. The proposed restaurant is expected to generate 12 trips per hour in the AM peak hour and 141 trips per hour in the PM peak hour and 1,818 daily trip-ends.

This analysis concludes that the proposed restaurant is expected to generate a large number of PM peak hour trips. Most Orange County cities require a traffic impact analysis to be conducted if the project is expected to attract more than 50 peak hour trips. The proposed King Buffet Restaurant is expected to attract 141 PM peak hour trips, therefore a very focused traffic impact analysis is suggested.

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6.0 Conclusions

As evident in this study, there are enough parking spaces at the project site to accommodate the proposed King Buffet Restaurant. The analysis is conservative in that it assumes the Office Depot will be operating as a 30,000 square foot building, when it will be approximately half the size with the addition of the King Buffet Restaurant. By taking this into account, the project will still not exceed the parking supply of the site. The following is a summary of the findings:

1. For typical Friday conditions, the site is projected to have a peak parking demand of 140 parking spaces based on the observed parking demands generated in this study. The site will provide 151 parking spaces, thereby resulting in 11 surplus parking spaces during peak times.
2. For typical Saturday conditions, the site is projected to have a peak parking demand of 133 parking spaces based on the observed parking demands generated in this study. The site will provide 151 parking spaces, thereby resulting in 18 surplus parking spaces during peak times.
3. The proposed restaurant is expected to generate 12 trips per hour during the AM peak hour.
4. The proposed restaurant is expected to generate 141 trips per hour during the PM peak hour.
5. The project should monitor its peak parking demand as needed to refine parking management operations at the site.

In conclusion, the conservative parking analysis shows that the project site is expected to have surplus parking spaces during the analysis time period. The trip generation analysis determines that the project should conduct a very focused traffic impact analysis since it exceeds 50 peak hour trips.

