



A G E N D A

GARDEN GROVE PLANNING COMMISSION

REGULAR MEETING

SEPTEMBER 20, 2018

COMMUNITY MEETING CENTER
11300 STANFORD AVENUE

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

ROLL CALL: CHAIR BRIETIGAM, VICE CHAIR TRUONG
COMMISSIONERS KANZLER, LAZENBY, LEHMAN, NGUYEN,
SALAZAR

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 Community Meeting Center 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: September 6, 2018
- C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)
 - C.1. SITE PLAN NO. SP-037-2017TE1 (TIME EXTENSION)
VARIANCE NO. V-015-2017TE1 (TIME EXTENSION)
CONDITIONAL USE PERMIT NO. CUP-106-2017TE1 (TIME EXTENSION)

APPLICANT: ROSA ESTELLA BERMEO

LOCATION: NORTH SIDE OF GARDEN GROVE BOULEVARD,
WEST OF KNOTT STREET AT 7051 GARDEN GROVE
BOULEVARD

REQUEST: One-year time extension for the approved entitlements under Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, for (i) the construction of a new service (gas) station, with a new drive-thru convenience store, on a vacant lot located at 7051 Garden Grove Boulevard, (ii) Variance approval to deviate from the minimum rear setback requirement in order to construct a trash enclosure within the rear ten-foot setback, along the northerly property line (adjacent to the SR-22 Freeway), and (iii) Conditional Use Permit approval to allow the new convenience store to operate with a new original State Alcoholic Beverage Control (ABC) Type 20 (Off-Sale, Beer and Wine) License. The site is in the C-2 (Community Commercial) zone.

STAFF RECOMMENDATION: Approve Time Extensions for Site Plan No. SP-037-2017TE1, Variance No. V-015-2017TE1, and Conditional Use Permit No. CUP-106-2017TE1. The City of Garden Grove recognizes that this project was previously categorically exempt from the California Environmental Quality Act (CEQA).

C.2. SITE PLAN NO. SP-058-2018
TENTATIVE PARCEL MAP NO. PM-2018-147

APPLICANT: FRANCIS CHU (FOUNTAINHEAD SHRUGGED, LLC)

LOCATION: WEST SIDE OF GROVE AVENUE, BETWEEN ACACIA
PARKWAY AND GARDEN GROVE BOULEVARD AT
10801 GARDEN GROVE BOULEVARD

REQUEST: Site Plan approval to construct a new 2,485 square foot Taco Bell restaurant pad building, with a drive-thru, on the easterly portion of the existing Home Depot parking lot, along with site improvements that include reconfiguring existing parking spaces and new landscaping. Also, Tentative Parcel Map approval to subdivide the existing 10.7-acre Home Depot property into two (2) lots (10.25-acre Home Depot property and 0.45-acre Taco Bell property) in order to facilitate the development of the Taco Bell site. The site is in the CCSP-CCT63 (Community

Center Specific Plan – Community Center Transit District, Area 63) zone.

STAFF RECOMMENDATION: Approve Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147, subject to the recommended conditions of approval. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15303 – New Construction or Conversion of Small Structures.

C.3. GENERAL PLAN AMENDMENT NO. GPA-003-2018

APPLICANT: CITY OF GARDEN GROVE

LOCATION: CITY OF GARDEN GROVE, CITYWIDE

REQUEST: A General Plan Amendment to adopt a bicycle and pedestrian plan (Garden Grove Active Streets Master Plan) into the Circulation Element by replacing Exhibit CIR-7, Master Plan of Bikeway Facilities, adding Active Transportation goals, policies, and implementations and adopting the Garden Grove Active Streets Master Plan as an appendix. The request includes adoption of a revised Master Plan of Arterial Highways (MPAH) as approved by OCTA.

STAFF RECOMMENDATION: Recommend approval of General Plan Amendment No. GPA-003-2018 to City Council. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15304 – Minor Alterations to Land.

D. MATTERS FROM COMMISSIONERS

E. MATTERS FROM STAFF

F. ADJOURNMENT

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

Meeting Minutes
Thursday, September 6, 2018

CALL TO ORDER: 7:08 p.m.

ROLL CALL:

Chair Brietigam
Vice Chair Truong
Commissioner Kanzler
Commissioner Lazenby
Commissioner Lehman
Commissioner Nguyen
Commissioner Salazar

Absent: Kanzler, Lehman

PLEDGE OF ALLEGIANCE: Led by Commissioner Salazar.

ORAL COMMUNICATIONS – PUBLIC – A group of Cypress Street and area neighborhood residents, including Mark Paredes, Kadi & Gregory Mohr, Alejandra & Alessandra Hernandez, Livier Gonzalez, and Ms. Jones, expressed their concerns for the safety of their neighborhood. Issues included pedestrian safety, speeding and racing cars, multiple car accidents, damaged property due to car accidents, dim or no street lighting, no sidewalks on either side of Cypress Street, and increased traffic due to poor circulation routes from the area becoming a bypass or shortcut. Other streets linked to the issues included Garden Grove Boulevard, Trask Avenue, and Mildred Avenue. Ms. Mohr submitted a 40-signature petition and photo of a car accident, and explained that letters and discussions with City staff had taken place, however, nothing had been done to improve the issues at hand. The Commission suggested the group attend the next Traffic Commission meeting with an updated petition listing specific street-calming measures, such as speed humps, stop signs, street repaints for turns, street closures, etc. and to work with Engineering staff to come up with a solution.

July 19, 2018 MINUTES:

Action: Received and filed.

Motion: Lazenby Second: Truong

Ayes: (4) Brietigam, Lazenby, Nguyen, Truong
Noes: (0) None
Abstain: (1) Salazar

Absent: (2) Kanzler, Lehman

PUBLIC HEARING – AMENDMENT NO. A-022-2018. FOR PORTIONS OF PUBLIC RIGHT-OF-WAY LOCATED WITHIN THE HISTORICAL MAIN STREET AREA, NORTH OF GARDEN GROVE BOUELVARD, SOUTH OF ACACIA PARKWAY.

Applicant: CITY OF GARDEN GROVE

Date: September 6, 2018

Request: City-initiated zoning text amendment to Title 9 of the Garden Grove Municipal Code to add new definitions, operating conditions, and development standards to outdoor dining in the public right-of-way within the Historical Main Street area that involve eating establishments with or without alcohol sales for onsite consumption for properties that are zoned CC-2 (Civic Center Main Street). The Planning Commission will make a recommendation to the Garden Grove City Council regarding the proposed Amendment and a determination that it is categorically exempt from the California Environmental Quality Act pursuant to CEQA Section 15061(b)(3) – Review for Exemption. The site is in the CC-2 (Civic Center Main Street) zone.

Action: Public Hearing held. Speaker(s): Angelo Tavlarides spoke in support.

Action: Resolution No. 5929-18 was approved.

Motion: Truong Second: Salazar

Ayes: (5) Brietigam, Lazenby, Nguyen, Salazar, Truong

Noes: (0) None

Absent: (2) Kanzler, Lehman

PUBLIC HEARING – CONDITIONAL USE PERMIT NO. CUP-139-2018. SIX (6) CITYWIDE EXISTING STREET LIGHTS OWNED BY SOUTHERN CALIFORNIA EDISON, ALL IN THE PUBLIC RIGHT-OF-WAY.

Applicant: SPRINT (J. JOHNSON)

Date: September 6, 2018

Request: Conditional Use Permit approval to allow for the installation and operation of six (6) Citywide small wireless telecommunication facilities disguised as street light poles, along with related below-grade or internally concealed meter, attached equipment, and site improvements. The existing street lights in the City's public right-of-way are owned by Southern California Edison. The street lights will be removed and replaced with the new street light poles, all poles would include small wireless telecommunication facilities. This project is exempt pursuant to CEQA Section 15301 – Existing Facilities.

Action: Public Hearing held. Speaker(s): Barbara Breeden

Action: Resolution No. 5930-18 was approved.

Motion: Lazenby Second: Nguyen

Ayes: (5) Brietigam, Lazenby, Nguyen, Salazar, Truong

Noes: (0) None

Absent: (2) Kanzler, Lehman

MATTERS FROM COMMISSIONERS: Commissioner Lazenby noted that the stop sign at the corner of Bowen and Lake Streets had not been repaired yet. Staff would look into the matter.

Chair Brietigam challenged the City to increase the Police force by 200 sworn officers by the year 2020, and mentioned that he may be absent from the September 20th meeting.

MATTERS FROM STAFF: Staff gave a brief description of the agenda items for the September 20th Planning Commission meeting and noted that four neighborhood workshops with visioning consultants were taking place for the City-owned Willowick Golf Course property located in the City of Santa Ana. The first workshop took place on August 30th with the remaining three to be held on September 27th, October 2nd, and October 25th. Information can be found on the City's website at <https://ggcity.org/econdev/envision-willowick>.

BUILDING PROJECTS UPDATE: Building Official David Dent presented an update of current construction projects such as Kia, SteelCraft, Christ Cathedral, and several other office/residential projects.

ADJOURNMENT: At 9:00 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, September 20, 2018, at 7:00 p.m. in the Council Chamber of the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Motion: Lazenby Second: Truong

Ayes: (5) Brietigam, Lazenby, Nguyen, Salazar, Truong

Noes: (0) None

Absent: (2) Kanzler, Lehman

Judith Moore
Recording Secretary

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: North side of Garden Grove Boulevard, west of Knott Street, at 7051 Garden Grove Boulevard
HEARING DATE: September 20, 2018	GENERAL PLAN: Light Commercial
CASE NOS.: Site Plan No. SP-037-2017TE1, Variance No. V-015-2017TE1, and Conditional Use Permit No. CUP-106-2017TE1 (Time Extension #1)	ZONE: C-2 (Community Commercial)
APPLICANT: Rosa Estella Bermeo	APN: 215-017-01
PROPERTY OWNER: Same as applicant	CEQA DETERMINATION: N/A

REQUEST:

The applicant is requesting approval of a one-year time extension for the approved entitlements under Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, for (i) the construction of a new service (gas) station, with a new drive-thru convenience store, on a vacant lot located at 7051 Garden Grove Boulevard, (ii) Variance approval to deviate from the minimum rear setback requirement in order to construct a trash enclosure within the rear ten-foot setback, along the northerly property line (adjacent to the SR-22 Freeway), and (iii) Conditional Use Permit approval to allow the new convenience store to operate with a new original State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License.

BACKGROUND:

On August 3, 2017, the Planning Commission approved Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017 to: (i) allow the construction of a new service (gas) station, with a new drive-thru convenience store, on a vacant lot located at 7051 Garden Grove Boulevard, along with associated site and landscape improvements; (ii) to allow a deviation from the minimum rear setback requirement in order to construct a trash enclosure within the rear ten-foot setback along the northerly property line adjacent to the SR-22 Freeway; and (iii) to allow the new convenience store to operate with a new original

CASE NOS. SP-037-2017TE1, V-015-2017TE1 & CUP-106-2017TE1

State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License.

TIME EXTENSION:

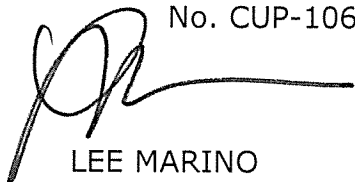
The applicant has indicated that additional time is necessary to finalize construction plans for the project and submit to the City for plan check. The applicant has stated that the project was unexpectedly delayed due to issues with funding, but that they have now secured funding and are ready to move forward on the project. The applicant expects to submit all necessary plans to the City for review and approval in the coming months.

Title 9 of the Municipal Code allows for up to a one-year time extension on the approved Site Plan, Variance, and Conditional Use Permit entitlements. The General Plan Land Use Designation and the zoning of the property have remained the same. As such, the proposed service (gas) station use is conforming to the General Plan and zoning designations of the property. Additionally, the project plans have remained the same with no proposed changes.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following actions:

1. Approve the request for a one-year time extension for Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017 (Time Extension #1).



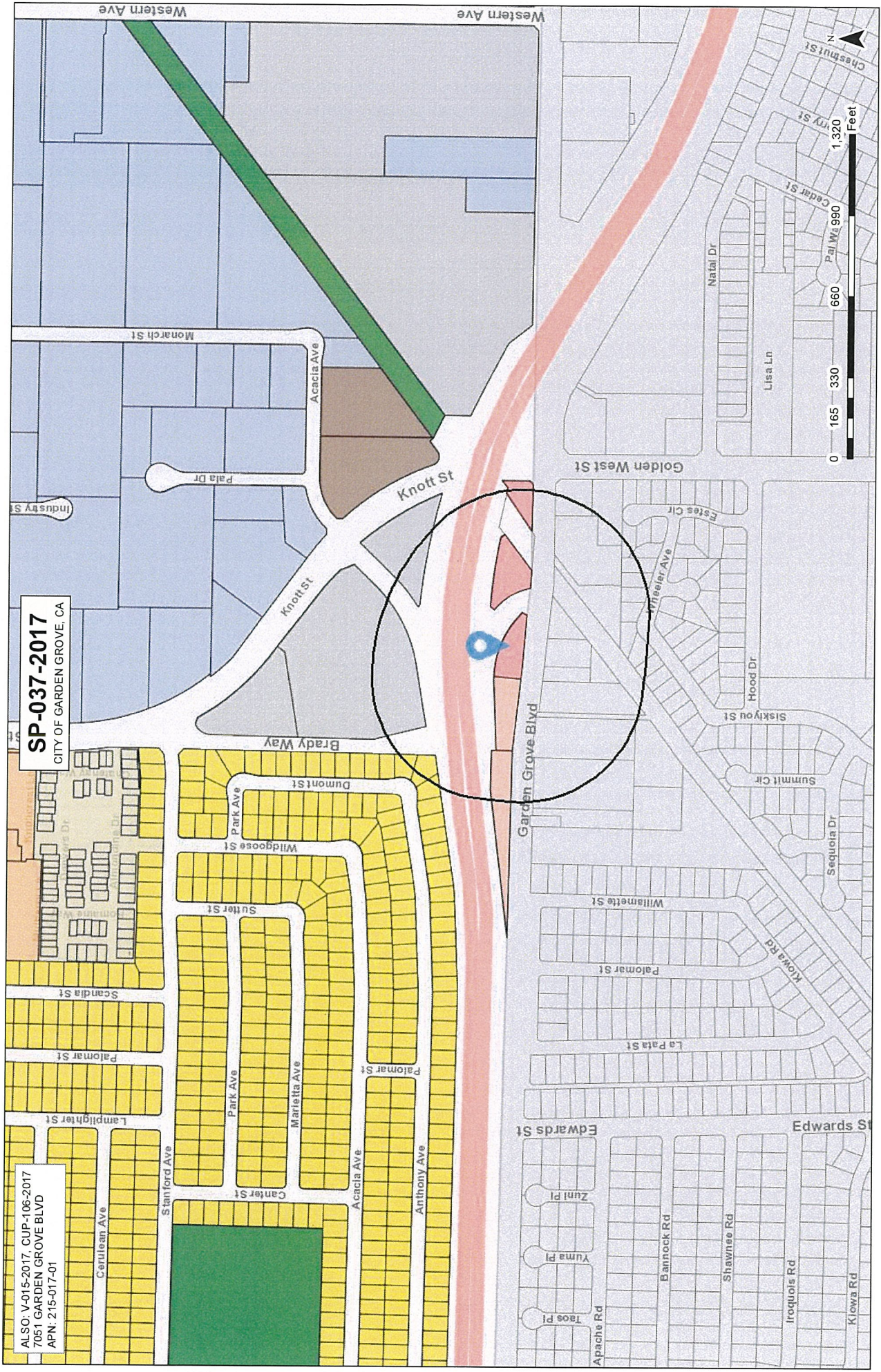
LEE MARINO
Planning Services Manager



By: Chris Chung
Urban Planner

SP-037-2017
CITY OF GARDEN GROVE, CA

ALSO: V-015-2017, CUP-106-2017
7051 GARDEN GROVE BLVD
APN: 215-017-01



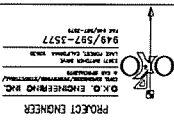
SHEET NO.

SITE:

VACANT LAND
7051 GARDEN GROVE BOULEVARD
GARDEN GROVE, CALIFORNIA

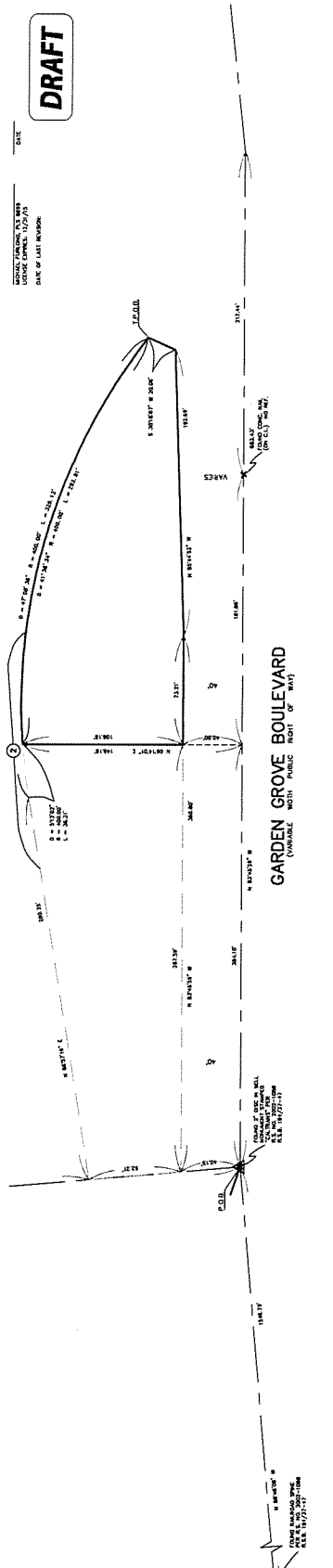
ALTA/TOPOGRAPHIC SURVEY

DATE	7/9/15
SCALE	1" = 30'
DRAWN	C.A.
DESKED	M.F.



NO.	DESCRIPTION	DATE	APP'D.

OWNER	BY	DATE
DEVELOPER	BY	DATE
CITY	BY	DATE
COUNTY	BY	DATE
RECEIVED FROM	BY	DATE



DRAFT

SURVEYOR'S CERTIFICATION:

I, THE ABOVE ENGINEER, LIC. AND REGISTERED NATIONAL TITLE COMPANY WITH A LICENSE TO ENGAGE IN THE BUSINESS OF SURVEYING, HAVE MADE A REASONABLE AND CAREFUL EXAMINATION OF THE RECORDS FOR THIS SURVEY AND THE ADJACENT RECORDS FOR THIS SURVEY, AND I HAVE FOUND THAT THE SURVEY IS ACCURATE AND CORRECT IN ACCORDANCE WITH THE REQUIREMENTS OF THE SURVEYING ACT AND THE REGULATION THEREUNDER.

FLOOD NOTE:

THIS SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SURVEYING ACT AND THE REGULATION THEREUNDER. THE SURVEYOR HAS BEEN ADVISED THAT THE AREA IS SUBJECT TO FLOODING AND IS THEREFORE DESIGNATED AS A FLOOD HAZARD AREA. THE SURVEYOR HAS NOT CONDUCTED ANY FLOOD HAZARD ASSESSMENT.

UTILITY NOTE:

BASED ON FIELD OBSERVATION, THE SURVEYOR HAS OBSERVED THE FOLLOWING UTILITIES: WATER, GAS, AND SANITARY SEWER. THE UTILITIES ARE LOCATED AS SHOWN ON THE PLAN AND ARE NOT TO BE DISTURBED BY THIS SURVEY.

PARKING STALLS:

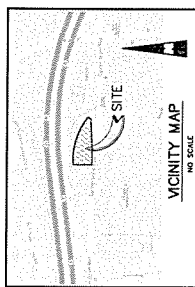
HOME NUMBER: 32.00
LAND AREA: 65.00 ACRES

STATEMENT OF ENCROACHMENTS:

THIS SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SURVEYING ACT AND THE REGULATION THEREUNDER. THE SURVEYOR HAS NOT OBSERVED ANY ENCROACHMENTS.

NOTES CORRESPONDING TO SCHEDULE 'B':

1. THE SURVEYOR HAS BEEN ADVISED THAT THE AREA IS SUBJECT TO FLOODING AND IS THEREFORE DESIGNATED AS A FLOOD HAZARD AREA. THE SURVEYOR HAS NOT CONDUCTED ANY FLOOD HAZARD ASSESSMENT.



LEGAL DESCRIPTION:

THE LAND SURVEYED IS PART OF THE COUNTY OF GARDEN GROVE, STATE OF CALIFORNIA, IN THE COUNTY OF GARDEN GROVE, IN THE CITY OF GARDEN GROVE. THE SURVEYOR HAS BEEN ADVISED THAT THE AREA IS SUBJECT TO FLOODING AND IS THEREFORE DESIGNATED AS A FLOOD HAZARD AREA. THE SURVEYOR HAS NOT CONDUCTED ANY FLOOD HAZARD ASSESSMENT.

BASES OF BEARINGS:

THE BEARINGS WERE OBTAINED BY MEANS OF A TOTAL STATION INSTRUMENT. THE BEARINGS WERE OBSERVED IN THE FIELD AND WERE FOUND TO BE ACCURATE AND CORRECT.

SURVEYOR'S NOTES:

THIS SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SURVEYING ACT AND THE REGULATION THEREUNDER. THE SURVEYOR HAS NOT OBSERVED ANY ENCROACHMENTS.

NOTES CORRESPONDING TO SCHEDULE 'B':

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ACCEPTED AND APPROVED FOR CONSTRUCTION

THE GARDEN GROVE CITY ENGINEER

WITHOUT THE ABOVE APPROVALS MAY BE USED FOR CONSTRUCTION

RECEIVED FROM THIS BEING DETACHED.