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Exhibits

Exhibit A
Location Map

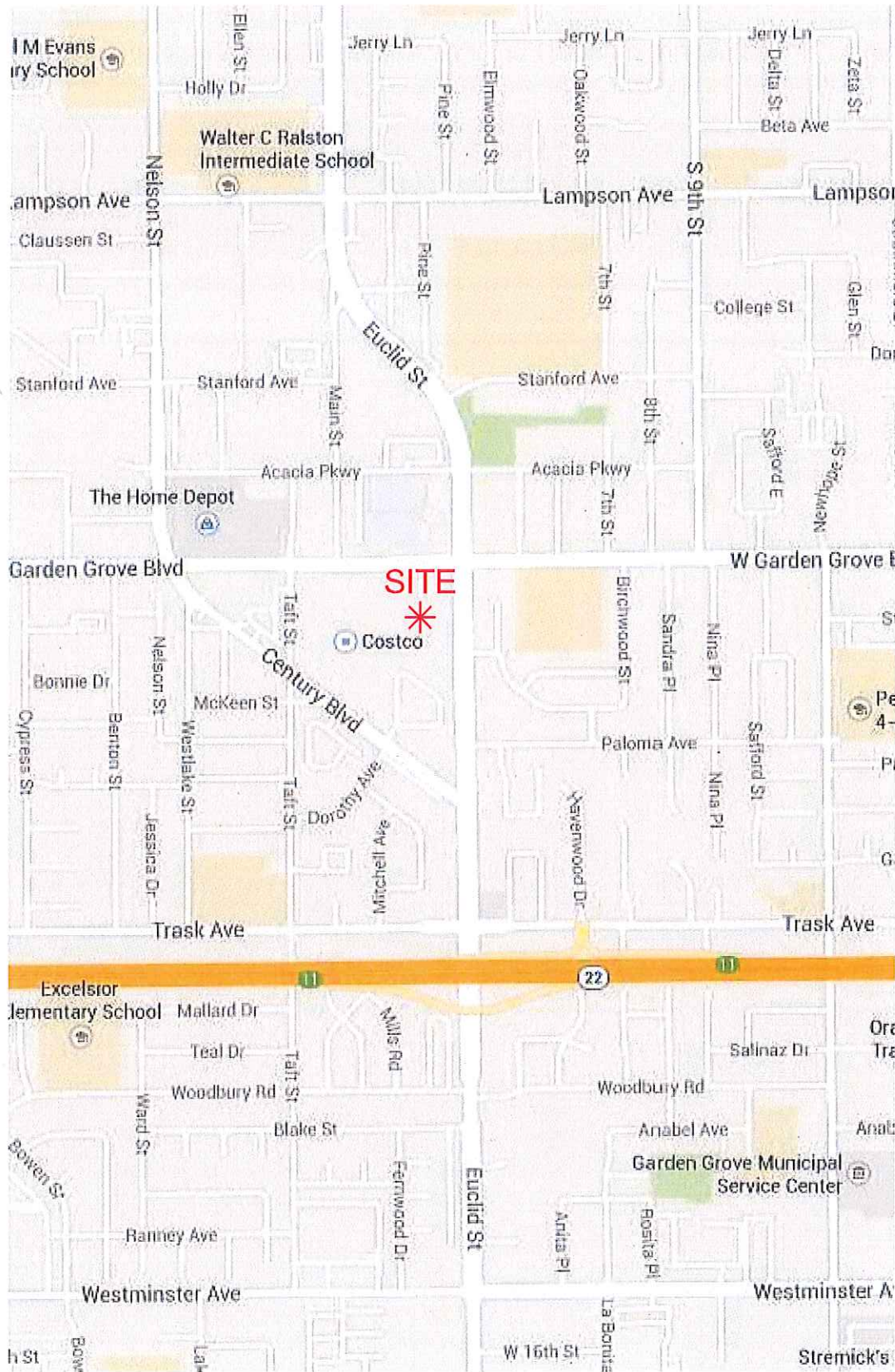
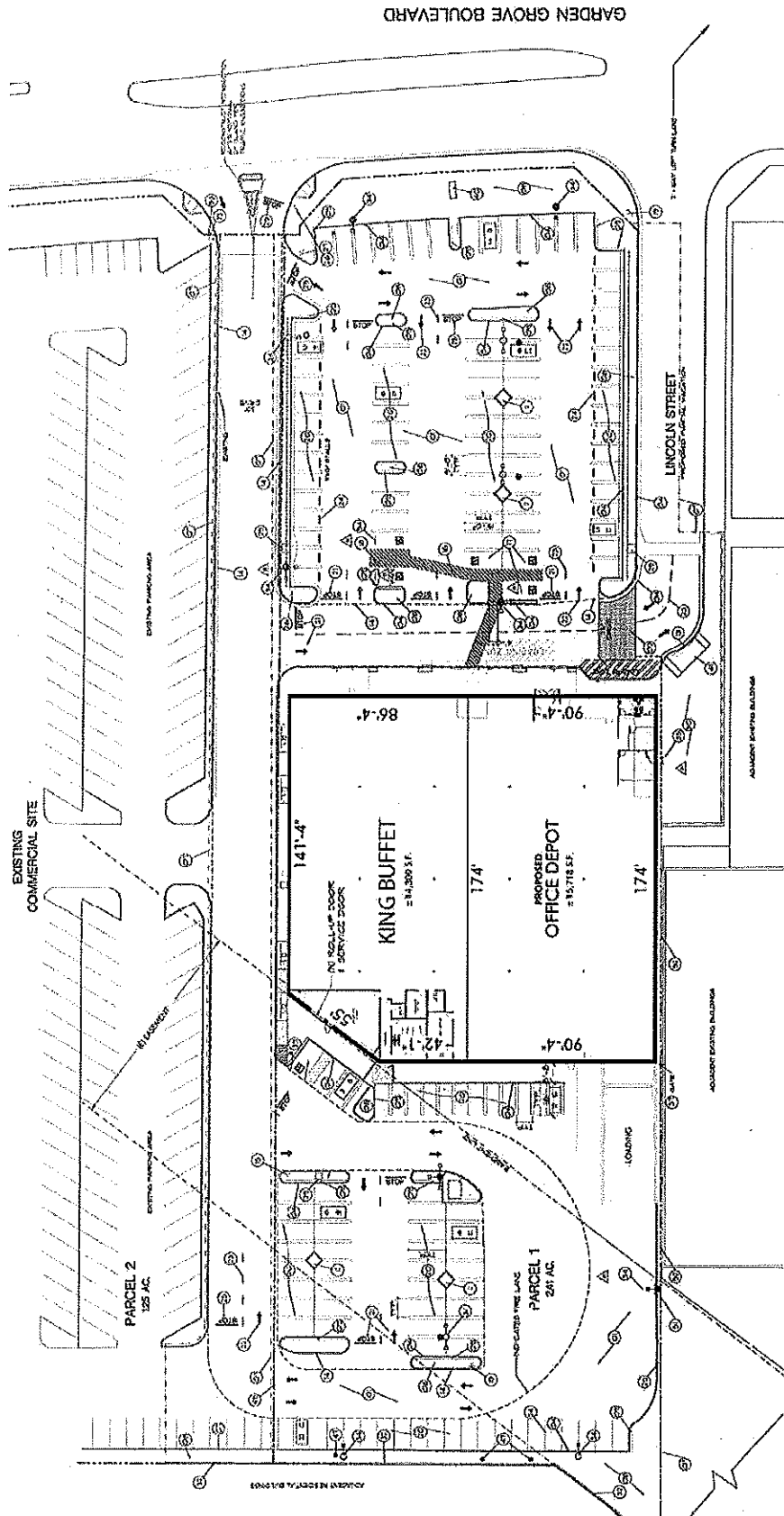


Exhibit B Site Plan



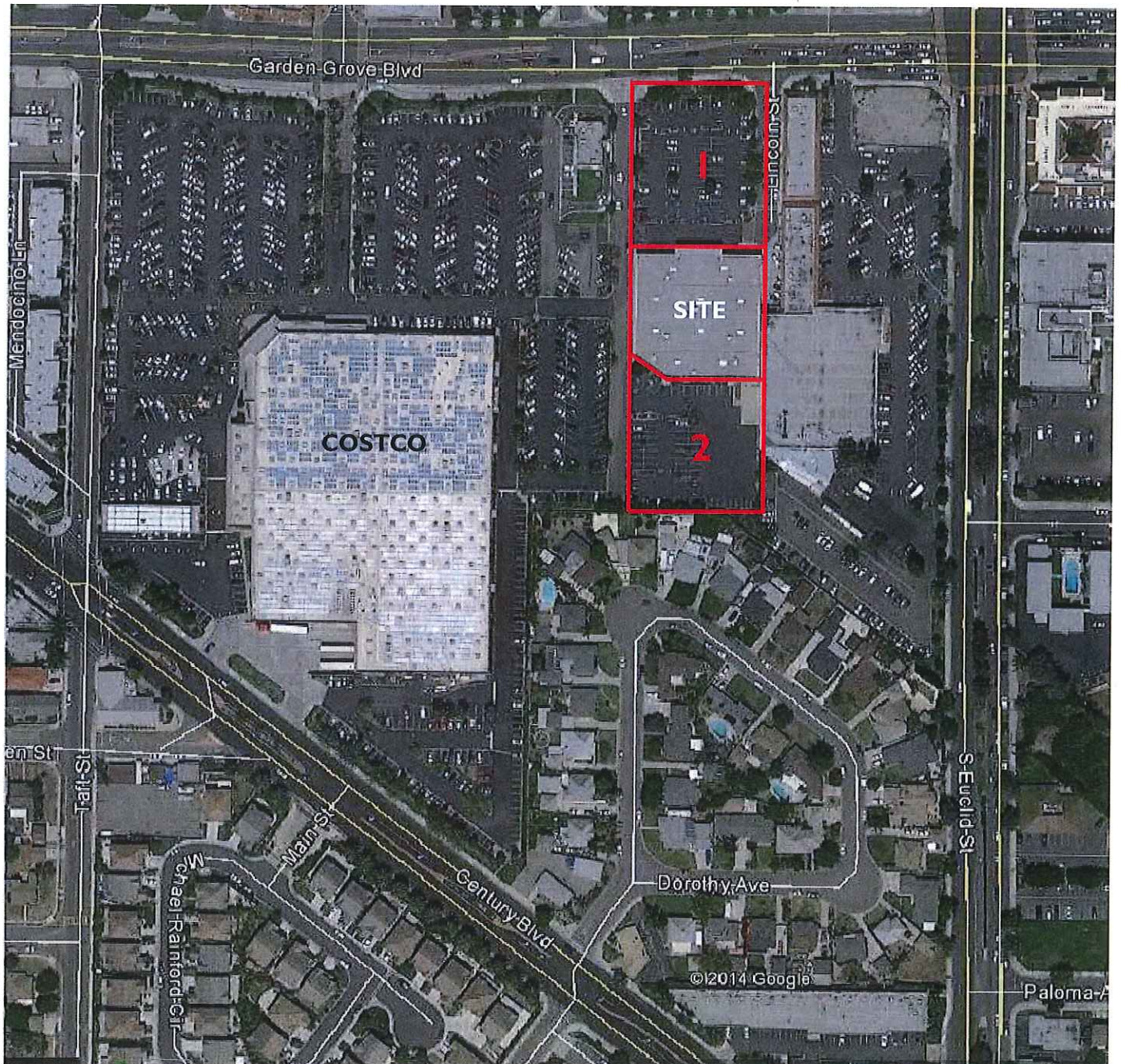
2460-2014-01 (ExB)