NO.	DATE	REVISIONS BY
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PLANS PREPARED BY:
A & S ENGINEERING, INC.
 PLANNING
 2425 SAGE CANYON
 GARDEN GROVE, CA 92641
 PHONE # (818) 200-2233 FAX # (818) 200-2233

INDEPENDENT
 COMPANY ADDRESS
 ADDRESS: 2021 GARDEN GROVE BOULEVARD
 GARDEN GROVE, CA 92641

DATE: 01-10-2017
 DRAWING NO.: 17-001
 PROJECT: BUNGALOW ELEVATIONS
 SHEET: A2.1

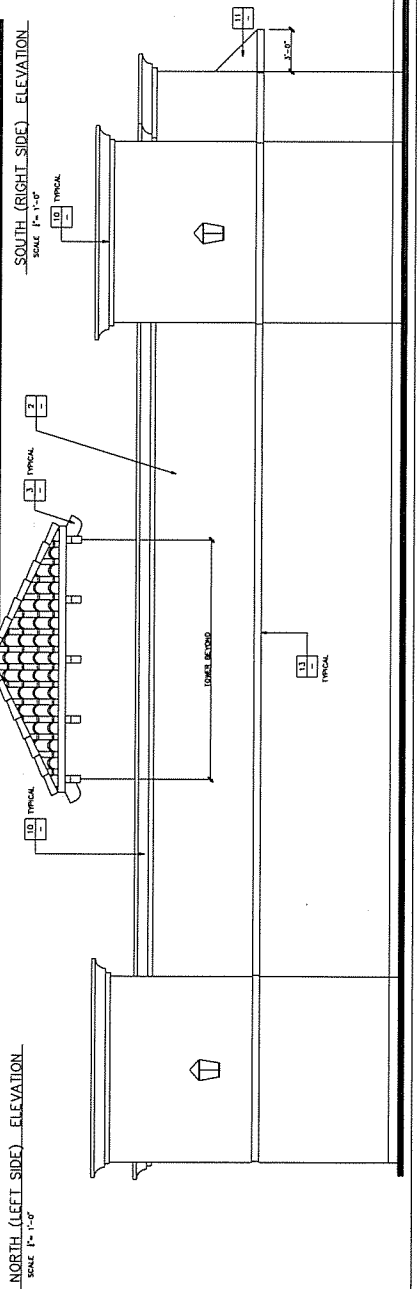
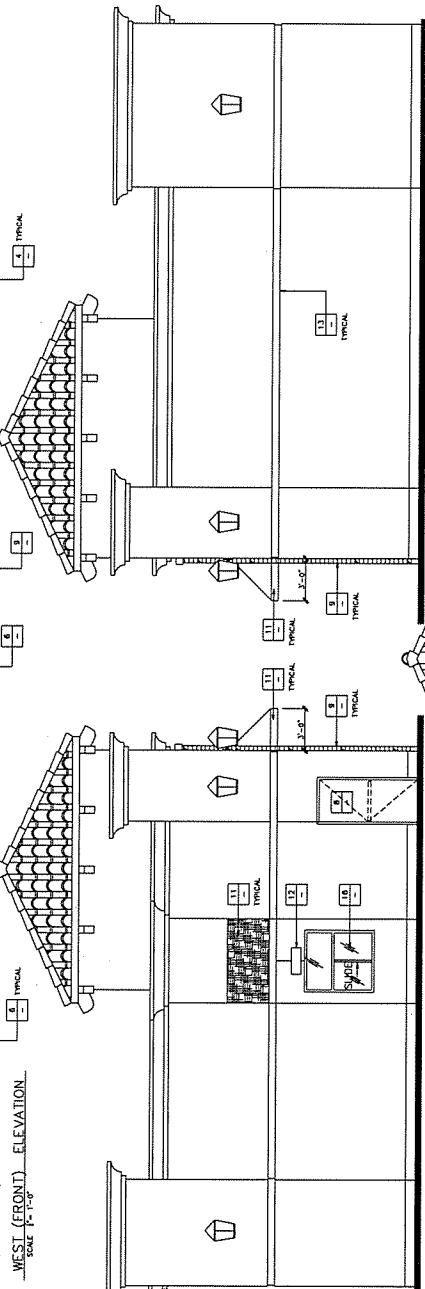
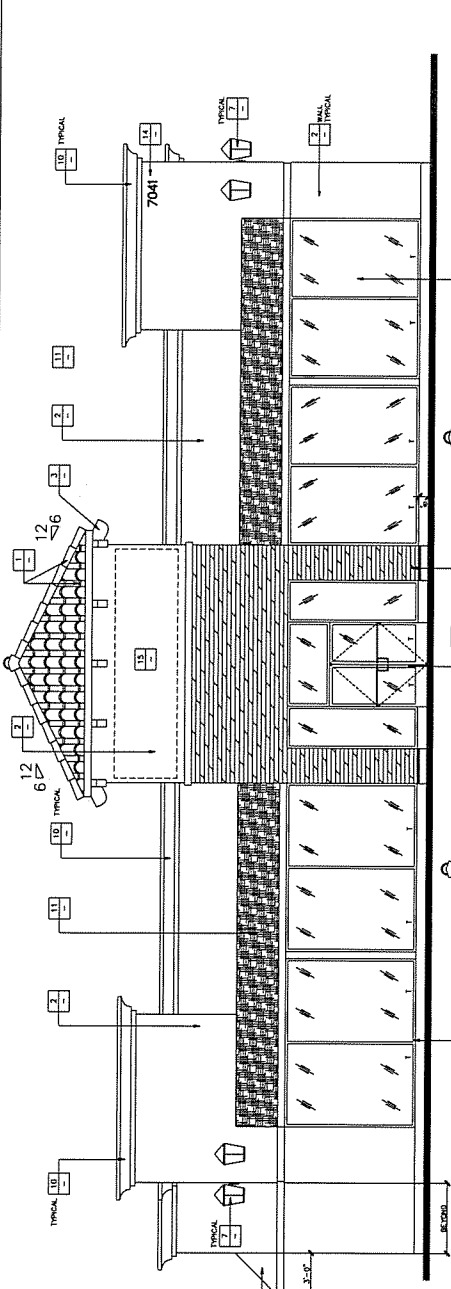
EXTERIOR MATERIALS

1. DUAL PANE GLASS (EMPHASIS) SEE AS DRAWING
2. CONCRETE WALL BASE
3. ANODIZED ALUMINUM STOREFRONT SYSTEM
4. EXTERIOR LIGHT FIXTURE
5. HOLLOW METAL DOOR
6. DORADO STONE - MOUNTAIN LEASE - BACKDROP ON TWO BY OWNER
7. STUCCO FROM OVER L.P.S. BACKDROP / CORNICE
8. FABRIC AWNING UNDER SEPARATE PERMIT
9. 4" X 4" FAN
10. 4" X 4" PANEL
11. 4" X 4" PANEL
12. 4" X 4" PANEL
13. 4" X 4" PANEL
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16. 4" X 4" PANEL
17. 4" X 4" PANEL
18. 4" X 4" PANEL
19. 4" X 4" PANEL
20. 4" X 4" PANEL

PAINT MANUFACTURER NAME AND COLOR TO BE OWNED BY OWNER

FLOORING STONE / TILE INSTALLATION DETAILS: 1. 1/2" JOINTS PER SECTION USABLE LAYERS OF WATER RESISTIVE MEMBRANE IN ACCORDANCE WITH SECTION 0522 SHALL BE APPLIED TO ALL FLOORING SURFACES. 2. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 2" OF 1/2" SAND. 3. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 4. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 5. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 6. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 7. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 8. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 9. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 10. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 11. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 12. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 13. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 14. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 15. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 16. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 17. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 18. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 19. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND. 20. ALL FLOORING SHALL BE INSTALLED OVER A MINIMUM OF 4" OF 1/2" SAND.

- ### ELEVATION GENERAL NOTES
- MISCELLANEOUS
1. ALL MATERIALS TO BE SUPPLIED AND INSTALLED BY OTHER TRADES UNLESS OTHERWISE NOTED.
 2. PROVIDE SMOOTH ELECTRICAL AND MAKE FINAL CONNECTION.
 3. STUCCO
 4. ALL JOINTS WILL NOT BE ACCEPTABLE UNDER ANY CIRCUMSTANCES.
 5. ALL JOINTS SHALL BE "SHIMMED" AS SPECIFIED BY THE STUCCO MANUFACTURER'S ASSOCIATION, MACHINE APPLIED.
 6. 7/8" STUCCO OVER 3/4" GYP. TO SET FINISHING METAL LATH.
 7. MESH OVERLAPS SHALL NOT EXCEED WITH BAYWOOD JOINTS.
 8. SCORIFICATION AS SPECIFIED SHALL ALWAYS BE IN THE HORIZONTAL DIRECTION.
 9. WINDOW FRAME SHALL ALWAYS BE INSTALLED WITH FINISHING HAS BEEN SCHEDULED, NOT MADE.
 10. SEALS (REFER TO SPECIFICATIONS)
 11. STUCCO AT ALL WALL AND ROOF PENETRATIONS.
 12. STUCCO AT ALL WINDOWS AND DOOR FRAMES AT HEAD, SILL AND JAMB.



- 1. 1/2" X 1/2" ALL. TYPICAL
- 2. 1/2" X 1/2" ALL. TYPICAL
- 3. 1/2" X 1/2" ALL. TYPICAL
- 4. 1/2" X 1/2" ALL. TYPICAL
- 5. 1/2" X 1/2" ALL. TYPICAL
- 6. 1/2" X 1/2" ALL. TYPICAL
- 7. 1/2" X 1/2" ALL. TYPICAL
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- 12. 1/2" X 1/2" ALL. TYPICAL
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- 14. 1/2" X 1/2" ALL. TYPICAL
- 15. 1/2" X 1/2" ALL. TYPICAL
- 16. 1/2" X 1/2" ALL. TYPICAL

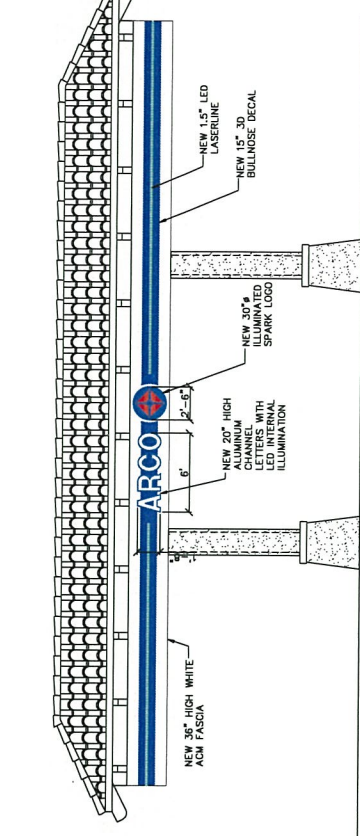
EAST (REAR) ELEVATION
 SCALE 1/4" = 1'-0"

NO.	DATE	BY	REVISIONS

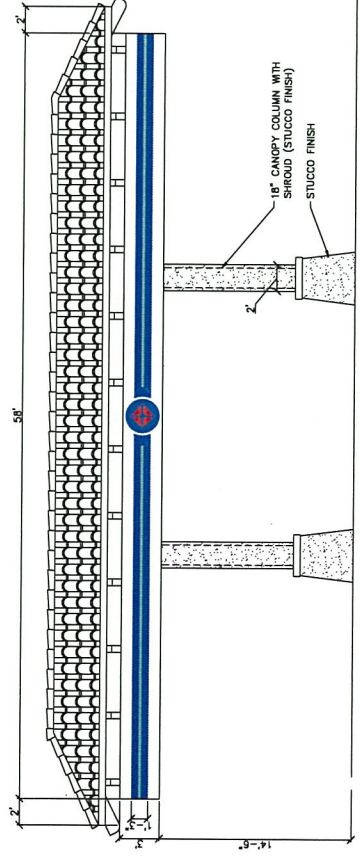


PLANS PREPARED BY:
A & S ENGINEERING, INC.
 PLANNING ENGINEERING CONSULTANTS ARCHITECTS
 28405 SAND CANYON ROAD, SUITE "A"
 SHERIDAN CA 94594
 PHONE # (925) 255-2000 FAX # (925) 255-8333

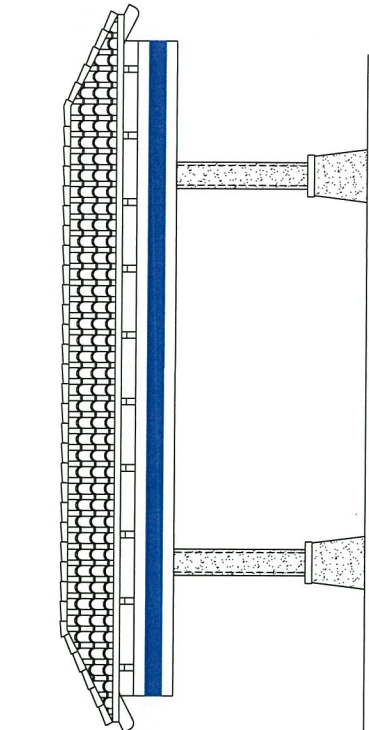
INDEPENDENT
 STORE # 7051 GARDEN GROVE BOULEVARD
 GARDEN GROVE, CA 92841



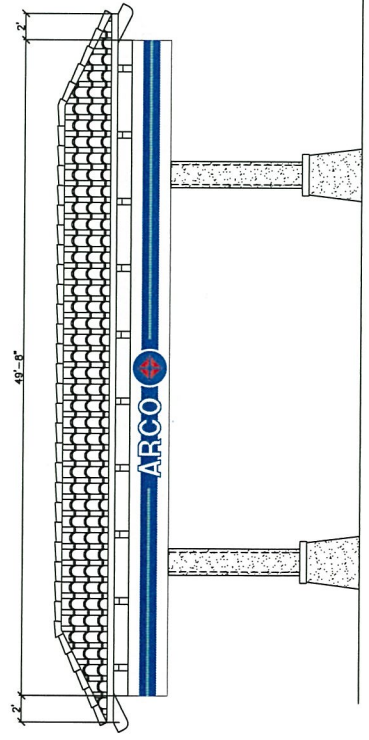
2.2 SOUTH CANOPY ELEVATION (PROPOSED)
 A1 SCALE: 1/4"=1'-0"



2.1 NORTH CANOPY ELEVATION (PROPOSED)
 A1 SCALE: 1/4"=1'-0"



2.4 WEST CANOPY ELEVATION (PROPOSED)
 A1 SCALE: 1/4"=1'-0"



2.3 EAST CANOPY ELEVATION (PROPOSED)
 A1 SCALE: 1/4"=1'-0"

RESOLUTION NO. 5935-18

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING A ONE-YEAR TIME EXTENSION FOR SITE PLAN NO. SP-037-2017, VARIANCE NO. V-015-2017, AND CONDITIONAL USE PERMIT NO. CUP-106-2017 (REFERRED TO AS SP-037-2017TE1, V-015-2017TE1, AND CUP-106-2017TE1).

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on September 20, 2018, does hereby approve a one-year time extension for the entitlements approved under Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, for land located on the north side of Garden Grove Boulevard, west of Knott Street, at 7051 Garden Grove Boulevard, Assessor's Parcel No. 215-017-01.

BE IT FURTHER RESOLVED in the matter of the time extension for Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Rosa Estella Bermeo.
2. The applicant is requesting approval of a one-year time extension for the approved entitlements under Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, for (i) the construction of a new service (gas) station, with a new drive-thru convenience store, on a vacant lot located at 7051 Garden Grove Boulevard, (ii) Variance approval to deviate from the minimum rear setback requirement in order to construct a trash enclosure within the rear ten-foot setback, along the northerly property line (adjacent to the SR-22 Freeway), and (iii) Conditional Use Permit approval to allow the new convenience store to operate with a new original State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the City of Garden Grove determined that the proposed project was categorically exempt from the CEQA pursuant to Section 15303(c) (New Construction or Conversion of Small Structures) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303).
4. The property has a General Plan Land Use designation of Light Commercial, and is currently zoned C-2 (Community Commercial). The subject property is currently an approximately 22,561 square foot vacant lot, located on the north side of Garden Grove Boulevard, west of Knott Street.
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 September 20, 2018, 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 September 20, 2018; 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 9.32.030.9, are as follows:

FACTS:

The subject property is currently an approximately 22,561 square foot vacant lot, located on the north side of Garden Grove Boulevard, west of Knott Street. The property has a General Plan Land Use Designation of Light Commercial and is zoned C-2 (Community Commercial). The property is adjacent to a PUD-105-73 Rev. 92 zoned property to the west, which is improved with an existing carwash, existing commercial business, across Garden Grove Boulevard, to the south, and the SR-22 Freeway off-ramp, to the north.

The property was previously developed with a 3,780 square foot building that was formerly occupied by Dana Custom Boats and Tempest Marine, which provided sales and service of ski boats. In 1995, the City of Garden Grove approved Site Plan No. SP-158-95 and Variance No. V-182-95, which allowed the construction of a 1,463 square foot one-story addition to the existing 3,780 square foot building, in order to operate an animal hospital, as well as variance approval to deviate from the minimum 15-foot required landscape setback along Garden Grove Boulevard, allowing said landscape setback to be reduced to five (5) feet. Subsequent to the approval of SP-158-95 and V-182-95, the animal hospital never opened, the addition was never completed, and the lot remained unoccupied. In 1997, a demo permit was obtained and all existing improvements were removed from the property. The property has remained vacant ever since.

The subject site's General Plan Land Use Designation, Light Commercial, and the zone, C-2 (Community Commercial), have not changed since the entitlements' original approvals in August of 2017.

On August 3, 2017, the Planning Commission approved Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017 to: (i) allow the construction of a new service (gas) station, with a new drive-thru convenience store, on a vacant lot located at 7051 Garden Grove Boulevard, along with associated site and landscape improvements; (ii) to allow a deviation from the minimum rear setback requirement in order to construct a trash enclosure within the rear ten-foot setback along the northerly property line adjacent to the SR-22 Freeway; and (iii) to allow the new convenience store to operate with a new original State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License.

FINDINGS AND REASONS:

Time extension:

1. A request for a time extension, including the reasons therefore, has been submitted prior to the permit expiration date, or the hearing body finds that due to special circumstances demonstrated by the property owner or the applicant, a late-filed request should be considered.

The applicant has submitted a timely request to extend the Site Plan, Variance, and Conditional Use Permit approvals of the subject project for one (1) year. The applicant has indicated that additional time will be necessary to finalize construction plans for submittal to the City. The applicant has stated that the project was unexpectedly delayed due to issues with funding, but that funding has now been secured and the project is ready to move forward. The applicant expects to submit all necessary plans to the City for review and approval in the coming months.

2. There has been no change in the General Plan designation or Zoning of the site that would render the development or use nonconforming.

The subject site's General Plan Land Use designation and Zoning designation have not been changed since the project's approval, and therefore, the development will not be rendered nonconforming.

3. There are no land use actions or studies currently underway that would have the potential to render the development or use nonconforming.

There are no known studies or actions that would affect the site or proposed development that would possibly render the development nonconforming.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Time Extensions for the approved Site Plan, Variance, and Conditional Use Permit do possess characteristics that would indicate justification of the request in accordance with Municipal Code Sections 9.32.030.9 (Time Extension).
2. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the originally approved conditions of approval for Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017 shall remain in effect.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT STAFF REPORT

AGENDA ITEM NO.: C.2.	SITE LOCATION: West side of Grove Avenue between Acacia Parkway and Garden Grove Boulevard, at 10801 Garden Grove Boulevard
HEARING DATE: September 20, 2018	GENERAL PLAN: Heavy Commercial
CASE NOS.: Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147	ZONE: CCSP-DC30 (Community Center Specific Plan – District Commercial, Area 30) and CCSP-CCT63 (Community Center Specific Plan - Community Center Transit District, Area 63)
APPLICANT: Francis Chu (Fountainhead Shrugged, LLC)	CEQA DETERMINATION: Exempt – CEQA Guidelines § 15303 and 15315
PROPERTY OWNER: Home Depot USA, Inc., a Delaware Corp	APN NO.: 089-212-48

REQUEST:

A request for Site Plan approval to construct a new 2,485 square foot Taco Bell restaurant pad building, with a drive-thru, on the easterly portion of the existing Home Depot parking lot, located at 10801 Garden Grove Boulevard (APN: 089-212-48), along with site improvements that include re-configuring of existing parking spaces and new landscaping. Also, a request for Tentative Parcel Map approval to subdivide the existing 10.7-acre Home Depot property, into two (2) lots (the 10.25-acre Home Depot property and the 0.45-acre Taco Bell property), in order to facilitate the development of the new 0.45-acre Taco Bell site.

BACKGROUND:

The subject property is 10.7 acres in area and is developed with an existing 128,621 square foot home improvement retail establishment, Home Depot. The property has a General Plan Land Use Designation of Heavy Commercial and is zoned CCSP-DC30 (Community Center Specific Plan – District Commercial, Area 30). It should be noted that the OCTA (Orange County Transportation Authority) Right-of-Way (ROW), formerly known as the Pacific Electric Right-of-Way, which is not a separate property, runs diagonally through the Home Depot property, and has a zoning designation of CCSP-CCT63 (Community Center Specific Plan - Community Center Transit District, Area 63). This Right-of-Way area is currently improved with parking spaces. The Community Center Specific Plan is the document which currently implements the zoning for the General Plan. The Community Center Transit District is intended as a “holding” zone for a future rapid transit station and appurtenant transit facilities. The

proposed project will have no impact to the existing CCSP-CCT63 zoning or to the OCTA easement area. The CCSP-CCT63 zoning will remain over the OCTA ROW to ensure the availability of it for future transit opportunities should they arise.

In 1996, the City of Garden Grove approved Site Plan No. SP-174-96, Amendment No. A-159-96, Tentative Parcel Map No. PM-96-144, Conditional Use Permit Nos. CUP-308-96 and CUP-309-96, which allowed: development of the site with a 128,621 square foot home improvement retail establishment (Home Depot); a code amendment to rezone the property from Mixed Use and Core Residential Districts to District Commercial to allow the proposed use; a conditional use permit to use the Pacific Electric Right-Of-Way for parking, an outdoor garden center, an outdoor food vending cart; and a tentative parcel map to consolidate the existing lots in order to facilitate the development of the Home Depot site. A development agreement was also approved.

The property is adjacent to Nelson Street to the west, Acacia Parkway and an existing residential apartment complex to the north, Garden Grove Boulevard to the south, and Grove Avenue to the east. The Home Depot site currently provides a total of 561 existing parking spaces on site.

DISCUSSION:

SITE PLAN:

Site Design and Circulation:

The proposed development involves the construction of a new 2,485 square foot Taco Bell restaurant pad building, with a drive-thru, on the easterly portion of the existing Home Depot parking lot. The existing parking lot will be modified by re-configuring existing parking stalls and landscaping/planters, in order to provide new parking stalls, landscaping/planters, and pedestrian and vehicular access to service the establishment, while maintaining adequate circulation in the existing Home Depot parking lot.

The development standards of the CCSP-DC30 zone specify a minimum front setback of 10'-0" along Grove Avenue, and minimum side and rear setbacks of 0'-0" to the northerly, westerly, and southerly property lines facing the Home Depot parking lot areas. The placement of the new pad building complies with the setbacks of the CCSP-DC30 zone by providing a 55'-0" setback to the easterly property line, facing Grove Avenue. The CCSP-DC30 zone does not require a setback to the northerly, westerly, and southerly property lines for this site.

The interior of the 2,485 square foot pad building will consist of a customer dining area accommodating approximately fourteen (14) tables and 46 seats, a cashier counter, a kitchen and food prep area, men's and women's restrooms, an office, a storage area, and an equipment/mechanical room accessed from the exterior of the building. The restaurant will have main entrance doors, for customers, on the east

and south elevations of the building. Bike racks will be provided adjacent to the main entrance and will be available for use by both employees and customers.

A drive-thru lane will begin at the southeast corner of the Taco Bell property, and run along Grove Avenue, terminating with an exit at the northwest corner of the property. A porte cochère (i.e., attached patio cover) will be located at the north elevation of the building covering the pick-up window area for drive-thru guests. The drive-thru will provide an extended queuing lane for vehicles. The City's Standard Detail (B-312) for drive through restaurants requires a minimum distance of 80'-0" (or four vehicle car lengths) between the entrance of the drive-thru and the menu order board, and an additional 80'-0" (or four vehicle car lengths) between the menu order board and the pick-up window. The project exceeds said requirements. Drive-thru facilities typically provide a total of 160'-0" of queuing lane, or space for eight (8) vehicles. The project will provide a total of over 200'-0" of queuing lane, or space for ten (10) vehicles. This extended queuing lane will ensure there are no vehicular circulation issues on or off site.

Access to the Taco Bell property will utilize the existing drive aisles and driveway approaches currently available on-site (the Home Depot property), which consist of driveway approaches off Nelson Street, Acacia Parkway, Grove Avenue, and Garden Grove Boulevard. No existing driveway approaches will be moved, removed, or replaced.

With the subdivision of the existing Home Depot property, to create the new Taco Bell property, a new reciprocal easement agreement, allowing reciprocal access, will be established between the two (2) property owners and recorded on the property title.

Parking:

For an "Eating Establishment/Restaurant" use, the Municipal Code requires a minimum of one (1) parking space per 100 square feet of gross floor area, with a minimum of ten (10) parking spaces. The project includes a 2,485 square foot restaurant, which requires a minimum of twenty-five (25) parking spaces. The project provides a total of twenty-five (25) parking spaces on-site (on the Taco Bell property), with a drive-thru lane that can accommodate up to ten (10) additional vehicles in the queue.

As part of the project, a portion of the existing Home Depot parking lot, along the easterly property line fronting Grove Avenue, will be modified to re-configure parking stalls and landscaping/planters. The existing Home Depot property provides a total of 561 parking spaces, which far exceeds the minimum number of parking stalls required for the site and the existing Home Depot retail use (412 parking spaces minimum). Following the proposed parking lot and landscape improvements for the project, a total of 473 parking spaces will remain on the Home Depot and Taco Bell properties, which results in a surplus of 65 parking spaces. Staff finds that the project will comply with the minimum parking requirements, as well as ensure adequate parking is maintained for both the Home Depot and Taco Bell properties.

Building Design:

The project includes a design for the new building that is architecturally unique, aesthetically pleasing, and contemporary. The building elevations will consist of varying finishes and colors with materials including stucco with fine sand finish, corten steel panels, and metal awnings.

Landscaping:

The project will provide a total of 2,929 square feet of landscaping for the site (15%), which exceeds the minimum required by Code (10% minimum). The landscaping for the property will comply with all applicable requirements of the Municipal Code and the Community Center Specific Plan, such as, but not limited to, minimum number of trees per stall, minimum landscape planter sizes, and minimum landscaping along a street frontage. On-site landscape planting will include a wide variety of plant material such as, but not limited to: jacaranda trees, crape myrtle trees, liquidambar trees, dwarf bottlebrush, trailing indigo bush, red yucca, and flame autumn sage. Furthermore, the perimeter landscaping for the Taco Bell project will match the existing landscaping along the perimeter of the Home Depot property, facing Grove Street and Garden Grove Boulevard, for a seamless transition. All planting shall be watered by means of an automatic irrigation system meeting the City's requirements for water conservation. The applicant is required to submit a landscape and irrigation plan to the City that complies with the landscaping requirements of Title 9 of the Municipal Code, which includes the City's Landscape Water Efficiency Guidelines.

Signage:

All proposed signage shall adhere to Section 9.20, Sign Standards, of Title 9 of the Municipal Code. A separate sign application will be submitted and building permit will be obtained for the proposed on-site signage.

TENTATIVE PARCEL MAP:

In accordance with the State Subdivision Map Act, the applicant is requesting approval of Tentative Parcel Map No. PM-2018-147 to subdivide the existing 10.7-acre Home Depot property into two (2) lots (the 10.25-acre Home Depot property and the 0.45-acre Taco Bell property), in order to facilitate the development of the new 0.45-acre Taco Bell site. The proposed Tentative Parcel Map is in conformance with the City's General Plan, the City's subdivision ordinance, the zoning requirements, and the State's Subdivision Map Act.

California Environmental Quality Act:

The proposed development is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA's Class 3, New Construction or Conversion of Small Structures (CEQA Guidelines §15303), and Class 15, Minor Land Divisions (CEQA Guidelines §15315).

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

- Adopt Resolution No. 5936-18 approving Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147, subject to the recommended Conditions of Approval.