PROPOSED KING BUFFET RESTAURANT OBSERVED PARKING ANALYSIS, City of Garden Grove, California



engineering
group, inc.

Exhibit C Zone Map



Legend:


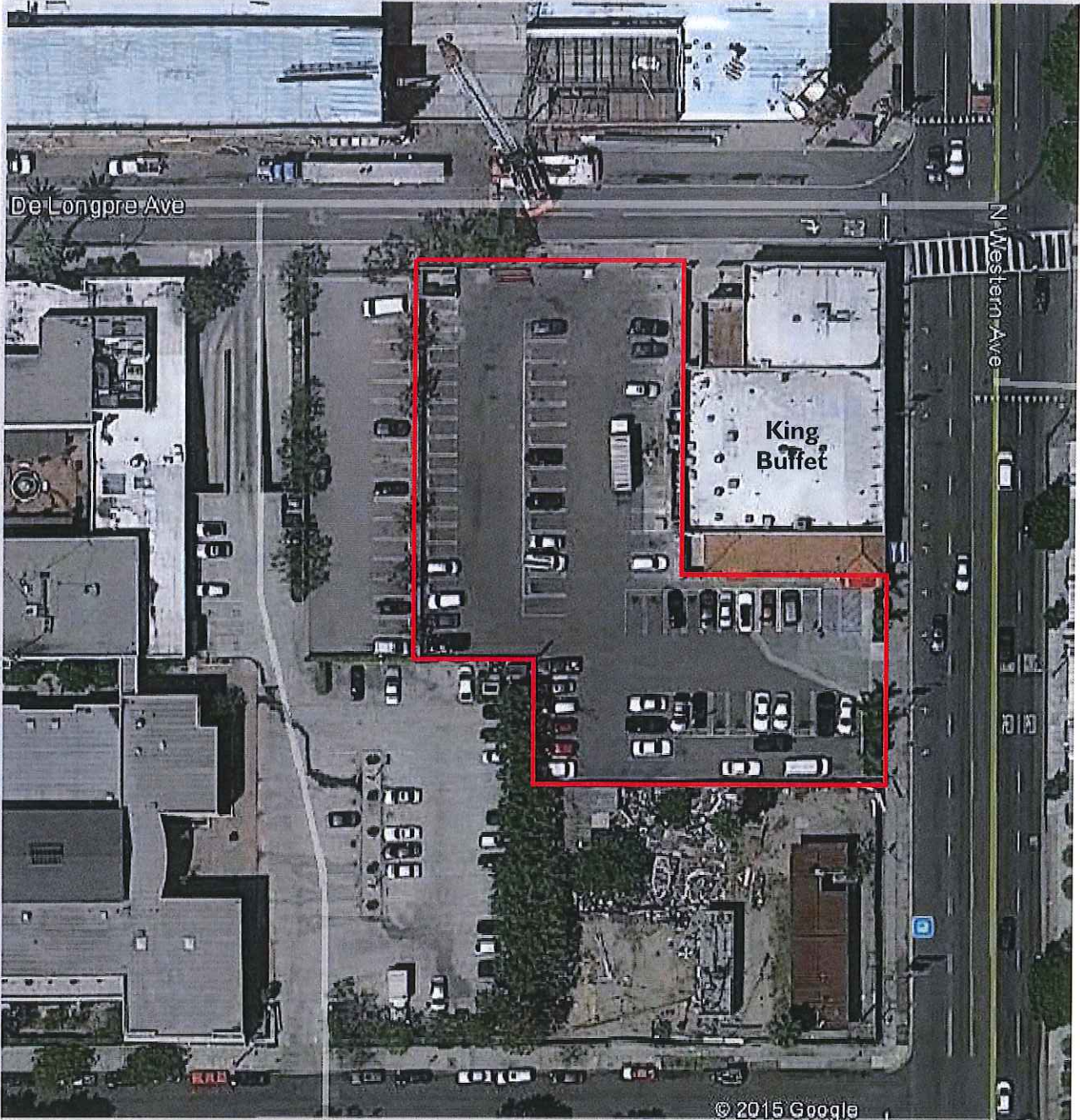
 = Study Area



Exhibit D
Los Angeles King Buffet Restaurant Aerial



Legend:
[Red Outline] = Study Area



Tables

Table 1
City of Garden Grove Code Required Parking¹

Existing Land Use				
Tenant Name	Land Use	Gross Square Feet	Garden Grove Parking Rate¹	No. of Spaces Required
Office Depot	Retail	30,000	5 spaces per 1000 SF	150
Subtotal		30,000		150
Total Parking Spaces Provided				151
Additional Spaces Per Parking Code				+1

Proposed Land Use				
Tenant Name	Land Use	Gross Square Feet	Garden Grove Parking Rate¹	No. of Spaces Required
Office Depot	Retail	15,700	5 spaces per 1000 SF	79
King Buffet	Restaurant	14,300	10 spaces per 1000 SF	143
Subtotal		30,000		222
Total Parking Spaces Provided				151
Additional Spaces Per Parking Code				-71

¹ Per City of Garden Grove Municipal Code, Section 9.18.140: Parking.

Table 2
Observed Parking Demand at Office Depot
Friday, January 23, 2015



TIME	Zone 1		Zone 2		TOTALS	Percent Occupied
		Regular		Regular		
Spaces	5	79	1	66	151	
9:00 AM	1	33	0	10	44	29.1%
10:00 AM	1	41	0	9	51	33.8%
11:00 AM	1	46	0	9	56	37.1%
12:00 PM	0	42	0	11	53	35.1%
1:00 PM	1	42	0	22	65	43.0%
2:00 PM	0	45	0	20	65	43.0%
3:00 PM	0	39	0	16	55	36.4%
4:00 PM	0	32	1	13	46	30.5%
5:00 PM	0	47	0	7	54	35.8%
6:00 PM	0	35	0	7	42	27.8%
7:00 PM	0	24	0	5	29	19.2%
8:00 PM	0	17	0	4	21	13.9%

Table 3
Observed Parking Demand at Office Depot
Saturday, January 24, 2015



TIME	Zone 1		Zone 2		TOTALS	Percent Occupied
		Regular		Regular		
Spaces	5	79	1	66	151	
9:00 AM	0	28	0	0	28	18.5%
10:00 AM	0	39	0	3	42	27.8%
11:00 AM	2	31	0	2	35	23.2%
12:00 PM	0	34	0	8	42	27.8%
1:00 PM	0	37	1	13	51	33.8%
2:00 PM	1	33	1	23	58	38.4%
3:00 PM	1	31	0	38	70	46.4%
4:00 PM	1	34	0	26	61	40.4%
5:00 PM	0	25	0	20	45	29.8%
6:00 PM	0	28	0	17	45	29.8%
7:00 PM	1	17	0	12	30	19.9%
8:00 PM	1	14	0	11	26	17.2%

Table 4
Observed Parking Demand at Existing King Buffet
Friday, January 23, 2015


TIME		Regular	TOTALS	Percent Occupied
Spaces	1	79	80	
9:00 AM	0	1	1	1.3%
10:00 AM	0	2	2	2.5%
11:00 AM	1	10	11	13.8%
12:00 PM	0	41	41	51.3%
1:00 PM	1	55	56	70.0%
2:00 PM	1	57	58	72.5%
3:00 PM	1	53	54	67.5%
4:00 PM	1	31	32	40.0%
5:00 PM	0	19	19	23.8%
6:00 PM	1	27	28	35.0%
7:00 PM	1	47	48	60.0%
8:00 PM	1	47	48	60.0%

Table 5
Observed Parking Demand at Existing King Buffet
Saturday, January 24, 2015


TIME		Regular	TOTALS	Percent Occupied
Spaces	1	79	80	
9:00 AM	0	4	4	5.0%
10:00 AM	0	7	7	8.8%
11:00 AM	0	15	15	18.8%
12:00 PM	1	40	41	51.3%
1:00 PM	0	54	54	67.5%
2:00 PM	1	57	58	72.5%
3:00 PM	1	43	44	55.0%
4:00 PM	0	37	37	46.3%
5:00 PM	1	35	36	45.0%
6:00 PM	1	37	38	47.5%
7:00 PM	1	52	53	66.3%
8:00 PM	1	41	42	52.5%