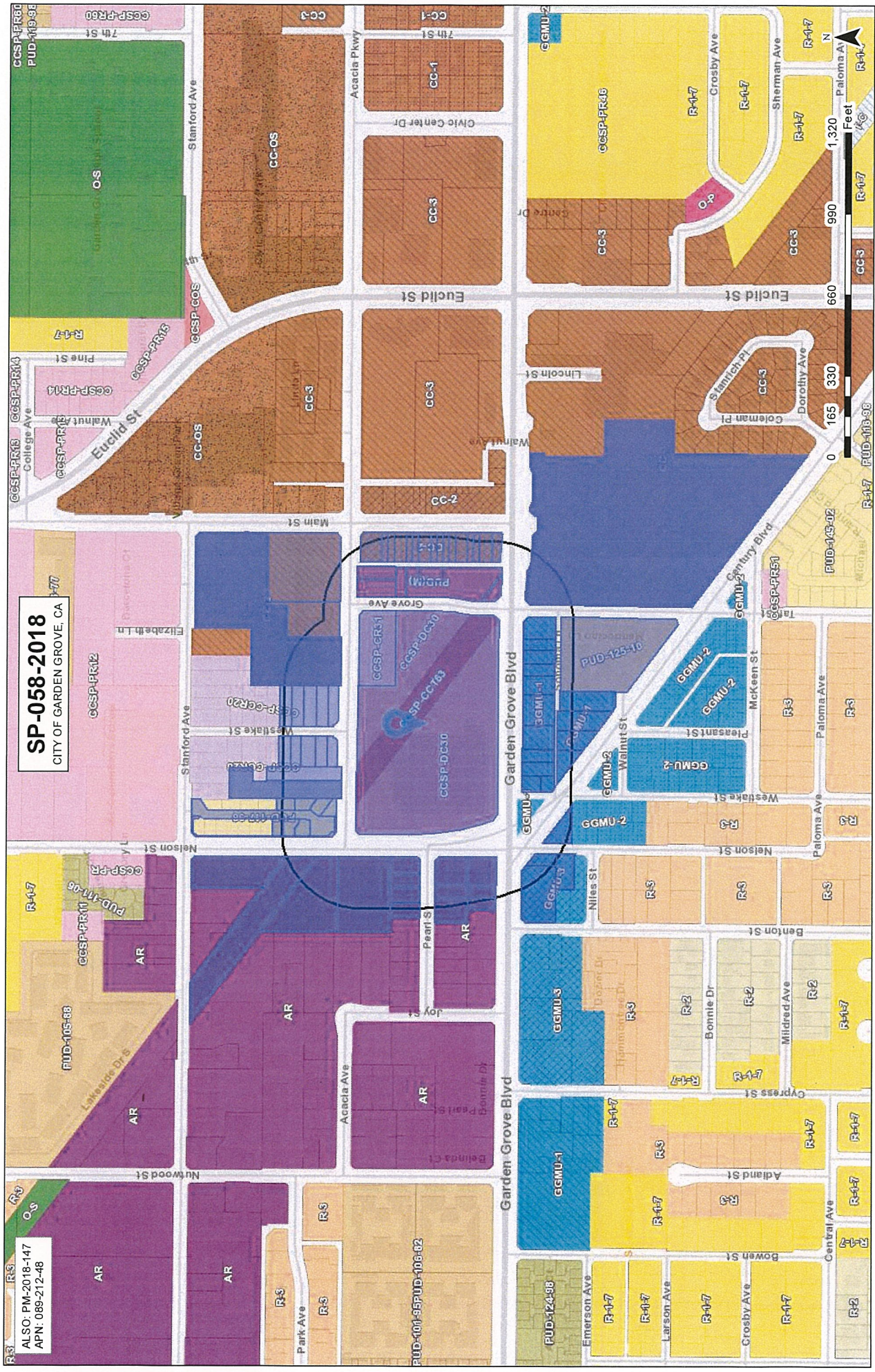
LEE MARINO
Planning Services Manager

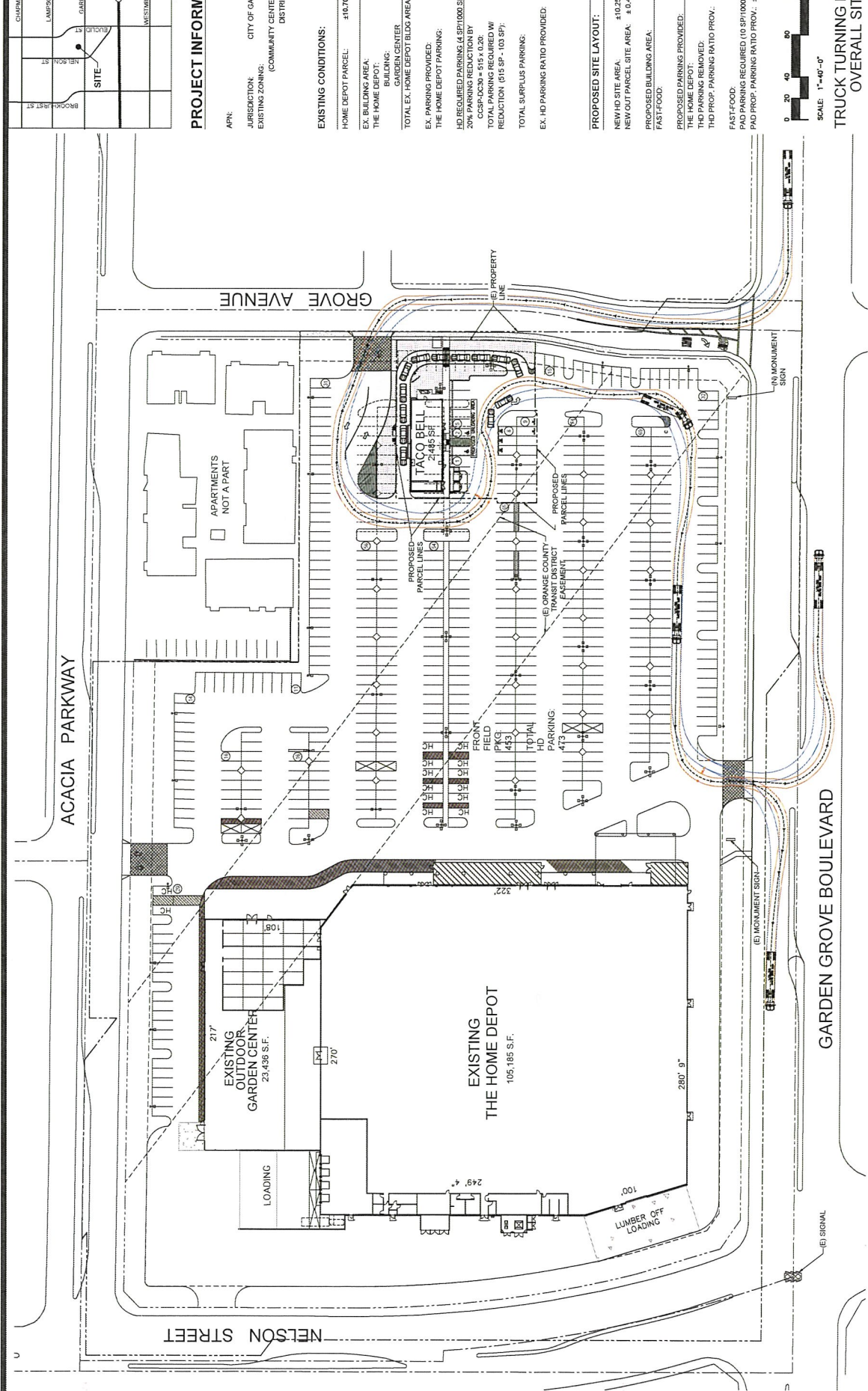


By: Chris Chung
Urban Planner

SP-058-2018
CITY OF GARDEN GROVE, CA

ALSO: PM-2018-147
APN: 089-212-48





PROJECT INFORMATION:

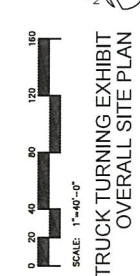
APN: 089-212-48
 JURISDICTION: CITY OF GARDEN GROVE, CA
 EXISTING ZONING: CC3-CC-20A
 (COMMUNITY CENTER SPECIFIC PLAN, DISTRICT COMMERCIAL)

EXISTING CONDITIONS:

HOME DEPOT PARCEL: 418,70 AC (4465,992 SF)
 EX. BUILDING AREA: 105,185 SF
 THE HOME DEPOT: 23,436 SF
 BUILDING: GARDEN CENTER
 TOTAL EX. HOME DEPOT BLDG AREA: 128,621 SF
 EX. PARKING PROVIDED: 4561 SP
 THE HOME DEPOT PARKING:
 HD REQUIRED PARKING (4.87/1000 SF): 515 SP
 20% PARKING REDUCTION BY CCSP-LC30 = 515 x 0.20 = 103 SP
 TOTAL PARKING REQUIRED (W/ REDUCTION) (515 SP - 103 SP): 412 SP
 TOTAL SURPLUS PARKING: 149 SP
 EX. HD PARKING RATIO PROVIDED: 44.36 SP/1000 SF

PROPOSED SITE LAYOUT:

NEW HD SITE AREA: 410.25 AC (4446,369 SF)
 NEW OUT PARCEL SITE AREA: 4.46 AC (19,723 SF)
 PROPOSED BUILDING AREA: 2,485 SF
 FAST FOOD:
 PROPOSED PARKING PROVIDED: 473 SP
 THE HOME DEPOT: 88 SP
 THD PARKING REMOVED: 88 SP
 THD PROP. PARKING RATIO PROV.: 43.74 SP/1000 SF
 FAST FOOD: 25 SP
 PAD PARKING REQUIRED (10.0 SP/1000 SF): 25 SP
 PAD PROP. PARKING RATIO PROV.: 410.46 SP/1000 SF



PM DESIGN
 Architectural Solutions Group

PM Design Group, Inc.
 38 Executive Park,
 Suite #310
 Irvine, CA, 92614
 DATE: 07-25-2018
 JOB # FTH17002.0

Fountainhead / Garden Grove
 10801 Garden Grove Blvd.
 Garden Grove, CA 92843
 Taco Bell Site - Truck Turning Exhibit

FHD
 Fountainhead
 DEVELOPMENT

OVERALL PROJECT INFORMATION:

SITE ADDRESS:
10801 GARDEN GROVE BOULEVARD,
GARDEN GROVE, CA 92843

APN: 089-212-46
JURISDICTION: CITY OF GARDEN GROVE, CA
EXISTING ZONING: CCSP-DC30
COMMUNITY CENTER SPECIFIC PLAN
DISTRICT COMMERCIAL

SITE AREA:
EXISTING THD PARCEL: ±10.70 AC
PROPOSED THD PARCEL: ± 10.25 AC
PROPOSED OUT PARCEL: ± 0.45 AC

BUILDING AREA:
PRE-FORME DEPOT: 106,165 SF
GARDEN CENTER: 23,436 SF
EXISTING THD PARKING: ±561 SP

PARKING SUMMARY:
REMAINING PARKING: ± 86 SP
REMOVED PARKING: 473 SP
REMOVED BY CITY (451/100 SF):
(INCLUDING 100 SF CCSP-DC30)
20% PARKING REDUCTION BY
CCSP-DC30 = 515 x 0.20 = 103 SP

TOTAL PARKING REQUIRED W/
REDUCTION (615 SP - 103 SP):
512 SP

TOTAL SURPLUS PARKING:
65 SP

OUT PARCEL INFORMATION

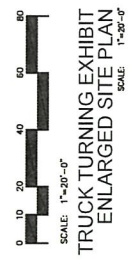
SITE AREA:
PROPOSED OUT PARCEL: ± 0.45 AC (619,723 SF)

BUILDING AREA:
FAST-FOOD RESTAURANT: 2,485 SF

PARKING SUMMARY:
PROPOSED PARKING: 25 SP
REQUIRED BY CITY (10 SP/1000 SF): 25 SP
REQUIRED BY THD (10 SP/1000 SF): 25 SP

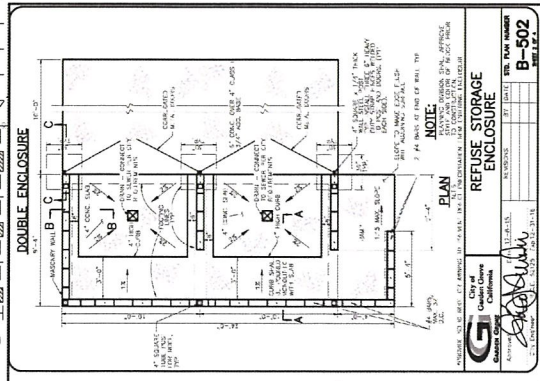
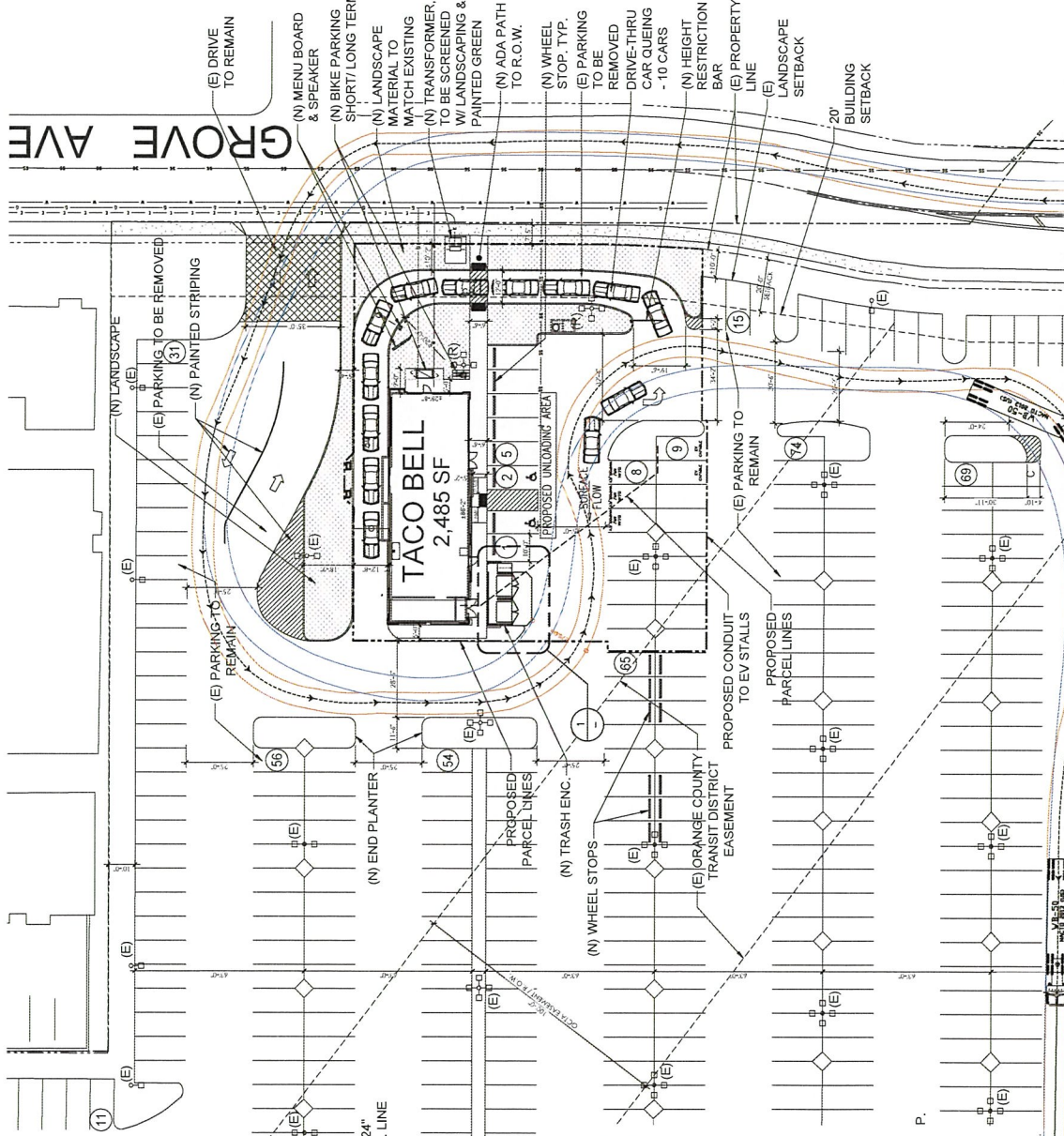
NOTES:

- *LANDSCAPE WITHIN OUTLOT WILL BE PLACED ON OUTLOT SYSTEM DISCONNECTED FROM HOME DEPOTS.
- *ANY LIGHTING WITHIN OUTLOT SHALL BE DISCONNECTED FROM HOME DEPOTS. HOME DEPOTS LIGHTING SHALL REMAIN OPERATIONAL THROUGHOUT THE OUTLOT CONSTRUCTION.
- *PRELIMINARY WOMP APPROVAL REQUIRED PRIOR TO LAND USE ENTITLEMENT SUBMITTAL.
- *TRAFFIC STUDY APPROVAL REQUIRED PRIOR TO LAND USE ENTITLEMENT SUBMITTAL.
- *TIRE SUPPRESSION HOOD SYSTEM REQUIRED IN KITCHEN.



PM DESIGN
Architectural
Solutions Group

PM Design Group, Inc.
38 Executive Park,
Suite #310
Irvine, CA, 92614
DATE: 07-25-2018
JOB # FTH17002.0



TRASH ENCL. PLAN 1

SCALE: 1/8\"/>

Fountainhead / Garden Grove
10801 Garden Grove Blvd.
Garden Grove, CA 92843
Taco Bell Site - Truck Turning Exhibit

Fountainhead DEVELOPMENT

METAL AWNING

STUCCO

SCHERWIN WILLIAMS
SW6164
SVELTE SAGE

BENJAMIN MOORE
HC-50
GEROGIAN BRICK

SHERWIN WILLIAMS
SW7067
CITYSCAPE

FRAZEE PAINT
8595D
ELM COURT

CORTEN STEEL
PANELS



SOUTH ELEVATION



PHD logo text including 'PHD' and 'PAPER INDUSTRIES'.



Q INC logo text including 'Q INC' and 'QUALITY WINDOW PRODUCTS'.

PHD logo text including 'PHD' and 'PAPER INDUSTRIES'.

Table with project details: CLIENT (TACO BELL), PROJECT (TACO BELL STORE), ADDRESS (12345 MAIN ST), CITY (ANYTOWN), STATE (CA), ZIP (90210), CONTRACT DATE (JANUARY 2018).

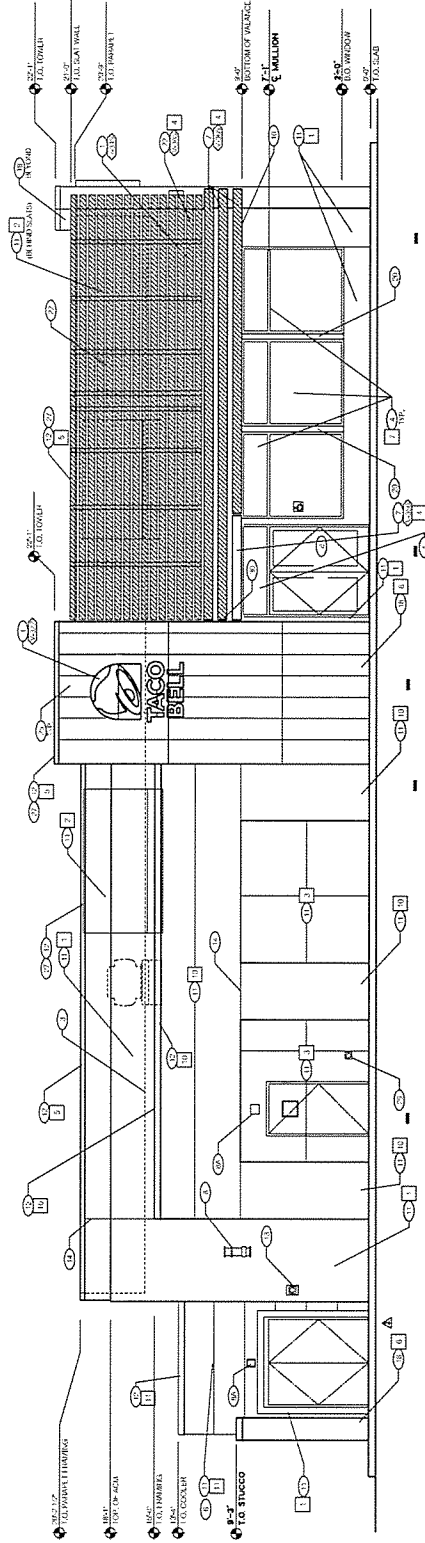
TACO BELL STORE COMMUNICATIONS



EXPLORER LITE

EXTERIOR ELEVATIONS

A4.0



SOUTH ELEVATION

Table with columns for ELEC, NOT USED, SIGN SCHEDULE, and KEY NOTES. Contains item descriptions and quantities.

GENERAL NOTES: 1. ALL WINDOW FINISHES... 2. WINDOW COULTERS TO MATCH... 3. WINDOW COULTERS TO MATCH... 4. WINDOW COULTERS TO MATCH...

Table with columns for ELEC, NOT USED, SIGN SCHEDULE, and KEY NOTES.

Table with columns: SLAT WALL COLOR TRANSITION, BIFS THICKNESS COLOR TRANSITION, ATTENUATION RATE, ATTRIBUT COLOR.

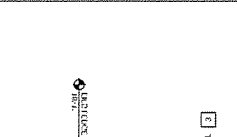


Table with columns: MANUFACTURER, REFINISH, COLOR, ATTENUATION RATE, ATTRIBUT COLOR.

Table with columns: SLAT WALL COLOR TRANSITION, BIFS THICKNESS COLOR TRANSITION, ATTENUATION RATE, ATTRIBUT COLOR.

EXTERIOR FINISH SCHEDULE

Table with columns: MANUFACTURER, REFINISH, COLOR, ATTENUATION RATE, ATTRIBUT COLOR.



PHD
 PROJECT MANAGEMENT
 11400 E. SHILOH ROAD
 SUITE 100
 DENVER, CO 80231
 (303) 752-1000
 www.phdpm.com



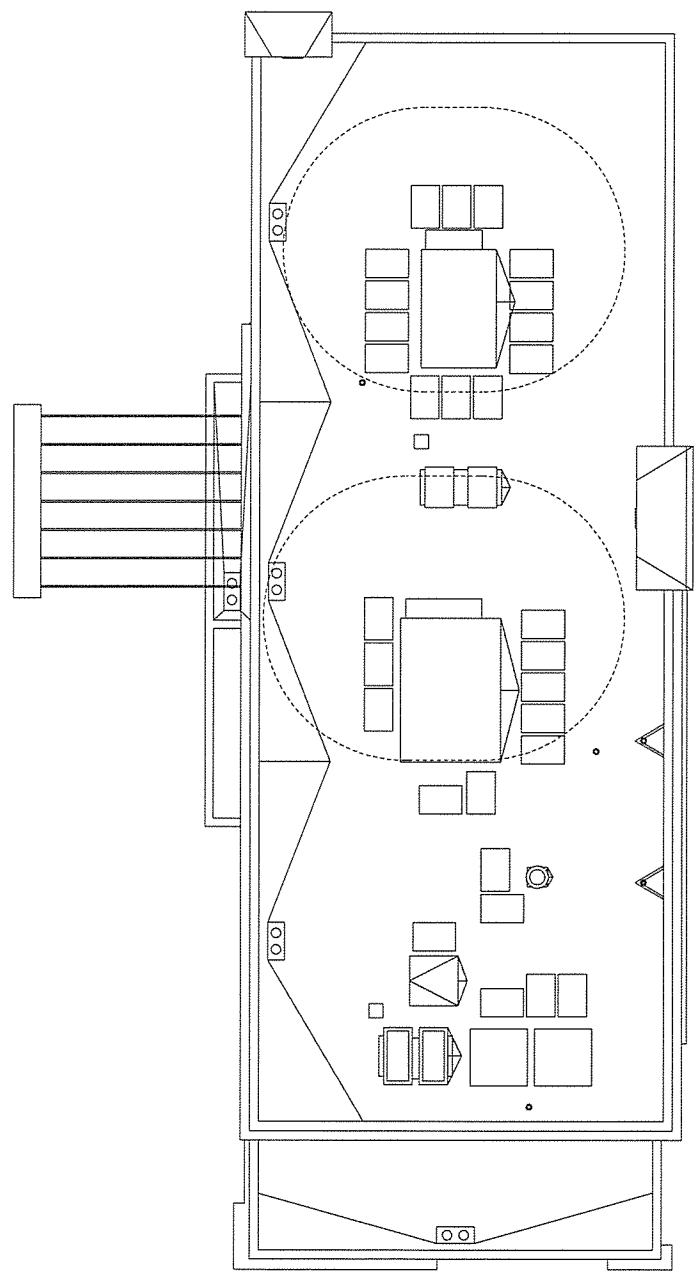
Q3
 Q3
 QUALITY ASSURANCE
 CONSULTANTS
 11400 E. SHILOH ROAD
 SUITE 100
 DENVER, CO 80231
 (303) 752-1000
 www.q3inc.com

CONTRACT DATE: _____
 BUILDING TYPE: EXPLORER LITE
 SHEET NUMBER: 2000-ROOF-01A
 DATE: 12/15/2016

TACO BELL
 13001 EAST HIGHWAY 103
 DENVER, CO 80231



ROOF PLAN A3.0A



ROOF PLAN 2000-ROOF-01A
 SHEET #1 OF 1

GENERAL NOTES:
 1. REFER TO ARCHITECTURAL DRAWINGS FOR ROOM SCHEDULES.
 2. VERIFY ALL CONDITIONS, LIMITATIONS, AND MATERIALS WITH THE MANUFACTURER'S SPECIFICATIONS.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
 4. THE CONTRACTOR SHALL VERIFY THE EXISTING STRUCTURE AND MATERIALS ARE SUITABLE FOR THE PROPOSED ROOFING SYSTEM.
 5. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURAL ELEMENTS.
 6. THE CONTRACTOR SHALL MAINTAIN CLEARANCE OF ROOF DECK AS SPECIFIED.
 7. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM FALLING DEBRIS.
 8. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM ADJACENT ROOFS.
 9. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM WEATHER EXPOSURE.
 10. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM VIBRATION.
 11. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM NOISE.
 12. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM LIGHT.
 13. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM HEAT.
 14. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM MOISTURE.
 15. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM AIR POLLUTION.
 16. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM SOIL CONTAMINATION.
 17. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM CLIMATE CHANGE.
 18. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM CYBER ATTACKS.
 19. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM TERRORISM.
 20. THE CONTRACTOR SHALL PROVIDE PROTECTION FROM UNLAWFUL ACTS.

SCUPPER FLASHING

ROOF PLAN NOTES

1. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF PENETRATIONS.
 2. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF EDGES.
 3. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CORNERS.
 4. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF JOINTS.
 5. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN MATERIAL.
 6. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN SLOPE.
 7. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN DIRECTION.
 8. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN CURVATURE.
 9. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN ELEVATION.
 10. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN EXPOSURE.
 11. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN PROTECTION.
 12. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN FINISH.
 13. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN COLOR.
 14. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN TEXTURE.
 15. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN PATTERN.
 16. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN ORNAMENTATION.
 17. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN CHARACTER.
 18. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN MANNER.
 19. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN METHOD.
 20. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN MEANS.

KEY NOTES

1. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF PENETRATIONS.
 2. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF EDGES.
 3. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CORNERS.
 4. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF JOINTS.
 5. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN MATERIAL.
 6. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN SLOPE.
 7. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN DIRECTION.
 8. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN CURVATURE.
 9. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN ELEVATION.
 10. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN EXPOSURE.
 11. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN PROTECTION.
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 20. SCUPPER FLASHING TO BE INSTALLED AT ALL ROOF CHANGES IN MEANS.

PLANT PALETTE

Symbol	Botanical Name	Common Name	Size	Qty	WALCO'S PROJECT #
	Jacaranda mimosoides	Jacaranda	30' Box	2	M004
	Chico Mima	Chico Mima	24" Pots	4	M004
	Acacia saligna	Acacia Saligna	24" Pots	4	M004
	American Sweet Gum	American Sweet Gum	24" Pots	8	M004
	Mexican Iron Tree	Mexican Iron Tree	24" Pots	8	M004

Symbol	Botanical Name	Common Name	Size	Qty	WALCO'S PROJECT #
	David Bolleanan	David Bolleanan	5' gallon	1	Low
	Acacia saligna	Acacia Saligna	5' gallon	1	Low
	Red Yucca	Red Yucca	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low

NOTES:
 PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.
 ALL LANDSCAPE PLANTS AND INSTALLATIONS SHALL ADHERE TO CITY TREESH
 ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.
 ALL LANDSCAPE INSTALLATIONS SHALL BE PERMANENTLY MAINTAINED.
 LANDSCAPE SYSTEM SHALL HAVE A REDUCED PRESSURE PNEUMATIC DEVICE (RPPD)
 BACKFLOW PREVENTION DEVICE.
 EACH COORDINATOR OF LANDSCAPE AREAS, DEVELOPER WILL COORDINATE HOME DEPOTS
 LANDSCAPE AND COORDINATE A FIRM WHO TO COORDINATE ALL LANDSCAPING ON THE
 WEBSITE OWNER WILL BE RESPONSIBLE FOR PAYMENT. HOME DEPOT WILL BE THE ONLY
 COMPLETE ALL WORK IN ACCORDANCE WITH THE APPROVED PLANS. ANY FINAL STRIKINGS
 SHALL BE FILED OR RETURNED PRIOR TO CONFIRMATION OF COMPLETION OF WORK.

Species	Botanical Name	Common Name	Size	Qty	WALCO'S PROJECT #
	Castroville 1199, JAVY	Castroville 1199, JAVY	5' gallon	1	Low
	Dalmanella	Dalmanella	5' gallon	1	Low
	Red Yucca	Red Yucca	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low
	Prostrata	Prostrata	5' gallon	1	Low

PLANT MATERIAL

Shrub (Typ. 4x4 spacing)	PERCENTAGE
1' gallon	50%
5' gallon	65%

TREE	PERCENTAGE	QUANTITY
30' Box	15%	2
30' Box	15%	2

PROJECT INFORMATION

ASSESSOR'S PARCEL NUMBER:
 A.P.N. 089-212-248

SITE AREA:
 EXISTING TPO PARCEL: ± 10.70 AC
 PROPOSED TPO PARCEL: ± 10.25 AC
 PROPOSED OUT PARCEL: ± 0.45 AC

TOTAL SITE AREA: 10.23 ± AC
 LANDSCAPE PERCENTAGE REQUIRED: 10% MIN.
 LANDSCAPE PERCENTAGE PROVIDED: 15%

PARKING AREA:
 12,287 S.F.
 10% MIN. MIN.
 LANDSCAPE PERCENTAGE REQUIRED: 24%
 LANDSCAPE PERCENTAGE PROVIDED: 24%

PARKING LOT TREES REQUIRED: 4
 (1 PER EVERY 4 STALLS)
 PARKING LOT TREES PROVIDED: 6 WITHIN OUT PARCEL
 2 NEW: 4 CALIFUR TREES (30' BOX)
 2 EX: 2 CALIFUR TREES (30' BOX)
 TOTAL NEW TREES WITHIN AREA OF WORK: 6
 TOTAL EX TREES WITHIN AREA OF WORK: 2

NEW HEIGHT RESTRICTION BAR
 EX. PISTACHE TREES TO REMAIN
 EX. PROPERTY LINE
 NEW PLANTING AREA
 EX. 10' LANDSCAPE SETBACK
 EX. JACARANDA TREES TO REMAIN
 EX. AMERICAN SWEET GUM TREES TO REMAIN

EX. ADAPMENTS
 EXISTING AMERICAN SWEET GUM TREES TO REMAIN
 EX. PARKING TO REMAIN
 EX. PARKING ISLAND NUMBER TREES TO REMAIN
 PROPOSED PARCEL LINES
 EX. ORANGE COUNTY TRANSIT DISTRICT EASEMENT
 NEW END PLANTERS
 NEW PARKING ISLAND NUMBER TREES
 PROPOSED PARCEL LINES
 NEW TRASH ENCLOSURE
 NEW WHEEL STOPS
 EX. ORANGE COUNTY TRANSIT DISTRICT EASEMENT

NEW PLANTING AREA
 EX. JACARANDA TREES TO REMAIN
 NEW BOARD AND SPEAKER
 NEW TRANSFORMER
 PROPOSED ADA PATH
 NEW OUTDOOR DINING PATIO
 NEW PARKWAY PLANTING/LANDSCAPE BUFFER
 BIO FILTRATION DEVICE PER ENGINEER'S PLANS
 NEW LIGHT POLES
 NEW DRIVE THROUGH
 EX. ROW SIDEWALK
 NEW HEIGHT RESTRICTION BAR
 EX. PISTACHE TREES TO REMAIN
 EX. PROPERTY LINE
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 EX. JACARANDA TREES TO REMAIN
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NEW STRIPING
 EX. DRIVEWAY
 NEW PLANTING AREA
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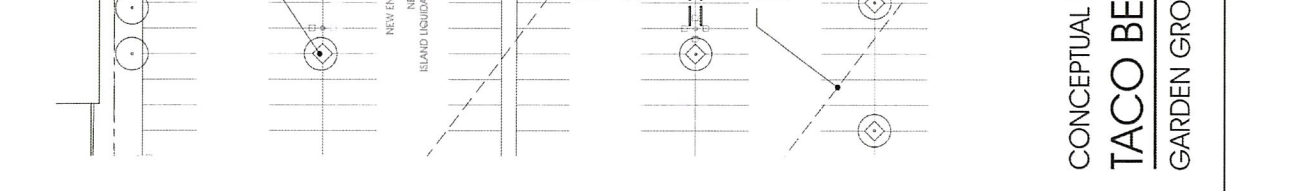
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 EX. AMERICAN SWEET GUM TREES TO REMAIN



CONCEPTUAL LANDSCAPE PLAN
TACO BELL
 GARDEN GROVE, CA

CONCEPTUAL design & construction company
 3195-C Airport Loop Dr., Suite One, Costa Mesa, CA 92626
 1-949-3968010 F: 949-3961862 www.cdacorp.com
 6459 Morse Road, Atascadero, CA 93422
 T: 805-465-3395 F: 805-465-3364

CONV. 09F - 100B

SHEET 1 OF 2
 DATE: 6-19-18

NO.	REVISION	DATE	BY

TACO BELL
10001 GARDEN GROVE BLVD
GARDEN GROVE, CA

CONCEPTUAL
LANDSCAPE PLAN

L-2



PARKING LOT SHADE TREE
AMERICAN SWEET GUM
LIQUIDAMBAR STYRACIFLUA



AFRICAN IRIS
DIETES IRIDOIDES



MARGARET JONES NEW ZEALAND FLAX
PHORMIUM 'MARGARET JONES'



VARIEGATED AUSTRALIAN ROSEMARY
WESTRINGIA 'WYNNYBEE HIGHLIGHT'



ACCENT TREE
CRAPE MYRTLE
LAGERSTROEMIA INDICA



TRAILING INDIGO BUSH
DALEA GREGGI



MYOPORIUM
MYOPORIUM PARVIFOLIUM



FLAME AUTUMN SAGE
SALVIA GREGGII 'FLAME'



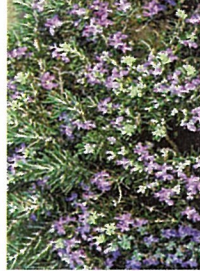
ENTRY ACCENT
JACARANDA
JACARANDA MIMOSIFOLIA



LITTLE JOHN DWARF BOTTLEBRUSH
CALLISTEMON C. 'LITTLE JOHN'



LAVANDER
LAVANDULA 'REGAL SPLENDOUR'



MAGESTIC BEAUTY ROSEMARY
ROSMARINUS 'MAGESTIC BEAUTY'



DWARF CAROLINA LAUREL CHERRY
PRUNUS CAROLINIANA COMPACTA



HESPERALOE PARVIFLORA
HESPERALOE PARVIFLORA



RED YUCCA
HESPERALOE PARVIFLORA



DWARF CAROLINA LAUREL CHERRY
PRUNUS CAROLINIANA COMPACTA

PLANT PALETTE

Species	Material Details	Common Name	Size	Maturity
Jacarcanda mimosifolia		Jacarcanda	36" Box	2' - 4' Mod
Callistemon v. 'Little John'		Little John Dwarf Bottlebrush	24" Box	4' - 6' Mod
Lagerstroemia indica		Crape Myrtle	24" Box	4' - 6' Mod
Liquidambar styraciflua		American Sweet Gum		

Existing Trees to Retain

Species	Material Details	Common Name	Size	Maturity
Callistemon v. 'Little John'		Little John Dwarf Bottlebrush	5 gallon	Low
Dietes iridoide		African Iris	1 gallon	Low
Dalea greggii		Trailing Indigo Bush	5 gallon	Low
Hesperaloe parviflora		Red Yucca	5 gallon	Low
Myoporum		Myoporium	1 gallon	Low
Phormium 'Margaret Jones'		Margaret Jones Flax	5 gallon	Mod
Prunus caroliniana compacta		Dwarf Carolina Laurel Cherry	5 gallon	Mod
Rosmarinus 'Magestic Beauty'		Magestic Beauty Rosemary	5 gallon	Mod
Salvia greggii 'Flame'		Flame Autumn Sage	5 gallon	Low
Westringia 'Wynnybee Highlight'		Variegated Australian Rosemary	5 gallon	Low

NOTES:
1. PLANT MATERIAL LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.
2. ALL LANDSCAPE PAINTS AND DECORATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.
3. ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.
4. ALL LANDSCAPE ESTABLISHMENT SHALL BE PERMANENTLY MAINTAINED.
5. LANDSCAPE WITH CUTTINGS WILL BE PLACED ON CURBLOT SYSTEM DISCONNECTED FROM MAIN LINES.
6. ALL IRRIGATION SYSTEMS SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CITY'S IRRIGATION DESIGN MANUAL.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY AND COUNTY AND COORDINATE WITH ALL UTILITIES TO BE INSTALLED IN ALL LANDSCAPE AREAS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY AND COUNTY AND COORDINATE WITH ALL UTILITIES TO BE INSTALLED IN ALL LANDSCAPE AREAS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY AND COUNTY AND COORDINATE WITH ALL UTILITIES TO BE INSTALLED IN ALL LANDSCAPE AREAS.



RESOLUTION NO. 5936-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-058-2018 AND TENTATIVE PARCEL MAP NO. PM-2018-147, FOR A PROPERTY LOCATED ON THE WEST SIDE OF GROVE AVENUE BETWEEN ACACIA PARKWAY AND GARDEN GROVE BOULEVARD, AT 10801 GARDEN GROVE BOULEVARD, ASSESSOR'S PARCEL NO. 089-212-48.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on September 20, 2018, does hereby approve Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147, for land located on the west side of Grove Avenue between Acacia Parkway and Garden Grove Boulevard, at 10801 Garden Grove Boulevard, Assessor's Parcel No. 089-212-48, subject to the Conditions of Approval attached hereto as "Exhibit A".

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Francis Chu (Fountainhead Shrugged, LLC).
2. The applicant is requesting Site Plan approval to construct a new 2,485 square foot Taco Bell restaurant pad building, with a drive-thru, on the easterly portion of the existing Home Depot parking lot, located at 10801 Garden Grove Boulevard (APN: 089-212-48), along with site improvements that include re-configuring of existing parking spaces and new landscaping. Also, a request for Tentative Parcel Map approval to subdivide the existing 10.7-acre Home Depot property, into two (2) lots (the 10.25-acre Home Depot property and the 0.45-acre Taco Bell property), in order to facilitate the development of the new 0.45-acre Taco Bell site.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the City of Garden Grove Planning Commission hereby determines that the proposed project is categorically exempt from the CEQA pursuant to Section 15303 (New Construction or Conversion of Small Structures) and Section 15315 (Minor Land Divisions) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303 and 15315).
4. The property has a General Plan Land Use designation of Heavy Commercial and is zoned CCSP-DC30 (Community Center Specific Plan – District Commercial, Area 30) and CCSP-CCT63 (Community Center Specific Plan - Community Center Transit District, Area 63). The subject property is 10.7 acres in area and is developed with an existing 128,621 square foot home improvement retail establishment, Home Depot.
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 September 20, 2018, and all interested persons were given an opportunity to be heard.
8. The Planning Commission gave due and careful consideration to the matter during its meeting on September 20, 2018, and considered all oral and written testimony presented regarding the project; 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 and Government Code Section 66412, are as follows:

FACTS:

The subject property is 10.7 acres in area and is developed with an existing 128,621 square foot home improvement retail establishment, Home Depot. The property has a General Plan Land Use Designation of Heavy Commercial and is zoned CCSP-DC30 (Community Center Specific Plan – District Commercial, Area 30). It should be noted that the OCTA (Orange County Transportation Authority) Right-of-Way (ROW), formerly known as the Pacific Electric Right-of-Way, which is not a separate property, runs diagonally through the Home Depot property, and has a zoning designation of CCSP-CCT63 (Community Center Specific Plan - Community Center Transit District, Area 63). This Right-of-Way area is currently improved with parking spaces. The Community Center Specific Plan is the document which currently implements the zoning for the General Plan. The Community Center Transit District is intended as a “holding” zone for a future rapid transit station and appurtenant transit facilities. The proposed project will have no impact to the existing CCSP-CCT63 zoning or to the OCTA easement area. The CCSP-CCT63 zoning will remain over the OCTA ROW to ensure the availability of it for future transit opportunities should they arise.

In 1996, the City of Garden Grove approved Site Plan No. SP-174-96, Amendment No. A-159-96, Tentative Parcel Map No. PM-96-144, Conditional Use Permit Nos. CUP-308-96 and CUP-309-96, which allowed: development of the site with a 128,621 square foot home improvement retail establishment (Home Depot); a code amendment to rezone the property from Mixed Use and Core Residential Districts to District Commercial to allow the proposed use; a conditional use permit to use the Pacific Electric right-of-way for parking, an outdoor garden center, an outdoor food vending cart; and a tentative parcel map to consolidate the existing lots in order to facilitate the development of the Home Depot site. A development agreement was also approved.

The property is adjacent to Nelson Street to the west, Acacia Parkway and an existing residential apartment complex to the north, Garden Grove Boulevard to the south, and Grove Avenue to the east. The Home Depot site currently provides a total of 561 existing parking spaces on-site.

FINDINGS AND REASONS:

Site Plan:

1. The Site Plan complies with the spirit and intent of the provisions, conditions and requirements of the Municipal Code and other applicable ordinances.

The subject site has a General Plan Land Use Designation of Heavy Commercial and is zoned CCSP-DC30 (Community Center Specific Plan – District Commercial, Area 30) and CCSP-CCT63 (Community Center Specific Plan - Community Center Transit District, Area 63). The project complies with the intent of the Heavy Commercial Land Use Designation for the property by providing additional commercial uses to the area. The design and improvement of the proposed project is consistent with the spirit and intent of the General Plan, specifically:

Policy LU-1.7 – Encourage the design of new commercial developments as integrated centers, rather than as small individual strip developments;

Policy LU-6.2 – Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area’s present and potential clientele;

LU-IMP-6C – Encourage façade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features; and

Policy ED-3.3 – Enhance and retain retail opportunities to serve the population.

The project has been designed to comply with all requirements of Title 9 of the Municipal Code, including the specific requirements of the Community Center Specific Plan, for District Commercial, Area 30. The placements of the structure, the site design, the parking lot layout, the number of on-site parking spaces, and the landscape improvements are consistent with the spirit and intent of the requirements of the Municipal Code.

2. The project will not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access.

For an “Eating Establishment/Restaurant” use, the Municipal Code requires a minimum of one (1) parking space per 100 square feet of gross floor area, with a minimum of ten (10) parking spaces. The project includes a 2,485 square foot restaurant, which requires a minimum of twenty-five (25) parking spaces. The project provides a total of twenty-five (25) parking spaces on-site (on the Taco

Bell property), with a drive-thru lane that can accommodate up to ten (10) additional vehicles in queue. As part of the project, a portion of the existing Home Depot parking lot, along the easterly property line fronting Grove Avenue, will be modified to re-configure parking stalls and landscaping/planters. The existing Home Depot property provides a total of 561 parking spaces, which far exceeds the minimum number of parking stalls required for the site and the existing Home Depot retail use (412 parking spaces minimum). Following the proposed parking lot and landscape improvements for the project, a total of 473 parking spaces will remain on the Home Depot and Taco Bell properties, which results in a surplus of 65 parking spaces. Staff finds that the project will comply with the minimum parking requirements, as well as ensure adequate parking is maintained for both the Home Depot and Taco Bell properties. Access to the Taco Bell property will utilize the existing drive aisles and driveway approaches currently available on-site (the Home Depot property), which consist of driveway approaches off Nelson Street, Acacia Parkway, Grove Avenue, and Garden Grove Boulevard. No existing driveway approaches will be moved, removed, or replaced.

The project has been designed to provide a drive aisle and parking layout that enables customers to maneuver effectively through the site, including through the Home Depot site, while also allowing maneuverability for customers to access and exit the drive-thru lane. Sufficient on-site parking is provided to accommodate the restaurant establishment.

Furthermore, the City's Traffic Engineering Division and the Fire Department have also reviewed the plans, and all appropriate conditions of approval will eliminate any adverse impacts to surrounding streets.

3. The project will not adversely affect essential public facilities such as streets and alleys, utilities and drainage channels.

The streets in the area (Garden Grove Boulevard, Acacia Parkway, Nelson Street, and Grove Avenue) will be adequate to accommodate the development once the developer provides the necessary improvements for the project. Utilities and drainage channels in the area are existing and adequate to accommodate the development. The property is not located in a sewer deficiency area. The Public Works Department has incorporated conditions of approval to mitigate potential impacts to the sewer system.

The proposed development will also provide landscaping and proper grading of the site in order to improve drainage in the area. The Public Works Engineering and Water Services Division have reviewed that plans, and all appropriate conditions of approval will eliminate any adverse impacts to the streets and alleys, utilities and drainage channels.

4. The project will not adversely impact the City's ability to perform its required public works functions.

The streets in the area (Garden Grove Boulevard, Acacia Parkway, Nelson Street, and Grove Avenue) will be adequate to accommodate the development once the developer provides the necessary improvements for the project. Utilities, water service lines, sewer lines, and drainage channels in the area are existing and adequate to accommodate the development. The property is not located in a sewer deficiency area, and sufficient capacity is available in the sewer system to accommodate the development. The Public Works Department has incorporated conditions of approval to mitigate potential impacts to the sewer system.

The proposed development will provide landscaping and proper grading of the site in order to improve drainage in the area. The design of the proposed development includes modifications to existing island curbs on-site to accommodate for safe truck delivery access from Grove Avenue and out to Garden Grove Boulevard, which ensures that potential impacts to adjacent streets, relating to on- and off-site vehicular circulation and traffic, are mitigated. Additionally, the applicant will be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City, which ensures that the City's ability to perform its required public works functions will not be adversely impacted. The Public Works Engineering and Water Services Division have reviewed the plans, and all appropriate conditions of approval will eliminate any adverse impacts to the streets and alleys, utilities and drainage channels, and will ensure that the project will not adversely impact the City's ability to perform its required public works functions.

5. The project is compatible with the physical, functional, and visual quality of the neighboring uses and desirable neighborhood characteristics.

The project is located in an area with both commercial and residential uses. The proposed project is consistent with the existing commercial and residential uses and improvements in the surrounding area and is compatible with the existing commercial Home Depot use on the property. The design of the proposed development will ensure a reasonable degree of compatibility with adjacent developments as it relates to, but not limited to: landscaping, parking lot lighting, parking lot striping and drive aisle design, pedestrian access, building height, building elevation design, and setbacks.

6. That through the planning and design of buildings and building placement, the provision of open space, landscaping and other site amenities, the project will attain an attractive environment for the occupants of the property.

The project has been designed to consider building appearance, building placement, landscaping, and other amenities in order to create an attractive environment. All landscaped areas are required to adhere to the landscaping requirements of the Title 9 of the Municipal Code, which includes the City's Landscape Water Efficiency Guidelines. Through the conditions of approval for the project, the necessary agreements for the protection and maintenance of all landscaping will be achieved.

Tentative Parcel Map:

1. That the proposed map is consistent with the General Plan.

The proposed Tentative Parcel Map is consistent with the provisions of the General Plan Land Use Designation of Heavy Commercial that allows for a variety of intensive commercial uses. The Heavy Commercial designation allows for a maximum Floor Area Ratio (FAR) of 0.55. The Taco Bell lot created by the proposed parcel map, along with the proposed restaurant pad building, will have a FAR of 0.13. The Home Depot lot, along with the existing Home Depot building, will maintain a FAR of 0.29. Both lots, respectively, will maintain FARs which are less than the maximum allowed under the Heavy Commercial designation (0.55). The size of the lot created by the parcel map will accommodate the new Taco Bell pad building, provide sufficient setbacks, landscaping, parking spaces, and have adequate vehicular and pedestrian circulation. The Home Depot lot will maintain compliance with all applicable development standards of the zone.

Furthermore, the proposed project is consistent with Goal LU-5 and of the General Plan's Land Use Element, which provides for the City to encourage economically viable, vital, and attractive commercial centers throughout the City that serve the needs of the community.

2. That the design and improvement of the proposed subdivision is consistent with the General Plan.

The Heavy Commercial designation allows for a maximum Floor Area Ratio (FAR) of 0.55. The lot created by the proposed parcel map, along with the proposed restaurant pad building, will have a FAR of 0.13. The Home Depot lot, along with the existing Home Depot building, will maintain a FAR of 0.29. Both lots will maintain FARs which are less than the maximum allowed under the Heavy Commercial designation (0.55). The size of the lot created by the parcel map will accommodate the new Taco Bell pad building, provide sufficient setbacks, landscaping, parking spaces, and have adequate vehicular and pedestrian circulation. The Home Depot lot will maintain compliance with all applicable development standards of the zone. The design and improvement of the proposed subdivision is consistent with the spirit and intent of the General Plan, specifically:

Policy LU-6.2 – Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area’s present and potential clientele;

LU-IMP-6C – Encourage façade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features; and

Policy ED-3.3 – Enhance and retain retail opportunities to serve the population.

3. That the site is physically suitable for the proposed type of development.

The design and improvement of the proposed development complies with the minimum parking, landscaping, and building setbacks, of the CCSP-DC30 (Community Center Specific Plan – District Commercial, Area 30) and CCSP-CCT63 (Community Center Specific Plan - Community Center Transit District, Area 63) zones, and is under the floor area ratio maximum as identified in the General Plan for the Heavy Commercial designation. Therefore, the site is physically suitable for the proposed type of development.