Table 6
Projected Parking Demand For a Typical Friday¹

TIME	Observed Demand at Office Depot ²	Observed Demand at Los Angeles King Buffet ³	Projected Demand for Proposed King Buffet ⁴	Observed Office Depot Demand Plus Projected King Buffet Demand ⁵	Percent Occupied
Spaces ³	151	80		151	
9:00 AM	44	1	2	46	30.5%
10:00 AM	51	2	3	54	35.8%
11:00 AM	56	11	15	71	47.0%
12:00 PM	53	41	53	106	70.2%
1:00 PM	65	56	72	137	90.7%
2:00 PM	65	58	75	140	92.7%
3:00 PM	55	54	69	124	82.1%
4:00 PM	46	32	41	87	57.6%
5:00 PM	54	19	25	79	52.3%
6:00 PM	42	28	36	78	51.7%
7:00 PM	29	48	62	91	60.3%
8:00 PM	21	48	62	83	55.0%

¹ Based on counts conducted Friday, January 23, 2015.

² See Table 2.

³ See Table 4.

⁴ Projected demand was estimated by taking a ratio of the existing King Buffet square footage (11,200 SF) and the proposed King Buffet square footage (14,300 SF). The estimate is used to determine how many vehicles will be parked for the proposed King Buffet based on the square footage and time of day.

⁵ The expected demand for the proposed land uses is estimated by using the full Office Depot observed parking demand and the projected King Buffet parking demand.

Table 7
Projected Parking Demand For a Typical Saturday

TIME	Observed Demand at Office Depot ²	Observed Demand at Los Angeles King Buffet ³	Projected Demand for Proposed King Buffet ⁴	Observed Office Depot Demand Plus Projected King Buffet Demand ⁵	Percent Occupied
Spaces ³	151	80		151	
9:00 AM	28	4	6	34	22.5%
10:00 AM	42	7	9	51	33.8%
11:00 AM	35	15	20	55	36.4%
12:00 PM	42	41	53	95	62.9%
1:00 PM	51	54	69	120	79.5%
2:00 PM	58	58	75	133	88.1%
3:00 PM	70	44	57	127	84.1%
4:00 PM	61	37	48	109	72.2%
5:00 PM	45	36	46	91	60.3%
6:00 PM	45	38	49	94	62.3%
7:00 PM	30	53	68	98	64.9%
8:00 PM	26	42	54	80	53.0%

¹ Based on counts conducted Saturday, January 24, 2015.

² See Table 3.

³ See Table 5.

⁴ Projected demand was estimated by taking a ratio of the existing King Buffet square footage (11,200 SF) and the proposed King Buffet square footage (14,300 SF). The estimate is used to determine how many vehicles will be parked for the proposed King Buffet based on the square footage and time of day.

⁵ The expected demand for the proposed land uses is estimated by using the full Office Depot observed parking demand and the projected King Buffet parking demand.

Table 8
Projected Parking Demand for King Buffet Restaurant and Office Depot
Results Summary¹

Day	Total Number of Spaces Provided	Peak Parking Time	Peak Parking Demand	Number of Surplus Parking Stalls at Peak	Percent of Parking Available at Peak
Typical Friday	151	2:00 PM	140	11	7.3%
Typical Saturday	151	2:00 PM	133	18	11.9%

¹ Projected counts can be found in Tables 6 and 7.

TABLE 9
Proposed Land Use Trip Generation¹

Proposed Land Use										
Land Use	ITE Code	Quantity	Units ²	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
High Turnover / Sit Down Restaurant ³	932	14.300	TSF	7	5	12	85	56	141	1,818

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition, 2012

² TSF = Thousand Square Feet

³ The proposed restaurant will not open until after the 7:00AM - 9:00AM peak hours. Therefore, the number of AM peak hour trips generated is similar to that of a quality restaurant. For this analysis, the AM peak hour uses the trip generation rate for Quality Restaurant (ITE Code 931), and the PM peak hour and daily trips uses the trip generation rates for High Turnover / Sit Down Restaurant (ITE Code 932).