4. That the requirements of the California Environmental Quality Act have been satisfied.

The proposed development is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA's Class 3, New Construction or Conversion of Small Structures (CEQA Guidelines §15303), and Class 15, Minor Land Divisions (CEQA Guidelines §15315).

5. That the site is physically suitable for the proposed density of the development.

The site is physically suitable for the proposed type and density of development. The site is adequate in size and shape to accommodate the proposed restaurant pad building and the existing Home Depot establishment, while complying with all applicable requirements of Title 9 of the Municipal Code, which includes applicable requirements of the Community Center Specific Plan, for District Commercial, Area 30. The proposed development also complies with the maximum Floor Area Ratio (FAR) of 0.55 for the Heavy Commercial General Plan Land Use Designation. The site is large enough to accommodate the proposed project with sufficient parking, street access, landscaping, and pedestrian access.

6. That the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

The design of the subdivision and the proposed improvements are not likely to cause serious public health problems since conditions of approval will be in place to safeguard public health. City Departments, including the Public Works Department and Community and Economic Development Department have reviewed the proposed development and have applied conditions of approval to ensure any potential negative impacts that the project may have on the Garden Grove community are addressed.

7. That the design of the subdivision and the proposed improvements will not conflict with easements of record or easements established by court judgment acquired by the public at large for access through or use of property within the proposed subdivision; or, if such easements exist, that alternate easements for access or for use will be provided, and that these will be substantially equivalent to the ones previously acquired by the public.

Reciprocal access agreements to drive aisles, parking and utilities will be filed as part of the final parcel map, and CC&Rs will be in place for the operation of the integrated commercial center (currently comprised of Home Depot and the future Taco Bell establishment) to ensure that proper access is fully maintained and provide mechanisms and processes to modify the agreements as necessary upon future redevelopment. It should be noted that the OCTA (Orange County Transportation Authority) Right-of-Way (ROW), formerly known as the Pacific Electric Right-of-Way, which is not a separate property, runs diagonally through the Home Depot property, and has a zoning designation of CCSP-CCT63 (Community Center Specific Plan - Community Center Transit District, Area 63). This Right-of-Way area is currently improved with parking spaces. The Community Center Specific Plan is the document which currently implements the zoning for the General Plan. The Community Center Transit District is intended as a "holding" zone for a future rapid transit station and appurtenant transit facilities. The proposed project will have no impact to the existing CCSP-CCT63 zoning or to the OCTA easement area. The CCSP-CCT63 zoning will remain over the OCTA ROW to ensure the availability of it for future transit opportunities should they arise.

8. That the design and improvement of the proposed subdivision are suitable for the uses proposed, and the subdivision can be developed in compliance with the applicable zoning regulations.

The proposed subdivision is suitable for the commercial project and has been designed to comply with the applicable development standards and all applicable zoning regulations. The property has a General Plan Land Use Designation of Heavy Commercial and is zoned CCSP-DC30 (Community Center Specific Plan – District Commercial, Area 30). It should be noted that the OCTA (Orange County Transportation Authority) Right-of-Way (ROW), formerly known as the Pacific Electric Right-of-Way, which is not a separate property, runs diagonally through the Home Depot property, and has a zoning designation of CCSP-CCT63

(Community Center Specific Plan - Community Center Transit District, Area 63). This Right-of-Way area is currently improved with parking spaces. The Community Center Specific Plan is the document which currently implements the zoning for the General Plan. The Community Center Transit District is intended as a "holding" zone for a future rapid transit station and appurtenant transit facilities. The proposed project will have no impact to the existing CCSP-CCT63 zoning or to the OCTA easement area. The CCSP-CCT63 zoning will remain over the OCTA ROW to ensure the availability of it for future transit opportunities should they arise. The project complies with the zoning requirements for the property. The placement of structures, the site design, the parking lot layout, the number of on-site parking spaces and the landscape areas are consistent with the spirit and intent of the requirements of the Municipal Code. The project, which will be comprised of two (2) parcels, is designed to provide joint access throughout the site for drive aisles and parking. The integrated commercial center is designed to have consistent design elements throughout the development, and all landscaping will have a consistent palette.

9. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision (Gov. Code Sec. 66473.1).

The project has been designed in accordance with Government Code Section 66473.1, which encourages the orientation of the building to take advantage of shade and prevailing breezes when feasible.

10. That the design, density and configuration of the subdivision strikes a balance between the effect of the subdivision on the housing needs of the region and of public service needs that the character of the subdivision is compatible with the design of existing structures and that the lot sizes of the subdivision are substantially the same as the lot sizes within the general area.

The project has been reviewed in relation to the housing needs and public service needs and is compatible with the existing surrounding area, which is developed with existing commercial and residential uses. The subdivision will be compatible with the surrounding area since the lots are designed to comply with setbacks of the zone, and meet or exceed minimum requirements for, but not limited to, parking and landscaping. The commercial center will provide an appropriate level of commercial development to support the existing, and future, residential development within the retail trade area of the development.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan and Tentative Parcel Map possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030 and 9.40.060.
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 Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147.

EXHIBIT "A"

Site Plan No. SP-058-2018 Tentative Parcel Map No. PM-2018-147

10801 Garden Grove Boulevard

CONDITIONS OF APPROVAL

General Conditions

1. The applicant and each owner of the property shall execute, and the applicant shall record a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office, on the property. Proof of such recordation is required within 30 days of this approval. 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, Francis Chu (Fountainhead Shrugged, LLC), 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. Any changes of the Conditions of Approval require approval by the Planning Commission.
2. Approval of this Site Plan and Tentative Parcel Map 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. Modifications which do not change the intent of the project may be approved by the Community and Economic Development Director.
3. Minor modifications to the Site Plan and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic 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. The approved site plan, floor plan, and use of the subject property, as represented by the Applicant, are an integral part of the decision approving this Site Plan and Tentative Parcel Map. 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.

Public Works Engineering Division

6. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
7. All vehicular access drives to the site shall be provided in locations approved by the City Traffic Engineer.
8. Any new modification to the existing drive approach to the site shall be in accordance with Garden Grove Standard B-120.
9. The applicant shall modify existing island curbs on site to accommodate for safe truck delivery access from Grove Avenue and out to Garden Grove Boulevard as directed by City Traffic Engineer.
10. All parking spaces that abut to sidewalks that are not elevated with a curb face to the stall, if any, shall have wheel stops.
11. No parallel curb parking shall be permitted anywhere on the site.
12. The grading/horizontal control plan shall provide an approximately 80 feet or four vehicles lengths between the service window and order board and additional 80 feet or four vehicle lengths of queuing distance behind the order board in conformance with the queuing requirements of City of Garden Grove Standard Plan B-312.
13. Prior to the issuance of a grading permit, the applicant shall prepare and record a reciprocal access agreement or similar document approved by the City Engineer, which provides reciprocal access between the two parcels consistent with the approved Site Plan and Parcel Map.
14. Prior to issuance of a grading permit, the applicant shall design overhead street lighting within the development in a manner meeting the approval of the City Engineer. Location of lighting poles shall be shown on the precise grading plans.
15. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department.

The report shall make recommendations for pavement design the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.

16. A separate street permit is required for work performed within the public right-of-way.
17. Grading/street improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30' outside the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. Street improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.
18. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
19. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition.
20. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.
21. Prior to the issuance of any grading or building permits or prior to recordation upon subdivision of land if determined applicable by the City Building Official, the applicant shall submit to the City for review and approval a Water Quality Management Plan that:
 - a. Addresses Site Design BMPs based upon the geotechnical report recommendations and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.
 - c. Incorporates structural and Treatment Control BMPs as defined in the DAMP.

- d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
22. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
- a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
 - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site.
 - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
23. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502:
- a. Paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, screened or walled to prevent off-site transport of trash;
 - b. Provide solid roof or awning to prevent direct precipitation;
 - c. Connection of trash area drains to the municipal storm drain system is prohibited;
 - d. Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control;
 - e. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information;
 - f. The trash enclosure(s) shall be located to allow pick-up and maneuvering, including turnarounds, in the areas of the enclosure(s);

- g. Pursuant to state mandated commercial organic recycling law-AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company.
24. The applicant and his contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and his contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced or new ramps are installed. The Applicant and his contractor shall be liable for, at his expense, any resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls.
25. Prior to the issuance of the street improvements and grading permit, the Applicant shall provide improvement bonds (Faithful Performance, Labor & Material and Monument Bond) acceptable to the City guaranteeing that all work constructed under said permits will be completed according to the approved plans, applicable laws, and in compliance with all terms specified in the permit(s). All bonds shall be in a form satisfactory to the City Engineer, City Attorney, and City Finance Department (Risk Management). Alternate forms of security may be considered, solely in the discretion of the City Engineer and with the concurrence of the City Attorney and City Finance Department (Risk Management).
26. TIES TO HORIZONTAL CONTROL: Prior to recordation of a final parcel map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City on Auto Cad DWG format.
27. DIGITAL MAP SUBMISSION: Prior to recordation of a final parcel map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital graphics file of said map in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City on Auto Cad DWG format.
28. Any new or required block walls and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of

improvements and property line. Block walls shall be designed in accordance to City standards or designed by a professional registered engineer. In addition, the following shall apply:

- a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division Prior to installation.
29. The applicant shall identify a temporary parking site(s) for construction crew and construction trailers office staff prior to issuance of a grading permit. No construction parking is allowed on local streets.
 30. Prior to issuance of a grading permit, the applicant submit and obtain approval of a worksite traffic control plan, satisfactory to the City Traffic Engineer.
 31. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
 32. Any required lane closures should occur outside of peak travel periods.
 33. Construction vehicles should be parked off traveled roadways in a designated parking.
 34. Prior to issuance of a grading permit, the applicant shall provide a hydrological analysis with scaled map and calculations and hydraulic calculations to size storm drains per the Orange County RDMD standards. Parkway culverts shall be designed per Orange County standard plan 1309, Type B. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
 35. Prior to issuance of the a building permit, the applicant shall design and construct street frontage improvements as identified below:

Grove Avenue

- a. Protect existing driveway approach on Grove Avenue, any new modification to the drive approach shall be in accordance with Garden Grove Standard B-120 (option #2).
- b. Remove and replace the pavement of the street fronting the driveway approach on Grove Avenue from the westerly edge of the gutter to the edge of the easterly gutter per City Standard Plan B-104 and as directed by the City Engineer.

- c. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Grove Avenue with Planning Division and Water Division.
- d. Any proposed new landscaping in public right of way shall be approved by Planning Division and maintained by the owner.

Public Works Water Services Division

- 36. A new water meter and service to be installed within the Grove Street right of way.
- 37. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross connection inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
- 38. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
- 39. City shall determine if existing water services(s) is/are usable and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.
- 40. Commercial food use of any type shall require the installation of an approved grease interceptor prior to obtaining a business license.
- 41. A properly sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. 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.
- 42. Food grinders (garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Existing units are to be removed.

43. Owner shall install new sewer lateral with clean out at right-of-way line. Lateral in public right-of-way shall be 6" min. dia., extra strength VCP with wedgelock joints.
44. Contractor shall abandon any existing unused sewer lateral(s) at street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug and encased in concrete.

Police Department

45. There shall be no gaming tables or gaming machines as outlined in City Code Sections 8.20.010 and 8.20.050 on the premises at any time.
46. 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.
47. All pay phones located adjacent to the premises shall be limited to out-going calls only. This condition shall be complied within 30 days following approval of this application.

Community and Economic Development Department

48. The approved site plan and floor plan are an integral part of the decision approving this Site Plan and Tentative Parcel Map. There shall be no additional changes in the design of the floor plan without the approval of the Community and Economic 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).
49. The sale of alcoholic beverages for on-site or off-site consumption on the premises is prohibited.
50. No outside display of merchandise shall be permitted at any time.
51. 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.
52. There shall be no pool tables or incidental amusement devices on the premises at any time.

53. There shall be no uses or activities of an adult-oriented nature permitted as outlined in City Code Section 9.08.070.
54. 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.
55. Graffiti shall be removed, from the premises and all parking lots under the control of the licensee and/or the property owner, within 120 hours upon notification.
56. 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.
57. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Division. No advertising material shall be placed thereon.
58. 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 or on exterior of the building.
59. Exterior advertisements displays or exterior wall advertisements shall not be allowed.
60. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Section 8.47.010 referred to as the County Noise Ordinance as adopted:
 - a. Monday through Saturday - not before 7 a.m. and not after 8 p.m. (of the same day).
 - b. Sunday and Federal Holidays may work the same hours but subject to noise restrictions as stipulated in Section 8.47.010 of the Municipal Code.
61. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, using electricity from power poles rather than diesel or gasoline powered generators, and using methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, using solar or low-emission water heaters, and using low-sodium parking lot lights, to ensure compliance with Title 24.

62. The property owner shall comply with the adopted City Noise Ordinance. During permitted hours of operation, noise generated by the operation shall not exceed 55 dBA as measured at the boundaries of the property lines.
63. 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.
64. 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 above conditions of approval. The plans shall indicate landscape materials, wall materials and building materials proposed for the project.
65. 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.
66. The applicant shall submit detailed plans showing the proposed location of utilities and mechanical equipment to the Community and Economic Development Department, Planning Division, for review and approval prior to submittal of plans for Building Division, Plan Check. The project shall also be subject to the following:
 - a. All above-ground utility equipment (e.g., electrical, gas, telephone) shall not be located in the street setbacks and shall be screened to the satisfaction of the Community and Economic Development Department, Planning Division.
 - b. No roof or wall mounted mechanical equipment shall be permitted unless the Planning Division Services approves a method of screening complementary to the architecture of the building, prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets, including the surrounding properties.

67. The applicant shall submit a complete landscape plan governing the entire development for review and approval by the Community and Economic Development Department prior to building permit issuance. The landscaping plan shall comply with all the landscaping requirements as specified in Title 9 of the City of Garden Grove Municipal Code as well as recently adopted provisions by the State of California concerning drought tolerant landscape measures (Landscape Water Efficiency Guidelines). Said plan shall include type, size, location and quality of all plant material. This includes enhanced landscaping for the walkway areas. The plan shall include an irrigation plan, and staking and planting specification. The landscape plan is subject to the following:
- a. A complete, permanent, automatic remote control irrigation system shall be provided for all common area landscaping shown on the plan. The sprinklers shall be of low flow/precipitation sprinkler heads for water conservation.
 - b. All above-ground utilities (e.g., water backflow devices, electrical transformers, irrigation equipment, etc.) shall be shown on the landscape plan in order to ensure proper landscape screening and will be provided around each of these equipment/apparatus.
 - c. The applicant shall be responsible for the installation and maintenance of all landscaping on the property during and after the construction period. Said responsibility shall extend to within the public right-of-way.
 - d. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. All proposed trees shall be non-fruit bearing, evergreen trees that require minimal maintenance.
 - e. No trees shall be planted closer than five feet (5') from the public right-of-way. Trees planted within fifteen feet (15') of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages, adjacent to driveways, shall be of the low-height variety to ensure safe sight clearance.
 - f. Landscaping on-site shall be compatible with, and to the extent feasible, match the existing landscaping on the abutting Home Depot property.
68. During construction, if paleontological or archaeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with all applicable laws and regulations.

69. 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.
70. 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.
71. All on-site curbs, not associated with a parking space, shall be painted red.
72. The site improvements and subsequent operation of the site/business(es) shall adhere to the following:
 - a. There shall be no business activities, or storage permitted outside of the building. All business related equipment and material shall be kept inside the building except for loading or unloading purposes.
 - b. Property owners, employees, and business operators shall not store vehicles anywhere on the site.
 - c. The trash enclosure shall match the color and material type used for the block walls and shall be gated. The trash bins shall be kept inside the trash enclosure, and gates closed at all times except during disposal and pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site. The trash shall be picked up at least once per week.
 - d. All drive aisles on the site are considered to be fire lanes and shall remain clear and free of any materials, and/or vehicles.
73. The proposed development shall comply with all applicable provisions of the Garden Grove Local Implementation Plan (LIP), including but not limited to, providing a Water Quality Management Plan (WQMP) and Section 7 addressing reducing water run-off from the site (e.g., directing roof rain gutter's downspouts to permeable areas such as landscape planters).
74. In the event the development cannot accommodate the parking demand, due to impacts generated by the development, at any given time, which causes a nuisance, hindrance, and/or problem with either on-site and off-site parking and circulation, the applicant shall devise and implement a plan approved by the City to relieve the situation.

Upon written request by the City, the applicant shall submit a plan to manage parking issues for review and approval by the Community and Economic Development Department. The plan may include, but is not be limited to: reducing the hours of operation, instituting an off-site parking

arrangement; having on-site parking control personnel; and/or others actions that may be deemed applicable to the situation.

If the City's Community and Economic Development Director deems such action is necessary to address parking and circulation problems, such action shall be implemented within 30 days of written notice. Failure to take appropriate action shall be deemed a violation of these Conditions of Approval and may result in the City restricting the overall use of the establishment.

75. The applicant shall work with the Planning Division to ensure that the proposed building colors are appropriate, and not overly bright. The applicant shall submit the actual chip samples of the proposed paint colors to the Planning Division for review and approval.
76. In the event problems arise where the hours of operation need to be reduced in order to minimize problems, the operator shall change the hours of operation as prescribed by the City.
77. A copy of the resolution including the conditions approving Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147 shall be kept on the premises at all times.
78. The permittee shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147, and his/her agreement with all conditions of the approval.
79. Development shall comply with all applicable requirements of the 2016 CBC (California Building Standards Code), CMC (California Mechanical Code), CPC (California Plumbing Code), CEC (California Electrical Code), CGBC (California Green Building Standards Code), and 2016 T-24 (Title 24) Energy Standards.
80. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Site Plan No. SP-058-2018 and Tentative Parcel Map No. PM-2018-147. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including, but not limited, to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

81. It shall be the applicant's responsibility to verify that any building or site improvements do not cross over, encroach into, or cause issue with any recorded easements on the subject property or the adjacent properties.

**COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
PLANNING STAFF REPORT**

AGENDA ITEM NO.: C.3	SITE LOCATION: Citywide
HEARING DATE: September 20, 2018	GENERAL PLAN: Overall
CASE NOS.: General Plan Amendment No. GPA-003-2018	CEQA DETERMINATION: Exempt.
APPLICANT: City of Garden Grove	APN: N/A

REQUEST:

A request for Planning Commission to recommend to City Council the approval of a General Plan Amendment No. GPA-003-2018 to adopt a bicycle and pedestrian master plan (Garden Grove Active Streets Master Plan) into the Circulation Element by adding Active Transportation goals, policies, and implementations, replacing Exhibit CIR-7, the Master Plan of Bikeway Facilities map, amending the Existing Circulation System and MPAH Designations map (Exhibit CIR-1) and the Master Plan of Streets and Highways (Exhibit CIR-4), and adopting the Garden Grove Active Streets Master Plan as an appendix. The Garden Grove Active Streets Master Plan implements goals and policies in the current General Plan. OCTA has approved an amendment to their Master Plan of Arterial Highways (MPAH) on which the General Plan Exhibits CIR-1 and CIR-2 are based.

BACKGROUND:

Re:Imagine Campaign and Bicycling/Walking. Since the inception of the Re:Imagine Campaign (2013), Garden Grove has had as its goal to create a newly minted version of itself; a GREAT place that is more current, more fun, more interesting, and a better place to live. Planners had heard from citizens, in the earlier endeavor of the General Plan update, that there wasn't much to do in Garden Grove and little to keep people in town. The Downtown seemed the logical place to start as it had plenty going for it: Historic Main Street, theaters, two parks, schools, colleges, community meeting spaces, and civic buildings. Moreover, it was walkable, with a compact development pattern, and close to remaining segments of the old PE ROW (Pacific Electric Right-of-Way). The PE ROW provides an opportunity for a Class 1 bike/pedestrian trail that can connect the Downtown to the major shopping center at Brookhurst/Chapman. And most importantly, the Downtown was the place where people already came to engage with the City and the larger community.

Planning staff took the lead in the Re:Imagine endeavor, hosting staff charettes to gather ideas on the Downtown and overseeing an online community forum on the Mindmixer platform (2013-2014). Planning staff asked questions and invited photo sharing on all kinds of topics: favorite memories of Downtown, artwork, favorite shops, types of events, how to cross Euclid Street, landscaping, walking, biking, the

PE ROW, etc. The outpouring of ideas from the community was amazing: 804 ideas total.

The online forum produced ideas on how to make the Downtown more walkable and more bicycle-friendly. People liked the idea of a trail on the PE ROW and they asked about CicLAvia type events. (CicLAvia were the Open Streets Events being created by Aaron Paley and his company, CARS, in Los Angeles).

At the same time, City staff on the Re:Imagine committee were joining in and riding in the Open Streets events happening in San Diego and Los Angeles. Public Works staff talked about the funding for transportation projects shifting to 'active transportation' projects and acknowledged that Garden Grove was far behind other cities when it came to a Bike Plan. City Councilperson Jones, also on the OCTA Board, kept asking staff why other cities, but not Garden Grove, were winning grant awards.

SCAG Grant for Bicycle & Pedestrian Master Plan. The Southern California Association of Governments (SCAG) Sustainability Program had a call for grant proposals and Planning staff decided to try, writing a grant proposal, "Re:Imagine Downtown - Pedals & Feet", asking for funds to create a bicycle and pedestrian master plan and to hold an Open Streets event. To our amazement, Garden Grove was awarded the grant in October 2013. However, SCAG had generously funded all the proposals for that round and Garden Grove did not receive funding until 2015.

Open Streets 1. The Re:Imagine Committee of City staff from Community Development, Community Services, Public Works, Police, and Fire, decided to move forward on an Open Streets event in 2014. In keeping with the spirit of Re:Imagine, the committee wanted to be "audacious" by Garden Grove standards and create an event that was more than anyone expected. The City contracted with Aaron Paley of CARS to produce the first Open Streets event held on October 12, 2014.

As part of Re:Imagine Garden Grove Open Streets 1, the Public Works Department constructed a pilot section of a bicycle and pedestrian trail on the Pacific Electric Right-of-Way (PE ROW) from Nelson Street to Stanford Avenue. This pilot trail was part of the Open Streets route connecting bicyclists to streets closed to automobile traffic. The PE ROW is a priority bikeway corridor in the OCTA Districts 1 and 2 Bikeways Strategy (OCTA, December 2013) and is of regional interest.

Planning staff had a booth at the first Open Streets event to talk with people about the ideas that had come from the Mindmixer Re:Imagine forum, and listen to what they thought of bicycling at the Open Streets event and the PE ROW trail. People were very complimentary and enthusiastic about the event, and the trail, and voted for their top choices from the many ideas. They liked everything.

Bicycle & Pedestrian Master Plan and Community Outreach. The City of Garden Grove, in partnership with SCAG, hired consultants Alta Planning + Design and Iteris Engineering to create the Bicycle and Pedestrian Master Plan. Alta and Iteris began work on the Bicycle and Pedestrian Master Plan in the summer of 2015. CARS, too had been hired and partnered with the City to produce an Open Streets Event, "By Day & By Night" on October 10, 2015. Alta and the project team were at the Open Streets

event and hosted a fun, interactive planning workshop on Historic Main Street for attendees to provide input on walking and biking conditions throughout Garden Grove. The Alta team also installed a temporary pedestrian crossing and green bicycle shared lane markings so the public could test these treatments in a comfortable, car-free environment.

The project team hosted a total of three Advisory Committee meetings. The Advisory Committee was established to provide detailed input and feedback on plan components and review the document. The Committee was composed of individuals interested in active transportation and biking and trails. Members on the Committee included local residents, the Garden Grove Parent Teacher Association (PTA), high school students, a Cal Poly Pomona graduate who worked on the earlier "Community in Motion" plan, City staff (including an IT staff person who commutes to work by bike from Long Beach), a UCI professor, and a planning commissioner.

The public was also invited to suggest specific improvements for Garden Grove's bicycle and trail network by using an online interactive mapping tool. Over 220 suggestions were mapped. Of these suggestions, participants identified over 37 gaps and barriers to biking or walking.

Once a draft document was completed, Alta and the project team held a second community workshop at the 60th Anniversary – Golden Jubilee Celebration held in Village Green Park (June 18, 2016). Over 230 people participated in the Garden Grove Active Streets booth, which featured interactive display boards showing the bicycle and pedestrian recommendations. Community members were encouraged to give feedback on the recommendations by sharing their experiences with the current bicycle and pedestrian network, adding comments to the proposed recommendations, and showing support or providing criticism to the proposed priority projects.

OCTA Bicycle Corridor Improvement Project (BCIP), The City of Garden Grove, Bicycle Corridor Improvement Project. In the middle of writing the Master Plan, now officially christened the Garden Grove Active Streets Master Plan, Alta staff and City staff decided that there were a few easy to accomplish bikeway improvements that would be a good fit for the OCTA Bicycle Corridor Improvement Program (BCIP) grant. Alta staff wrote the grant and the City of Garden Grove submitted the request for \$1,201,978 to improve the on-street bicycle infrastructure by 75 percent and to create a more consistent network by creating 14.85 miles of comfortable bikeways. The proposed improvements on West Street and Gilbert Street required approval from OCTA to modify the Master Plan of Arterial Highways (MPAH). The changes to the MPAH were approved by the OCTA Board of Directors and will be completed upon approval by the City. The City was awarded the BCIP grant for the bikeway improvements in August of 2016..

A third Open Streets event, was held April 1, 2017, and was produced in partnership with a "Go Human" grant from SCAG. A key component of the Event was creating pop-up bike lanes on West Street and a "neighborhood greenway" on Dorada Avenue. These pop-up bikeway improvements created a route that allowed bicyclists to make a loop between Acacia Parkway, Garden Grove Boulevard, West Street, Dorada Avenue, and 9th Street. SCAG and the project team had informational booths and a passport

program that had participants provide feedback on the bikeways. The passport survey had a total of 174 respondents and asked if they supported making the pop-up changes permanent in the community. The participants voted yes to the separated bike lanes on West Street by 91% and yes to the neighborhood greenway shared street by 85%.

General Plan. The current General Plan Circulation Element, written in 2008, includes key themes and vision that have to do with active transportation including "Bikeways", "OCTA Right-of-Way", and "Interjurisdictional Transportation Planning". As stated in the 2008 Bikeways section,

"Bikeway facilities promote health and wellness in the community. Currently the City has limited bicycle facilities and amenities. The County of Orange and the City of Garden Grove have both proposed new routes throughout the City. Securing funding and completion of these routes will provide local and regional connections and create mobility options for residents, which will also contribute to relief of traffic congestion citywide."

The Active Streets Master Plan implements this General Plan theme and the policies and implementations found in the Bikeways Goal CIR-6, including CIR-IMP-6D - "Update the Master Plan of Bikeways to comply with Caltrans standards in order to qualify for funding of new bikeway facilities". The Active Streets Master Plan adds to and implements goals from other Elements of the General Plan including: Air Quality, Parks, Recreation, and Open Space, Land Use, and Community Design. The Active Streets Master Plan provides a needed update to the General Plan, based on current active transportation practices, the latest infrastructure design, and current grant opportunities.

DISCUSSION:

The Garden Grove Active Streets Plan. The Master Plan provides a level of analysis and concentrated effort on improving active transportation that is new for Garden Grove. The Active Streets Plan is 141 pages that includes careful study of the local factors influencing biking and walking conditions. These findings were used to develop a long-term vision for biking and walking in Garden Grove and setting priorities to help the City in achieving this vision. The Alta team reviewed the existing conditions for bicycling and walking unique to Garden Grove, conducted bicycle and pedestrian counts at nine locations across the City, and analyzed bicycle and pedestrian collision data.

The data indicated that there was a significant need to improve the bicycle and pedestrian safety in Garden Grove. Between 2009 and 2014, 754 collisions were reported in Garden Grove that involved a bicyclist or a pedestrian and 20 pedestrians and 5 bicyclists died as a result of a collision with a motor vehicle. In addition to direct injury and crash reduction benefits, providing safe and convenient bikeways for residents to make biking more a part of their lives, helps to increase physical fitness, reduce obesity, and provide mental health benefits.

Riding a bicycle on a sidewalk is a very common and dangerous activity in Garden Grove. During bicycle counts, 95% of all bicyclists riding in the City were riding on the sidewalks. Furthermore, approximately 40% of the bicyclists rode on the sidewalk in locations where a bike lane was present.

The public outreach for the Active Streets Master Plan included six major components including an Open Streets event, two community workshops, a Community Advisory Committee, a project website with interactive online map and online survey, and the previous community outreach from the 2015 "Community In Motion" plan. The community workshops engaged 100 participants at the "By Day & By Night" Open Streets event and 230 participants at the 60th Anniversary-Diamond Jubilee Celebration. The online interactive map received 220 citywide suggestions mapped by residents, commuters, and visitors. The major themes and community priorities identified through these outreach efforts are in keeping with the broader benefits of active transportation and include:

- >Provide sustainable, alternative transportation options for the City;
- >Enhance the regional bikeway network;
- >Promote quality pedestrian facilities for transportation and recreation.

The Active Streets Master Plan summarizes the planning process and describes the biking and walking conditions in Garden Grove. It recommends policies and tools for the City and its partners to use in implementing programs and infrastructure improvements, and provides implementation strategies to create better connectivity throughout Garden Grove and to the surrounding region.

In total, the plan recommends 55.3 miles of new bicycle facilities, as well as 9.3 miles of updated existing facilities. The plan also recommends 20.4 miles of Complete Streets and Separated Bikeway potential study corridors. Recommended projects were prioritized using feedback from City staff, the Advisory Committee, and the community.

General Plan Goals. The following goals from the Active Streets Master Plan will be added to the Circulation Element of the General Plan:

Goal CIR-14: MOBILITY AND ACCESS. Increase and improve pedestrian and bicycle access to employment centers, schools, transit, recreation facilities, and other community destinations across the City of Garden Grove for people of all ages and abilities. (Goal 1 – *Active Streets Master Plan*).

Goal CIR-15: SAFETY. Improve the safety for active transportation users through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, lighting, and landscaping, as well as best practice non-infrastructure programs to enhance and improve the overall safety of people walking and bicycling. (Goal 2 – *Active Streets Master Plan*).

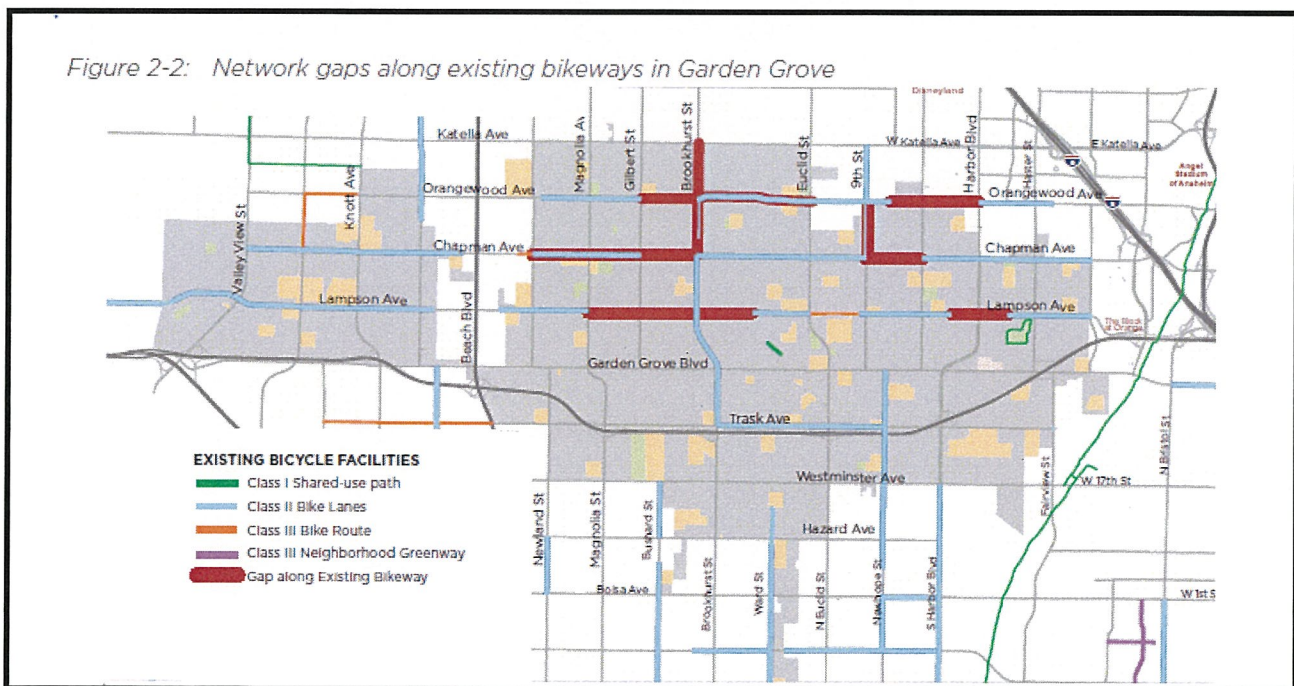
Goal CIR-16: INFRASTRUCTURE AND SUPPORT FACILITIES. Maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure that allows for convenient and direct connections throughout Garden Grove. Increase the number of high quality support facilities to complement the network, and create public pedestrian and bicycle environments that are attractive, functional, and accessible to all people. (Goal 3 - *Active Streets Master Plan*).

Goal CIR-17: NON-INFRASTRUCTURE PROGRAMS. Increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips through encouragement, education, enforcement, and evaluation programs that support walking and biking. (Goal 4 - *Active Streets Master Plan*).

Goal CIR-18: EQUITY. Improve accessibility for all people walking and biking through equity in public engagement, service delivery, and capital investments. (Goal 5 - *Active Streets Master Plan*).

Goal CIR -19: IMPLEMENTATION. Implement the Active Streets Master Plan over the next 20 years. (Goal 6 - *Active Streets Master Plan*).

OCTA BCIP Grant. The Active Streets Plan conducted a thorough analysis of existing bicycle and pedestrian conditions identifying challenges and proposed improvements. Garden Grove’s on-street bike network is hindered by gaps in network connectivity, narrow bike lanes along streets with high speeds, and a high bicycle collision history. Based on the analysis from the Active Streets Plan, the City proposed bikeway corridor improvements and was awarded an OCTA BCIP grant at the end of 2016.



The City of Garden Grove’s Bicycle Corridor Improvements project is to design and construct 6.5 miles of new bikeways and improve 8.35 miles of existing, but underutilized bikeways. Bicycle facility improvements include creating new bike lanes through road rebalancing (2.66 miles on West Street and Gilbert Street), striping buffers to existing bike lanes (6 miles on Brookhurst Street and Chapman Avenue), striping bike lane network gaps (1.2 miles on Brookhurst Street), and providing bicycle wayfinding signs along all the proposed corridors (14.85 miles). The City selected a network of 5 priority streets identified in the Active Streets Plan as follows:

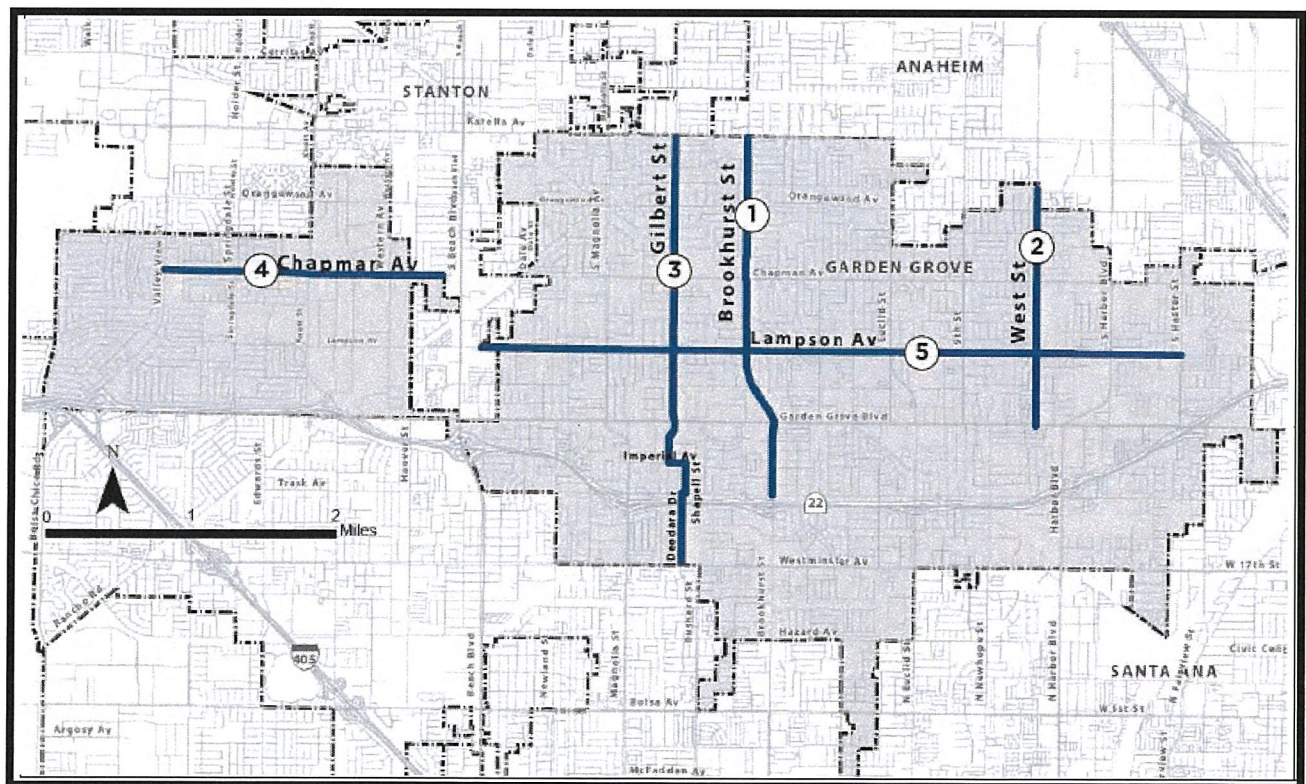
North-South Corridors:

1. Brookhurst Street between Katella Avenue and Westminster Avenue
2. West Street between Orangewood Avenue and Garden Grove Boulevard
3. Gilbert Street Corridor between Katella Avenue and Westminster Avenue

East-West Corridors:

4. Chapman Avenue between Valley View Street and the City Limit
5. Lampson Avenue between the City Limit and Haster Street

All of the BCIP improvements are proposed within the existing public right-of-way; within the width of the existing streets. On Brookhurst Street and Chapman Avenue, there is an opportunity to add a 3-foot buffer in the wide outside vehicle lane to existing bicycle lanes and to create new bicycle lanes with buffers where there are gaps. To accommodate the 3-foot buffer, vehicle travel lanes will be reduced in width. Street parking will remain.



Lampson Avenue is the only continuous east-west corridor central in Garden Grove that is not a truck route, making it a great candidate for additional bikeway improvements. The right-of-way (ROW) through the corridor varies widely and has intermittent bike lanes. The improvements will use striping to create a consistent bicycle lane width across the corridor and slow speeding vehicles. Other improvements include adding buffers to existing bike lanes, striping new bike lanes to fill gaps, improving bikeway striping at intersections, and providing wayfinding signs.

West Street is an ideal candidate for active transportation and can provide needed access for bicyclists heading north to the employment center of the Anaheim Resort District/Disneyland. The improvements to West Street and the portion of Gilbert Street north of Chapman Avenue, will change the roadways from a Secondary undivided (four-lane) to a divided collector (three-lane). The restriping of Gilbert Street between Chapman Avenue and Katella Avenue to a divided three-lane collector with a buffered Class-IV bike lane facility, will connect to the north with bike lane improvements constructed by the County. Orange County Public Works supports the project and agreed that the project will improve vehicular safety and improve pedestrian and cyclists safety.

The General Plan designates West Street in the MPAH, as a four-lane undivided with a capacity of 25,000 average daily traffic (ADT). The volumes for the segments of West Street ranged from 13,000 to 15,000 ADT in the 2008 General Plan. Since that time, traffic volumes have decreased from 11,000 to 13,000 ADT making a reclassification suitable. Such a road rebalancing has proven safety benefits including a 19 to 47 percent reduction in overall crashes on previously four-lane undivided roadways (FHWA, Road Diet Informational Guide, 2014). Creating new bike lanes on West Street and Gilbert Street will provide dedicated space for bicyclists on the street and help to reduce collisions. The addition of a center turn lane will provide a center refuge for pedestrians crossing the street and the addition of a bike lane will increase the buffer between pedestrians and moving vehicles.

MPAH Amendment. OCTA reviewed the data for the reclassifications of West Street (Garden Grove Boulevard to Orangewood Avenue) and Gilbert Street (north of Chapman Avenue) and concluded that the MPAH amendment is appropriate from a long-range planning perspective. As stated in the OCTA staff report, future traffic volumes will be accommodated with the proposed changes and are forecasted to remain at generally acceptable levels of service (LOS). The existing traffic volume on Gilbert Street is between 11,000 and 13,000 average daily traffic (ADT), and on West Street is between 11,000 and 13,000. With the proposed reclassifications, future volumes are forecasted to be below 15,000 ADT for both facilities. These future ADT volumes can be accommodated with the proposed reclassifications within an acceptable LOS. The amendment to the Master Plan of Arterial Highways was approved by the OCTA Board of Directors (Board).

General Plan Amendment. A General Plan Amendment is required to modify the General Plan and in this case, the changes include modifying specific exhibits, adding additional goals, policies, and implementations, and in general, adopting the Active Streets Master Plan as an appendix that will update active transportation policy. This amendment will change the Circulation Element of the General Plan and will: add

Active Transportation Goals, Policies, and Implementations; replace the existing "Master Plan of Bikeway Facilities", Exhibit CIR-7, with the Active Streets Master Plan, "Bike Facility Network" map; amend the exhibits (Exhibit CIR-1 and Exhibit CIR-4) that are based on the amended MPAH (approved by OCTA) to change West Street (from Orangewood Avenue to Garden Grove Boulevard) and Gilbert Street (from Chapman Avenue to Katella Avenue) from a secondary (four-lane undivided) to a divided collector (three-lane divided); and adopt the entire Garden Grove Active Streets Master Plan as an appendix.

The Active Streets Master Plan adds to and implements many of the goals and policies in the Circulation Element of the General Plan. The existing goals that are implemented by the Active Streets Master Plan include: Goal CIR-4 Reduced Vehicle Trips; Goal CIR-5 Alternative Forms of Transportation; Goal CIR-6 Bikeways; Goal CIR-10 Interjurisdictional Transportation Planning; and Goal CIR-13 OCTA Right-of-Way. Other Elements in the General Plan include goals about active transportation, the PE ROW, and benefits of bicycling and walking. These Elements will benefit from the addition of the Active Streets Master Plan and their goals will be furthered. These other Elements from the General Plan include: Air Quality; Parks, Recreation, and Open Space; Land Use; and Community Design.

By adopting the Active Streets Master Plan goals into the Circulation Element, decision makers will be providing specific policy recommendations to make Garden Grove a more pedestrian- and bicycle-friendly community. These goals implement the aim of increasing the use of active transportation (e.g., walking, biking, and using other non-motorized devices) by residents and visitors of all ages and abilities. Goals, objectives, and policies in the General Plan direct the way public improvements are made, where resources are allocated, and how programs are operated. The Master Plan provides specific recommendations for the City to implement so that active transportation improvements will continue in Garden Grove. An example of a specific recommendation is "designate a City Active Transportation Coordinator responsible for coordinating pedestrian and bicycle transportation within the City and externally".

Conclusion. If a City has hopes to be competitive in the pursuit of active transportation grants, an updated, thoughtfully considered bicycle and pedestrian master plan is a necessary document. A bicycle and pedestrian master plan shows that a City is committed to active transportation and has a clear vision for how to move forward and make improvements. For the City of Garden Grove, the Active Streets Master Plan is a part of moving Garden Grove forward into a re-imagined future.

To reach more of the community, the Active Streets Master Plan took community outreach out to an Open Streets event and the 60th Anniversary Celebration. The community was invited, at Open Streets 3, to participate in pop-up versions of the bikeway improvements on West Street (buffered bike lanes) and Dorada Avenue (Neighborhood Greenway) and then provide feedback. To date, the City of Garden Grove has brought three Open Streets events to the community, opening up streets to thousands of bicyclists and walkers for fun-filled celebrations that encourage active transportation. The third Open Streets event held April 1, 2017 was the most successful so far, with 15,000 participants.

By adopting the bicycle and pedestrian master plan into the General Plan, decision makers are making policy recommendations to direct the way public improvements are made, where resources are allocated, and how programs are operated. By going further and receiving grant funding (BCIP) to make actual bikeway improvements on the streets of Garden Grove, the City shows a greater commitment to active transportation and the community should be encouraged that real infrastructure improvements are coming to make biking safer and more available in the near future.

The Re:Imagine campaign is a little hard to define as it involves all of the pieces that go toward making a place "GREAT". As the online Mindmixer taught us, people want places that are walkable and bicycle-friendly, with beautiful green spaces, lively activities, varied shopping, art to discover, interesting events, and a sense of community. Part of Re:Imagine is transforming Garden Grove into a City known for its walk and bicycle-friendliness, and as an active, healthy, prosperous place to live, work, and play. The City's relatively mild year-round climate, off-road opportunity corridors such as the PE ROW trail, the concentration of commercial and workplace locations, and the well-connected street grid in the downtown area, are all characteristics that can push Garden Grove towards its biking and walking goals.

Other Active Transportation Grants. In addition to the OCTA BCIP grant and the SCAG "Go Human" grant, planning staff has continued to seek grant funding for other active transportation improvements and studies/plans to further specific projects. These grants directly relate to the vision and recommendations for active transportation from the Active Streets Master Plan and include infrastructure improvements, plans that will analyze and recommend improvements on specific topics, and education and encouragement programs. The following related grants have been awarded to the City of Garden Grove under the project management of Senior Planner, Erin Webb, and Senior Analyst, Alana Cheng:

1. a. Caltrans Active Transportation Program (ATP) Cycle 2 2016, "First Mile, Bicycle and Pedestrian Trail Expansion of the PE ROW and Education/Encouragement Activities" \$1.8 million. The project is to construct a bike/pedestrian trail between Stanford Avenue and Brookhurst Street. Engineering staff are administering the infrastructure portion of this grant and have completed the environmental review and design phase. Construction will begin in the near future.

1. b. CalTrans ATP Cycle 2 "First Mile of PE ROW Trail" includes a non-infrastructure portion that includes a Police mobile bike repair station (box trailer) that will go to schools, low-income neighborhoods, and after-school programs to teach kids how to repair their bikes and to ride safely. The City of Garden Grove is partnering with the Boys & Girls Club and Orange County Health Care Agency (OCHCA). The program is being developed by the partners.

2. SCAG Sustainable Planning Grants 2016, Garden Grove Safe Routes to School: Phase 1 Plan, \$200,000. City staff partnered with the Garden Grove Unified School District (GGUSD) to work with KOA consultants to create the first Safe Routes to School Plan for Garden Grove. The SRTS Plan has focused on six schools, Cook Elementary & Jordan Intermediate, Paine Elementary, Brookhurst Elementary, Murdy Elementary, and Hill Elementary. The City's stakeholders include staff from Santa Ana,

Westminster, and Fountain Valley as several of the schools have students from these jurisdictions. The draft plan is being prepared.

3. CalTrans Sustainable Communities Grant 2017-2018, The Garden Grove Active Downtown Plan, \$400,000. The Active Downtown Plan will identify needs, opportunities, and mobility strategies to create a vibrant, walkable Downtown that includes improving connectivity along bikeway spokes and specifically a multi-use path to the OC Streetcar. A major component of the Downtown Active Plan is an extensive, iterative community outreach process engaging the diverse and disadvantaged communities that may not participate in traditional planning processes. The RFP has recently been mailed to prospective consultants for proposals.

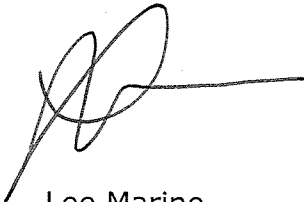
4. Cal Fire Urban & Community Forestry Program, Forestry Grant, 2018, Garden Grove's Urban Forestry Plan, \$573,931.00. The grant provides funding for the City to develop an Urban Forest Management Plan with the purpose of increasing the canopy cover from 8-10% to 18-20% over the next 40 years and to plant 363 trees along the PE ROW Trail being constructed between Stanford Avenue and Brookhurst Street. Community outreach conducted during the planning process of the Active Streets Master Plan has the "need for more trees in the City" as the number five priority. Grant awarded June 2018.

5. CalTrans ATP Cycle 4 2019, PE ROW Link, Large Infrastructure Application, submitted by OCTA with City of Garden Grove, the City of Santa Ana, County of Orange and CalTrans as partners, \$2,560,000. A grant proposal to prepare the Project Approval and Environmental Document (PA/ED) to add 4 miles of Class I bicycle and pedestrian shared-use path on the OCTA-owned PE ROW and the Wintersburg Channel. This portion of the PE ROW extends from Euclid Avenue in Garden Grove to Raitt Street in Santa Ana. Grant applications were submitted on July 31, 2018.


RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt Resolution No. 5937-18 recommending that the City Council approve General Plan Amendment No. GPA-003-2018.



Lee Marino
Planning Services Manager



By: Erin Webb
Senior Planner

RESOLUTION NO. 5937-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT NO. GPA-003-2018.

WHEREAS, the City of Garden Grove has initiated a General Plan Amendment to adopt a bicycle and pedestrian master plan, the Garden Grove Active Streets Plan (the "Plan"), which Citywide will further active transportation by adding to and improving the bicycle and pedestrian network and include certain bicycle infrastructure improvements that were approved for implementation and grant funding under the OCTA Bicycle Corridor Improvement Program. The bikeway improvements require an amendment to the Master plan of Arterial Highways, which has been approved by the OCTA Board of Directors. The City working with consultants, Alta Planning + Design and Iteris, prepared the Garden Grove Active Streets Plan.

WHEREAS, the General Plan Amendment No. GPA-003-2018 will amend the Circulation Element of the General Plan and will: add Active Transportation goals, policies, and implementations to the Circulation Element; replace the existing "Master Plan of Bikeway Facilities:, Exhibit CIR-7, with the Active Streets Master Plan, "Bike Facility Network" map; amend the Existing Circulation System and MPAH Designations map (Exhibit CIR-1) and the Master Plan of Streets and Highways, (Exhibit CIR-4) in keeping with the changes to the OCTA Master Plan of Arterial Highways (as approved by OCTA) for West Street (Orangewood Avenue to Garden Grove Boulevard) and Gilbert Street (Katella Avenue to Chapman Avenue); and adopt the entire Garden Grove Active Streets Plan as an appendix.

WHEREAS, the proposed project is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to the exemption for "Minor Alterations to Land", CEQA Guidelines Section 15304 (h) ("the creation of bicycle lanes on existing rights-of-way") and pursuant to the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity in not subject to CEQA, CEQA Guidelines Section 15061 (b) (3).

WHEREAS, pursuant to a legal notice, a public hearing was held by the Planning Commission on September 20, 2018, and all interested persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission gave due and careful consideration to the matter during its meeting of September 20, 2018.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE FURTHER FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

1. Recommendation of Approval.

The Planning Commission does hereby recommend that the City Council approve General Plan Amendment No. GPA-003-2018 to adopt the Active Streets Master Plan into the Circulation Element as an appendix and to amend the Circulation Element to implement specific text and exhibit changes describe in Exhibit "A" attached hereto.

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 9.08.030, are as follows:

FACTS:

The City of Garden Grove was awarded a SCAG Sustainability Planning Grant in 2013 to fund a bicycle and pedestrian master plan and to hold an Open Streets event.

Through the SCAG grant, the consulting firm, Alta Planning + Design, was hired with their sub-consultant, Iteris Engineering, to create the bicycle and pedestrian master plan. At the same time, CARS, Community Arts Resources, was hired to produce the Open Streets event, "By Day & By Night" on October 10, 2015. The master plan was named, Garden Grove Active Streets Plan.

The public outreach for the Active Streets Master Plan included six major components, including a pop-up demonstration at an Open Streets event, two community workshops held at events, a Community Advisory Committee, a project website with interactive online map and online survey, and the previous community outreach from the 2015 "Community in Motion" plan.

Community workshops engaged 100 participants at the "By Day & By Night" Open Streets event (10-10-2015) and 230 participants at the 60th Anniversary-Diamond Jubilee Celebration (06-18-2016). The online interactive map received 220 Citywide suggestions mapped by residents, commuters, and visitors.

The Active Streets Master Plan includes careful study of the local factors influencing biking and walking conditions. These findings were used to develop a long-term vision for biking and walking in Garden Grove and setting priorities to help the City achieve this vision. The Alta project team reviewed existing conditions for biking and walking in Garden Grove, conducted bicycle and pedestrian counts at nine locations across the City, and analyzed bicycle and pedestrian collision data.

The data showed a significant need to improve the bicycle and pedestrian safety in Garden Grove. Between 2009 and 2014, 754 collisions were reported in Garden

Grove that involved a bicyclist or a pedestrian and 20 pedestrians and 5 bicyclists died as a result of a collision with a motor vehicle.

During bicycle counts, 95% of all bicyclists riding in the City were riding on the sidewalks. Furthermore, approximately 40% of the bicyclists rode on the sidewalk in locations where a bike lane was present.

The Active Streets Master Plan recommends policies and tools for the City and its partners to use in implementing programs and infrastructure improvements, and provides implementation strategies to create better connectivity throughout Garden Grove and the surrounding region. In total, the plan recommends 55.3 miles of new bicycle facilities, as well as 9.3 miles of updated existing facilities. The plan also recommends 20.4 miles of Complete Streets and Separated Bikeway potential study corridors.

Based on analysis from the Active Streets Plan, the City proposed bikeway corridor improvements and was awarded an OCTA Bicycle Corridor Improvement Program (BCIP) grant at the end of 2016. The Garden Grove Bicycle Corridor Improvement project is to design and construct 6.5 miles of new bikeways and improve 8.35 miles of existing, but underutilized bikeways. The City selected a network of 5 priority streets on which to make improvements, which include creating new bike lanes through road rebalancing (2.66 miles on West Street and Gilbert Street), striping buffers to existing bike lanes (6 miles on Brookhurst Street and Chapman Avenue), striping bike lane network gaps (1.2 miles on Brookhurst Street), and providing bicycle wayfinding signs along all the proposed corridors (14.85 miles).

The exhibit in the General Plan, Exhibit CIR-1, "Existing Circulation System and MPAH Designations" map will be changed to be consistent with the approved changes to the OCTA MPAH, Master Plan of Arterial Highways map. This exhibit will be changed to reclassify West Street and a portion of Gilbert Street from a secondary (four-lane undivided) to a divided collector (three-lane). These reclassifications were reviewed by OCTA staff and it was concluded that the MPAH amendment is appropriate from a long-range planning perspective and that future ADT volumes can be accommodated within an acceptable Level of Service (LOS). The amendment to the MPAH was approved by the OCTA Board of Directors. The changes to Exhibit CIR-1 will also be carried through to a second exhibit, Exhibit CIR-4, the Master Plan of Streets and Highways.

By adopting the Active Streets Master Plan into the General Plan, decision makers are making policy recommendations to direct the way public improvements are made, where resources are allocated, and how programs are operated.

FINDINGS AND REASONS:GENERAL PLAN AMENDMENT:

1. The General Plan Amendment is internally consistent with the goals, objectives, and elements of the City's General Plan.

The General Plan Amendment is internally consistent with the goals and objectives of elements of the City's adopted General Plan. The Active Streets Master Plan which includes the BCIP bicycle corridor improvements in the Bike Facility Network, adds to and implements many of the goals and policies in the Circulation Element of the General Plan. The existing goals that are implemented by the Active Streets Master Plan include: Goal CIR-4 Reduced Vehicle Trips, Goal CIR-5 Alternative Forms of Transportation, Goal CIR-6 Bikeways, Goal CIR-10 Interjurisdictional Transportation Planning, and Goal CIR-13 OCTA Right-of-Way. Similarly, approval of the General Plan Amendment will implement goals, policies, and implementations from the Air Quality Element that seek to increase community awareness and participation in efforts to reduce air pollution and enhance air quality (Goal AQ-2), to have a diverse and energy efficient transportation system incorporating all feasible modes of transportation (Goal AQ-3), and efficient development that promotes alternative modes of transportation (Goal AQ-4). The Parks, Recreation, and Open Space Element includes key themes centered on recreational and multi-use trails to support healthy activities and bikeways. The General Plan Amendment is also consistent with the Community Design Element ("promote linkages between separate districts through bike trails, pedestrian paths, etc.") and the Land Use Element (Goal LU-8, OCTA Right-Of-Way).

2. The General Plan Amendment is deemed to promote the public interest, health, safety, and welfare.

The General Plan Amendment will promote the public interest, health, safety, and welfare by promoting active transportation and needed improvements. The Active Streets Master Plan will add to existing themes, goals, policies, and implementations to promote the public interest through increased safety, cleaner air, healthier living, and wellness. Garden Grove's collision history reveals a need to improve safety for people riding bicycles and people walking. The Plan recommends policy updates, infrastructure improvements, and programs that can work together to improve safety. Making safer spaces for bicyclists on the road can reduce the incidents of sidewalk-bicycle riding and create safer conditions for all users.

Investing in active transportation is a community development tool (targeting under-served areas), as a means of promoting health and wellness, and as

an economic development tool (better connecting people to commercial and retail destinations and increasing quality of life and tourism opportunities).

By closing gaps in the existing bikeway network, the Plan will improve the bicycle infrastructure and better connect City residents, visitors, and commuters. The recommended bicycle network has a variety of on- and off-street bicycle facilities to accommodate: 1) the range of abilities and comfort levels of bicyclists; 2) the range of conditions for bicycling on different roadway environments; and 3) local preferences identified through the public input process.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The General Plan Amendment possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.D.1 (General Plan Amendment).

EXHIBIT "A"

1. The following text additions will be made to the Circulation Element of Garden Grove General Plan 2030, Section 5.15 Goals, Policies, and Implementation Program, and will be added after Goal CIR-13, OCTA Right-of-Way (page 5-40).

GOAL CIR-14: MOBILITY AND ACCESS. Increase and improve pedestrian and bicycle access to employment centers, schools, transit, recreation facilities, and other community destinations across the City of Garden Grove for people of all ages and abilities. (Goal 1 – *Active Streets Master Plan*).

POLICY CIR-14.1 Increase the mode share of pedestrian and bicycle travel to 15 percent for trips of one mile or less by 2020.

CIR-IMP-14A Review capital improvement projects to make sure that needs of non-motorized travelers are considered in planning, programming, design, reconstruction, retrofit, maintenance, construction, operations, and project development activities and products.

CIR-IMP-14B Create and implement an Americans with Disabilities Act (ADA) Transition Plan that includes actions such as retrofitting street corners, crossings, and transit stops that do not meet current accessibility standards.

POLICY CIR-14.2 Eliminate barriers to pedestrian and bicycle travel.

CIR-IMP-14C Identify opportunities to improve or add pedestrian and bicycle crossings of State Route 22 (Garden Grove Freeway), State Route 39 (Beach Boulevard), and major arterials.

CIR-IMP-14D Identify gaps in the pedestrian and bicycle facilities network and needed improvements to and within key activity centers and community areas, and define priorities for eliminating these gaps by making needed improvements.

POLICY CIR-14.3 Work with transit providers to develop high quality pedestrian and bicycle accessible transit stops, stations, and lines.

CIR-IMP-14E Coordinate with OCTA to establish appropriate designs for transit stops and station accessways.

POLICY CIR-14.4 Regularly evaluate pedestrian and bicycle activity levels, facilities, and programs.

CIR-IMP-14F Develop and implement an annual evaluation program to count non-motorized roadway users and survey the community of pedestrian and bicycle facilities and programs.

GOAL CIR-15 SAFETY. Improve safety for active transportation users through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, lighting, and landscaping; as well as best practice non-infrastructure programs to enhance and improve the overall safety of people walking and biking. (Goal 2 – Active Streets Master Plan).

POLICY CIR-15.1 Eliminate fatalities and serious injuries in collisions involving walking and biking.

CIR-IMP-15A Annually review reported collisions involving people walking and people biking to inform ongoing planning efforts, track effectiveness of new projects, and prioritize improvements at locations throughout the City.

CIR-IMP-15B Identify opportunities to reduce traffic exposure for people walking, by reducing crossing distances and/or providing safe and convenient pedestrian facilities.

CIR-IMP-15C Identify opportunities to reduce traffic exposure for people on bicycles by removing conflict zones, providing barriers between modes of roadway users, redesigning intersections to accommodate bicycle travel, and/or providing other dedicated facilities.

POLICY CIR-15.2 Work to improve walking and biking conditions at intersections with the highest rates of collisions.

CIR-IMP-15C Coordinate with Caltrans to provide median refuge islands along Beach Boulevard (State Route 39) and to enhance the pedestrian and bicycle crossings at the State Route 22 on- and off-ramps.

GOAL CIR-16 INFRASTRUCTURE AND SUPPORT FACILITIES. Maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure that allows for convenient and direct connections throughout Garden Grove. Increase the number of high quality support facilities to complement the network, and create public pedestrian and bicycle environments that are attractive, functional, and accessible to all people. (Goal 3- Active Street Master Plan).

POLICY CIR-16.1 Incorporate pedestrian and bicycle facilities and amenities into private and public development projects.

- CIR-IMP-16A Support and encourage local efforts to require the construction of pedestrian and bicycle facilities and amenities, where warranted, as a condition of approval of new development and major redevelopment projects.
- CIR-IMP-16B Facilitate pedestrian and bicycle travel during development projects through public and private construction zones.
- CIR-IMP-16C Adopt, establish, and implement roadway and streetscape design guidelines that address topics such as bikeways, sidewalk zones, street corners, and street crossings, (e.g., National Association of City Transportation Officials (NACTO) Urban Street Design Guide).
- POLICY CIR-16.2 Adopt a Citywide Complete Streets Policy that facilitates design and construction of streets that accommodate the needs of all people.
- CIR-IMP-16D Provide Citywide guidance that requires all roadway construction projects to include adequate facilities for people biking, walking and using wheelchairs unless the project has specific extenuating circumstances that prevent such facilities from installation.
- CIR-IMP-16E Facilitate the creation of street designs and public realm projects that enhance and beautify the surrounding areas, provide welcoming spaces for people traveling on foot and on bicycle, and support sustainable development practices like native drought-tolerant plants, water infiltration, and context-sensitive designs.
- POLICY CIR-16.3 Provide maintained walkways and bikeways that are clean, safe, and attractive.
- CIR-IMP-16F Provide routine maintenance of pedestrian and bicycle network facilities, as funding and priorities allow. Programs to support these maintenance efforts could include:
- a. Sidewalk repair programs, including incentives to property owners to improve adjoining sidewalks beyond any required maintenance,
 - b. Bicycle rack installation programs, including City-funded installation of bicycle racks in commercial corridors, schools, and other public buildings and/or incentives to property owners to install bicycle parking on private property,
 - c. A web-based or phone-based program that allows the general public to request maintenance and improvements for the public right of way, and

- d. "Adopt a Trail" programs that involve volunteers for trail clean-up and other maintenance.

CIR-IMP-16G Work with property owners of vacant land adjacent to public walkways to identify and implement beautification opportunities on the vacant property, such as landscaping, fencing, and/or art installations.

CIR-IMP-16H Develop, establish, and enforce policies that maintain safe, convenient travel by foot and bicycle. Programs to support these efforts could include:

- a. A set of standard plans and policies for private construction companies that maintain safe, convenient pedestrian and bicycle travel,
- b. A program for city agencies and contractors to ensure the installation of proper temporary signage, detours, and closure notices that maintain the safety of the walking and biking public, and
- c. An enforcement program for City construction inspectors to ensure construction companies comply Citywide.

GOAL CIR-17 NON-INFRASTRUCTURE PROGRAMS. Increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips through encouragement, education, enforcement, and evaluation programs that support walking and biking. (Goal 4 – *Active Streets Master Plan*).

POLICY CIR-17.1 Establish and enhance safe routes to and from schools that will enable and encourage more students to walk or ride a bicycle or skateboard to/from school.

CIR-IMP-17A Identify and develop education and encouragement projects working with the school community through the Safe Routes to School program. This program could include:

- a. Identifying Capital Improvement Programs (CIPs), working with the school community,
- b. Applying for State and Federal Safe Routes to School funding and other grants to construct capital improvements and implement educational and encouragement programs, and
- c. Developing and distributing maps that identify the most appropriate routes for students to walk or ride a bicycle to/from school.

- CIR-IMP-17B Establish and enhance a Safe Routes for Seniors program that will enable and encourage more elderly residents and visitors to walk and ride a bicycle to services, access transit, and complete other active trips safely and conveniently.
- CIR-IMP-17C Work with the senior community to identify and address barriers to increased walking, biking, and transit use.
- CIR-IMP-17D Identify and develop education and encouragement programs working with seniors through the Safe Routes for Seniors program. This program could include:
- a. Identifying Capital Improvement Programs (CIPs) working with the senior community, prioritizing access to key senior origin and destination points, and
 - b. Developing senior pedestrian and bicycle mobility and safety trainings in conjunction with senior centers and senior organizations.
- POLICY CIR-17.2 Introduce and promote education, encouragement, and outreach for pedestrian and bicycle programs.
- CIR-IMP-17E Support programs that encourage and promote pedestrian and bicycle travel. These programs could include:
- a. Creation of a social marketing campaign to promote the benefits of active lifestyles, active transportation, walking, biking, and focusing on the role of walking or biking in promoting health and lowering obesity,
 - b. Development and implementation of effective safety programs for adults and youths to educate people driving, walking, and biking of their rights and responsibilities, and
 - c. Informing interested agencies and organizations about available education materials and assistance such as those programs administered by the National Safe Routes to School Partnership.
- POLICY CIR-17.3 Establish a Safe Routes to Transit program that will facilitate walking and biking to transit.
- CIR-IMP-17F Identify and implement Safe Routes to Transit projects.
- POLICY CIR-17.4 Create a community-identified brand for the Pacific Electric Right-of-Way Trail.
- CIR-IMP-17G Identify and implement a brand and marketing campaign/identity for the Pacific Electric Right-of-Way Trail.

GOAL CIR-18 **EQUITY. Improve accessibility for all people walking and biking through equity in public engagement, service delivery, and capital investments.** (Goal 5 – *Active Streets Master Plan*).

POLICY CIR-18.1 Assist neighborhoods that desire to improve pedestrian access to, from, and within their neighborhood.

CIR-IMP-18A Develop programs that empower and enable neighborhoods and groups of residents to identify, prioritize, and move forward with pedestrian or bicycle safety improvements in their area, including neighborhood traffic calming.

POLICY CIR-18.2 Identify low-income and transit dependent communities that require pedestrian or bicycle access to, from, and within their neighborhood.

CIR-IMP-18B Implement pedestrian and bicycle projects that provide access to local services, schools, recreation centers, shopping, and transit identified in the Community in Motion study.

CIR-IMP-18C Improve pedestrian and bicycle access to facilities that serve low-income and transit dependent community members.

CIR-IMP-18D Improve pedestrian and bicycle connections between the eastern and western parts of the City.

GOAL CIR-19 **IMPLEMENTATION. Implement the *Active Streets Master Plan* over the next 20 years.** (Goal 5 – *Active Streets Master Plan*).

POLICY CIR-19.1 Determine funding needs for expanding and improving pedestrian and bicycle facilities and programs, and seek funding for those needs.

CIR-IMP-19A Develop and update a 20-year Financial Plan on a five year basis.

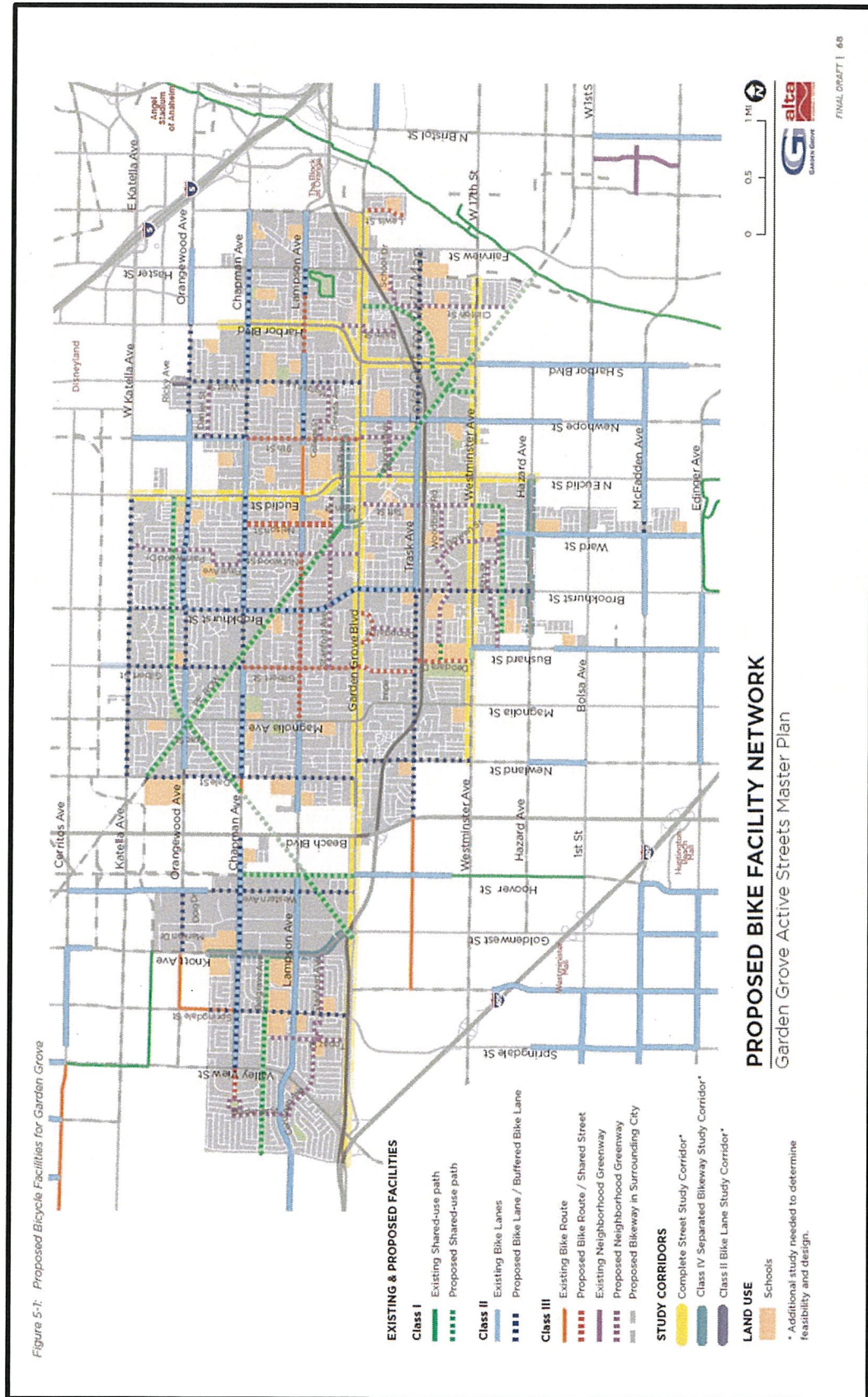
CIR-IMP-19B Apply for local, State, and Federal grants for major pedestrian and/or bicycle projects and programs, including the Active Transportation Program and Safe Routes to School.

CIR-IMP-19C Develop requirements and incentives for private property owners to incorporate pedestrian- and bicycle-friendly features into new projects.

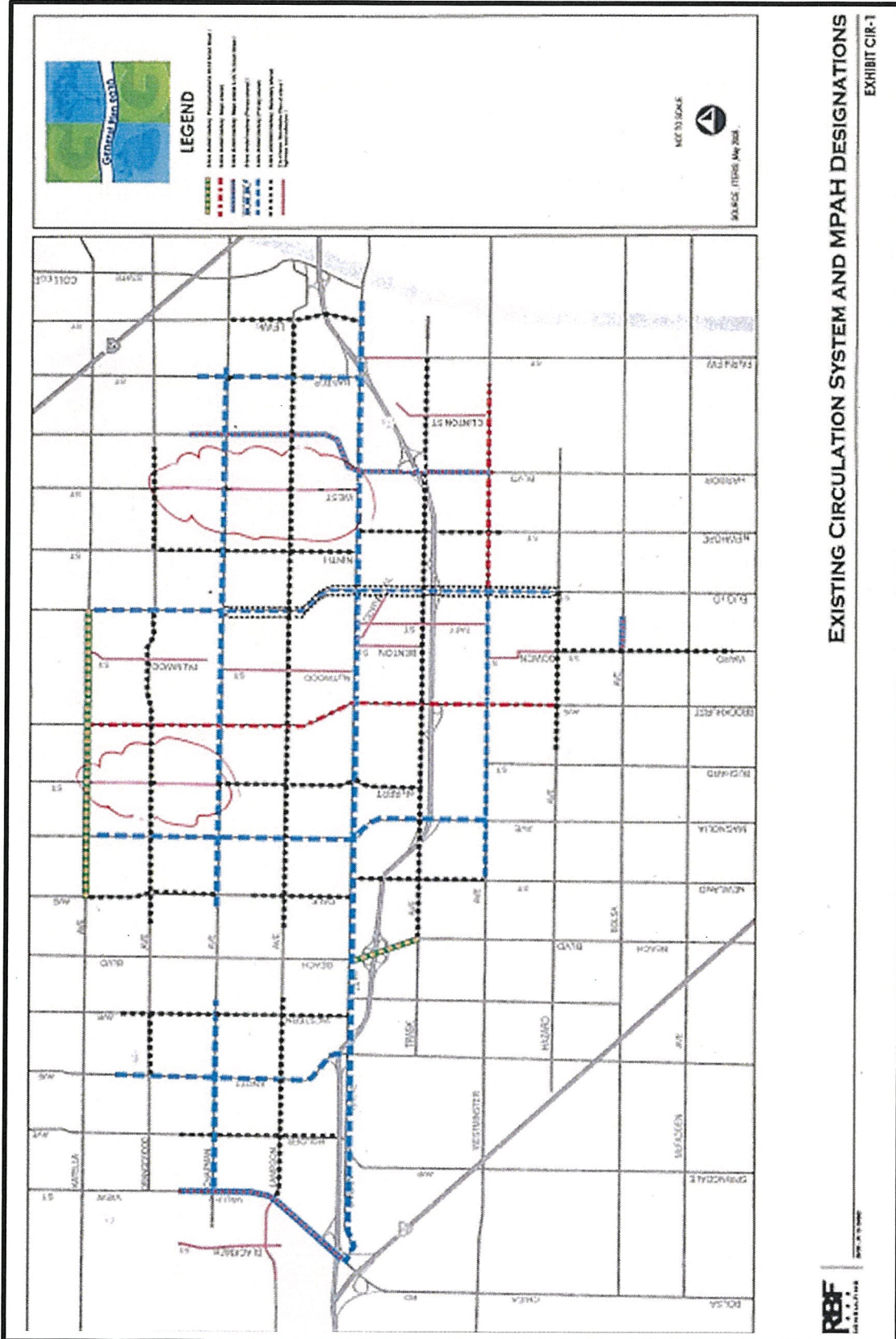
CIR-IMP-19D Explore partnerships with private and public organizations (e.g., the Orange County Health Care Agency) to fund incentive programs and events that encourage walking and biking.

- POLICY CIR-19.2 Make every effort to consider pedestrian and bicycle projects into the City's Capital Improvement Program (CIP) that will create a more walkable and bikeable environment in Garden Grove.
- CIR-IMP-19E Identify the projects that were reviewed and implemented in the CIP annual report.
- CIR-IMP-19F Prioritize the top ten projects in this plan for inclusion in the CIP.
- CIR-IMP-19G Identify dedicated pedestrian and bicycle project funding by 2021.
- POLICY CIR-19.3 Ensure pedestrian and bicycle transportation is coordinated within the City and externally.
- CIR-IMP-19H Designate a City Active Transportation Coordinator responsible for coordinating pedestrian and bicycle transportation within the city and externally. The Active Transportation Coordinator will be a regular participant on technical review committees and attend meetings with decision-making bodies. They will also have the authority to comment on private and public development projects as it relates to implementation of the *Active Streets Master Plan's* visions, goals, objectives, and policies.
- POLICY CIR-19.4 Review the *Active Streets Master Plan* recommendations at regular intervals to ensure it reflects the most current priorities, needs, and opportunities.
- CIR-IMP-19I Update the *Active Streets Master Plan* every five years to identify new facility improvements and programmatic opportunities as the pedestrian and bicycle networks develop, assess their feasibility, gauge public support, identify funding sources, and develop implementation strategies.

- The following Bike Facilities Network map will replace the Master Plan of Bikeway Facilities map, titled as Exhibit CR-7 in Garden Grove General Plan 2030.



- The following amended map will replace the Existing Circulation System and MPAH Designations, Exhibit CIR-1 in the Circulation Element of Garden Grove General Plan 2030. The Master Plan of Streets and Highways, Exhibit CIR-4, will also be amended to be consistent with this new Exhibit CIR-1.



EXISTING CIRCULATION SYSTEM AND MPAH DESIGNATIONS

EXHIBIT CIR-1



REV. 11/14/2014

Re:Imagine Garden Grove

Garden Grove 

ACTIVE STREETS

FINAL DRAFT

December 2016

GARDEN GROVE ACTIVE STREETS MASTER PLAN

Transforming Transportation for a Healthy and Vibrant Future



Prepared for:



Prepared By:



ACKNOWLEDGEMENTS

City of Garden Grove

Community Development, Planning

Erin Webb, Senior Planner

Karl Hill, Planning Services Manager

Alana Cheng, Senior Analyst

Public Works, Engineering

Dai Vu, City Traffic Engineer

Community Advisory Committee

The City would like to thank the members of the Community Advisory Committee as well as the many Garden Grove residents who participated in the outreach events and helped shaped this plan.

The Community Advisory Committee is comprised of:

Andrew Kanzler

Brenda Miller

Hieu Nguyen

Noel Proffitt

Samantha Ammann

Robert Ammann

Kenny Lee

Mo Sami

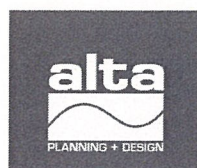
Kristi Archalfta

Leean Dotson

Prepared By:

Alta Planning + Design with traffic engineering support by Iteris

The Plan was funded by a Sustainability Planning Grant from the Southern California Association of Governments (SCAG).





CITY OF GARDEN GROVE

Steven R. Jones
Mayor

Phat Bui
Mayor Pro Tem - District 4

Kris Beard
Council Member - District 1

John R. O'Neill
Council Member - District 2

Thu-Ha Nguyen
Council Member - District 3

Stephanie Klopfenstein
Council Member - District 5

Kim Bernice Nguyen
Council Member - District 6

Dear Stakeholder,

After years of setting the various pieces in motion towards becoming a more active, safer, healthier, revitalized and better connected community, the City of Garden Grove is thrilled to be rolling out its very first ever bicycle and pedestrian master plan.

From the application of mixed use zoning overlays, to the programming of community events geared to get people out of their cars, to interactions with regional transportation agencies about cleaning up blighted and underutilized rail corridors, it has been a truly collaborative exercise getting to this point. Many hands have touched the crafting of this plan, which will be used to promote the city's ongoing desire to Re:Imagine itself and carve out a fresh new identity within Orange County.

The Garden Grove Active Streets Plan will serve as a working document to help foster shared vision for planning purposes. It will also become a valuable tool in our continued pursuit of grant funding opportunities to help implement the construction of bikeway and pedestrian improvements over the next two decades.

Thank you for taking the time to peruse the following pages and I encourage you to be active involved in reshaping our City's future!

Sincerely,

Mayor Steve Jones



Pedestrians and bicyclists are an “indicator species” of healthy communities. Their presence helps to enliven streets and make communities more viable.



EXECUTIVE SUMMARY

In 2015, the City released *Re:Imagine Garden Grove*, a program focused on active transportation, open space, and revitalization in Garden Grove. The Active Streets Plan continues to build upon these efforts to transform Garden Grove into a city known for its walk and bike-friendliness and as an active, healthy, and prosperous place to live, work, and play.

The plan summarizes the planning process and describes the biking and walking conditions in Garden Grove today. It recommends policy's and tools for the City and its partners to use in implementing programs and infrastructure improvements, and provides implementation strategies to create better connectivity throughout Garden Grove and to the surrounding region.

BIKING & WALKING IN GARDEN GROVE TODAY	RECOMMENDATIONS TO IMPROVE BIKING & WALKING	IMPLEMENTATION
Chapter I: INTRODUCTION & GOALS	Chapter IV: POLICY RECOMMENDATIONS	Chapter VII: IMPLEMENTATION PLAN
Chapter II: EXISTING CONDITIONS	Chapter V: NETWORK RECOMMENDATIONS	Chapter VIII: PE ROW TRAIL & BIKEWAY IDENTITY
Chapter III: NEEDS ANALYSIS	Chapter VI: POLICY RECOMMENDATIONS	

THE PLAN'S VISION

The City of Garden Grove is a community where people of all ages and abilities easily, comfortably, and safely walk, ride a bicycle, or use other non-motorized wheeled devices to access jobs, schools, public transit, recreation facilities, shopping, and other destinations as a part of daily life.

THE PLAN'S GOALS

Goal 1: MOBILITY AND ACCESS Increase and improve pedestrian and bicycle access to employment centers, schools, transit, recreation facilities, and other community destinations across the City of Garden Grove for people of all ages and abilities.

Goal 2: SAFETY Improve safety for active transportation users through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, lighting, and landscaping, as well as best practice non-infrastructure programs to enhance and improve the overall safety of people walking and bicycling.

Goal 3: INFRASTRUCTURE AND SUPPORT FACILITIES Maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure that allows for convenient and direct connections throughout Garden Grove. Increase the number of high quality support facilities to complement the network, and create public pedestrian and bicycle environments that are attractive, functional, and accessible to all people.

Goal 4: NON-INFRASTRUCTURE PROGRAMS

Increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips through encouragement, education, enforcement, and evaluation programs that support walking and bicycling.

Goal 5: EQUITY Improve accessibility for all people walking and bicycling through equity in public engagement, service delivery, and capital investments.

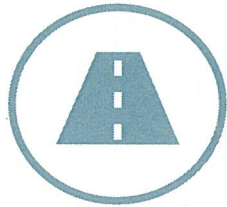
Goal 6: IMPLEMENTATION Implement the Active Streets Master Plan over the next 20 years.

See Chapter I: Introduction & Goals and Chapter IV: Policy Recommendations for objectives and policies to achieve the plan's goals.



KEY PROJECT THEMES AND PLAN PRIORITIES

Based on the evaluation of Garden Grove's safety, infrastructure, and user needs, six key project themes and plan priorities have been developed and are highlighted in this executive summary.

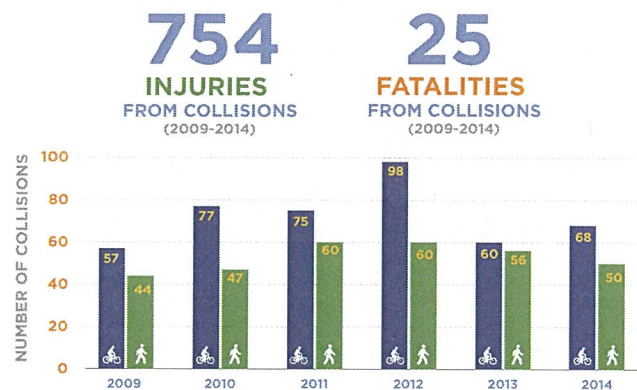


IMPROVE CYCLING AND PEDESTRIAN SAFETY

Garden Grove's collision history reveals a need to improve safety for people riding bicycles and people walking. The plan recommends policy updates, infrastructure improvements and programs that can work together to improve safety.

COLLISIONS

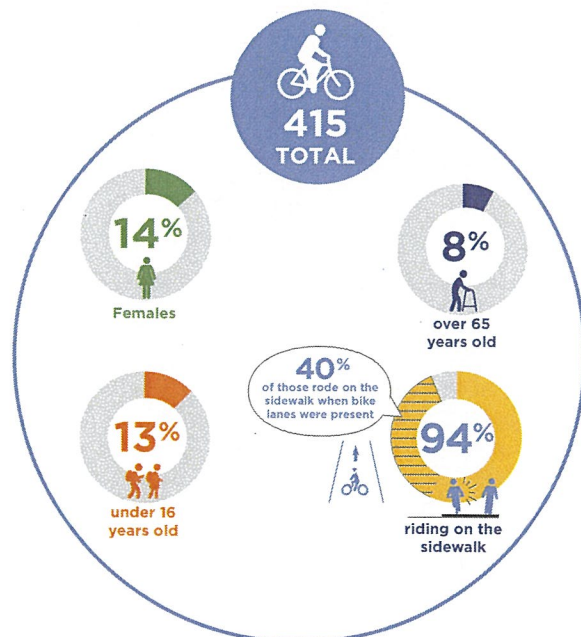
The *Active Streets Master Plan* reviews collision data to identify safety concerns. Between 2009 and 2014, 754 collisions were reported in Garden Grove that involved a bicyclist or a pedestrian. Of these, 20 pedestrians and five bicyclists died as a result of a collision. These results indicate a need to improve safety for people riding bicycles or walking.



COUNTS

Bicycle and pedestrian counts were conducted at nine locations across the city to document how many people are biking and walking today or on an average day. Of the 415 bicyclists counted, 389 were traveling on the sidewalk, against the flow of traffic. Forty percent of the persons riding on the sidewalk were traveling along a roadway with bike lanes present. 1,652 pedestrians, skateboarders, and persons using a scooter or mobility device were counted during the specified periods.

Riding a bicycle on a sidewalk is a relatively common (and generally unsafe) activity in Garden Grove. Making safer spaces for bicyclists on the road can reduce the incidents of sidewalk-bicycle riding and create safer conditions for all users.



i See Chapter II: Existing Conditions



CONSIDER BROADER BENEFITS OF ACTIVE TRANSPORTATION

There is strong interest in investing in active transportation as a community development tool (targeting under-served areas), as a means of promoting health and wellness, and as an economic development tool (better connecting people to commercial and retail destinations and increasing quality of life and tourism opportunities).

COMMUNITY ENGAGEMENT

The public outreach process included five major components including an Open Streets event, two community workshops, a Community Advisory Committee, and a project website with interactive online map and online survey. The major themes and community priorities identified through these outreach processes support the broader benefits of active transportation including:

- Provide sustainable, alternative transportation options for the City
- Enhance the regional bikeway network
- Promote quality pedestrian facilities for transportation and recreation

DEMAND & EQUITY

A demand analysis was conducted to help define citywide variation in bicycle and pedestrian demand. An equity analysis examined the existing distribution of bicycle facilities compared to the distribution of underserved populations. Demand and equity were used to help develop an active streets network that serves all areas of Garden Grove. These factors were also considered during project prioritization to help address needs in high-demand, underserved areas of Garden Grove.

See Chapter III: Needs Analysis

WHY WALK & BIKE?

for **HEALTH**

Nearly
1 in 4
Adults in the
Orange County
are **OBES**.²



for **THE ENVIRONMENT**

38% of California's greenhouse gas emissions come from transportation.⁵



for **EQUITY**

30%
of **BUDGET SPENT**
on **TRANSPORTATION**

Families with incomes under \$50,000 per year spend an average of 30% of their budget on transportation.⁷



ENHANCE EXISTING BIKEWAYS

Garden Grove has an opportunity to leverage its overall biking network and better connect city residents, visitors, and commuters by closing gaps and enhancing its existing bikeways.

BICYCLE NETWORK RECOMMENDATIONS

The recommended bicycle network is made up of off-road shared-use paths, bicycle lanes (including buffered and separated facilities), signed bicycle routes, and neighborhood greenways. A variety of on- and off-street bicycle facilities are recommended to accommodate 1) the range of abilities and comfort levels of bicyclists; 2) the range of conditions for bicycling on different roadway environments; and 3) local preferences identified through the public input process.

In total, the plan recommends 55.3 miles of new bicycle facilities, as well as 9.3 miles of updated existing facilities. The plan also recommends 20.4 miles of Complete Streets and Separated Bikeway study corridors. The estimated construction costs for new bikeways and trails is approximately \$18.2 Million.

See Chapter V: Network Recommendations

55 MILES 
of new bicycle facilities

10 MILES 
of updated existing bicycle facilities

20 MILES 
of Complete Streets and Separated Bikeway study corridors

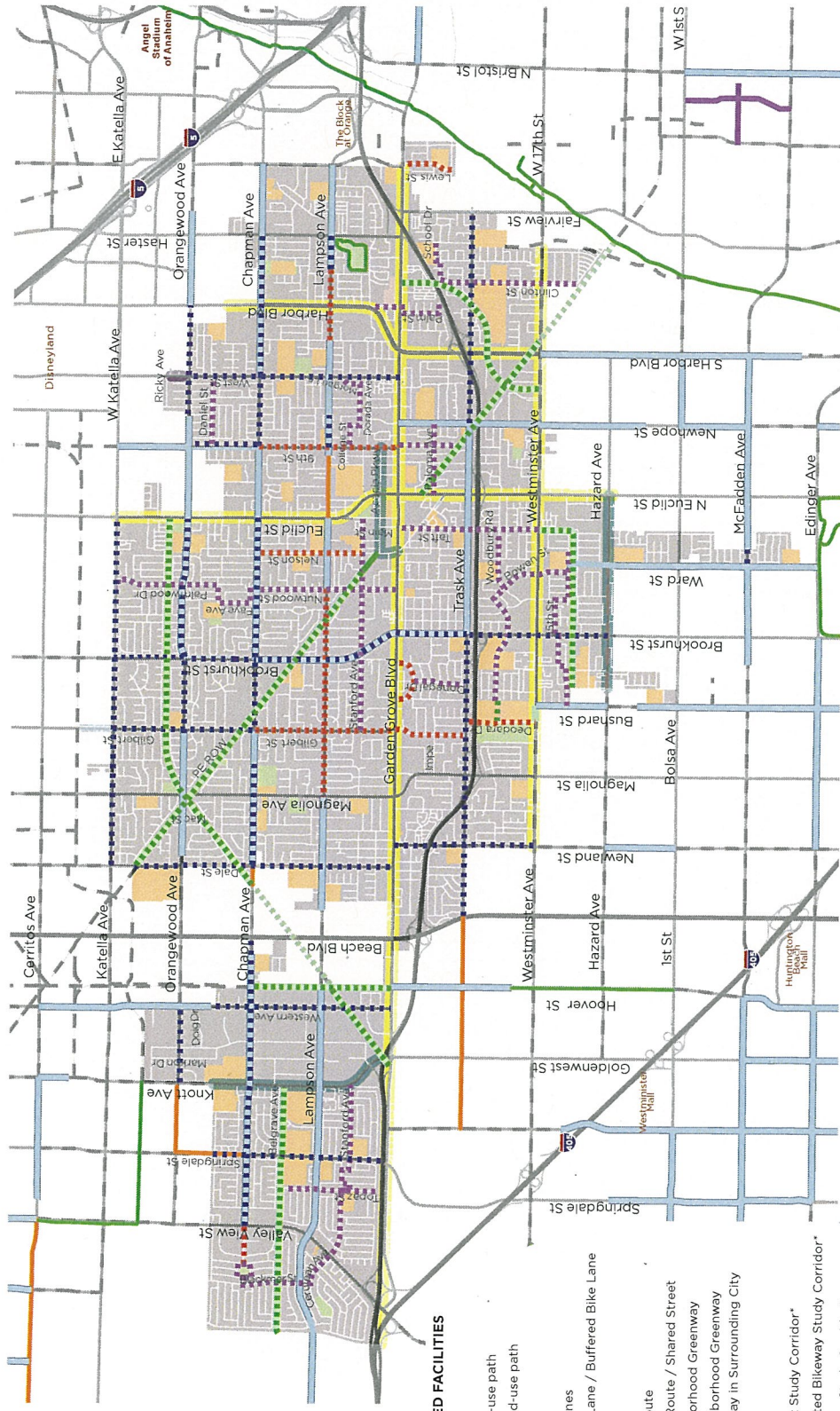
IMPLEMENTATION

Recommended projects were prioritized using feedback from City staff and the Community Advisory Committee as well as input from the community. Outreach at public events, like Garden Grove's 60th Anniversary Diamond Jubilee, supports the results of the prioritized projects. Priority projects are listed to the right.

See Chapter VII: Implementation

PRIORITY PROJECTS

- Pacific Electric Right-of-Way (PE ROW) Trail
- Early Action Projects including West Street Road Rebalancing
- Westside Neighborhood Greenway
- Garden Grove Boulevard Complete Street Study
- Downtown Active transportation Improvements
- Safe Routes to School plan



EXISTING & PROPOSED FACILITIES

- Class I**
 - Existing Shared-use path
 - Proposed Shared-use path
- Class II**
 - Existing Bike Lanes
 - Proposed Bike Lane / Buffered Bike Lane
- Class III**
 - Existing Bike Route
 - Proposed Bike Route / Shared Street
 - Existing Neighborhood Greenway
 - Proposed Neighborhood Greenway
 - Proposed Bikeway in Surrounding City

STUDY CORRIDORS

- Complete Street Study Corridor*
- Class IV Separated Bikeway Study Corridor*
- Class II Bike Lane Study Corridor*

LAND USE

- Schools

* Additional study needed to determine feasibility and design.



PROPOSED BIKE FACILITY NETWORK

Garden Grove Active Streets Master Plan





IMPROVE PEDESTRIAN CROSSINGS

Many existing pedestrian crossings do not convey information on when and where to cross or have deficient signal timing that leads to long wait times for pedestrians. Wide crossings also leave pedestrians at higher risk for crashes.

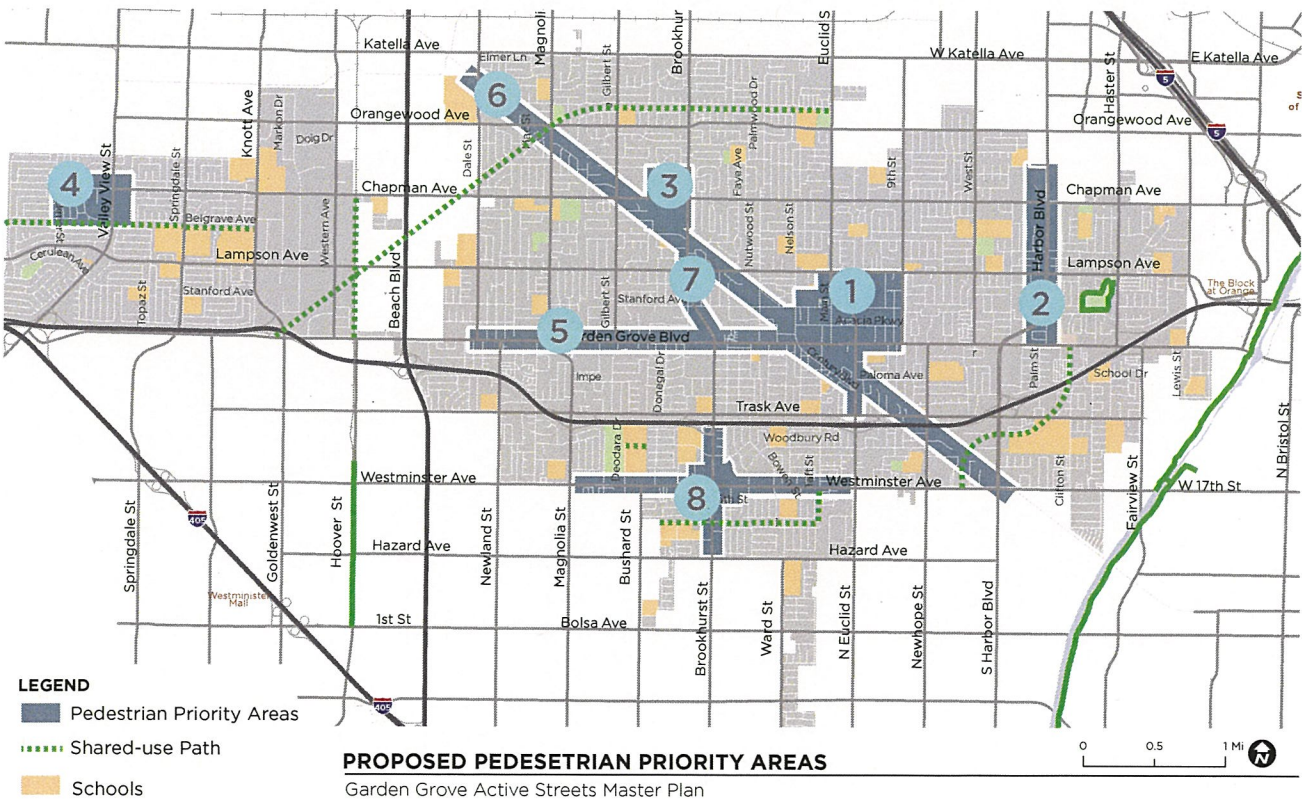
PEDESTRIAN RECOMMENDATIONS

The pedestrian network should accommodate people with a variety of needs, abilities, and possible impairments. The recommendations in this plan will help improve pedestrian access and comfort and fall into three categories: sidewalks, crossings and intersections, and traffic signals and warning beacons. *See Chapter V: Network Recommendations*

PEDESTRIAN PRIORITIES

- Close sidewalk gaps in school zones
- Improve uncontrolled crossings
- Improve pedestrian signal timing
- Improve pedestrian lighting
- Plant shade trees

The top implementation priorities for pedestrian facilities are shown to the right. The plan also identifies pedestrian priority areas and corridors, as shown below. *See Chapter VII: Implementation*





LEVERAGE SUPPORT AND MOTIVATION FROM PROJECT CHAMPIONS

Support for safe and active transportation options is a concept that everyone can get behind, but it will take the actions of a few key community champions to lead the way. Those with active interests in making safe connections for walking and biking within Garden Grove, such as the Parent Teacher Association, local advocates, and high school students, can help maintain project momentum and advance community conversations recognizing the benefits to the economy, safety, and physical and mental health that is associated with increased walking and biking.

COMMUNITY ENGAGEMENT

The public outreach process included five major components:

- Community Advisory Committee meetings
- Community workshop #1 and Open Street event (October 2015)
- Project website and social media presence
- Interactive online map (hosted on project website) and online survey
- Community workshop #2 at the Garden Grove Diamond Jubilee to present the Draft Plan and collect input on priority projects (June 2016)

i See Chapter III: Needs Analysis



The plan was well supported by the Garden Grove community

PROGRAMS

Programs, such as Open Street events, are a great way to keep community members engaged. The plan recommends continuing existing programs and implementing new programs related to bicycling and walking. Further, it offers a plan for how to prioritize programs, which are broken out into Education, Encouragement, Enforcement, and Evaluation.

i See Chapter VI: Program Recommendations



Adults and children enjoying Garden Grove's Open Streets event (2015)



CREATE AN URBAN GREENWAY ALONG THE PACIFIC ELECTRIC RIGHT-OF-WAY (PE ROW)

Garden Grove is already working to create a brand that builds upon the City's desire to be a community that is healthy and active. Improving the PE ROW trail infrastructure can directly support this effort and change how people experience the city on bike and on foot, while increasing demand for similar facilities that more effectively connect residents and visitors.

PACIFIC ELECTRIC RIGHT-OF-WAY TRAIL

Rail service along the PE ROW has been discontinued since 1950. Development of an urban greenway along this 100 foot wide corridor will be catalytic project in Garden Grove, creating a diagonal active transportation, recreational and ecological spine through the heart of the city. The City installed a pilot trail segment of the PE ROW trail between Nelson and Nutwood Streets and is actively pursuing the next steps of trail development.



Conceptual rendering of the PE ROW Trail crossing at Gilbert Street

IDENTITY

In keeping with the City of Garden Grove's goal of becoming a community that is healthy, engaged, economically vibrant, family-oriented, and safe, the bikeway and trails vision seeks to keep this identity throughout, with attention to the character of individual neighborhoods.

Two themes to articulate the "Gardens and Groves" identity have been developed based on public outreach and feedback from City Staff. The two themes are natural (left) and vivid (right). These themes serve as options for the City to finalize an identity for the trail and bikeway system.



i See Chapter VIII: PE ROW Trail and Bikeways Identity